THIS PAGE IS DECLASSIFIED IAW EO 13526

ROLL# M0933

CAMERA# 5

DATE FILMED 4-11-72

OPERATOR# E.L.

REDUCTION 26:1

0002

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Headquarters
91st Strategic Reconnaissance Wing (H)
Lincoln Air Force Base, Ohio
6 May 1954

OPERATIONS ORDER

SERIAL NO. 111A-53

91strw OO 111A-53
dtd 6 May 1954

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 May 1954

OPERATIONS ORDER)

NUMBER 114-53)

(This Operations Order supersedes 91st Strat Recon Wing Operations Order 114-53 dated 19 March 1954)

CHARTS AND MAPS: As required

TASK ORGANIZATIONS:

Hq Sq Sec, 91st Strat Recon Wing	Lt Col Harris C Andrews
324th Strat Recon Squadron	Lt Col John H Archer
323d Strat Recon Squadron	Major Frank A Gshwandtner
322d Strat Recon Squadron	Major James T. Chafin
91st Air Refueling Squadron	Lt Col Clifford S. Hovik
91st Armnt and Electronics Sq	Lt Col Ernest C. Wade
91st Field Maint Squadron	Lt Col David B. Lawrence
91st Periodic Maint Squadron	Major George F. McKay

1. GENERAL SITUATION: Severe weather phenomena can inflict extensive damage on buildings, facilities, and particularly aircraft, with a resultant reduction in the tactical potential of this command. Plans designed to minimize severe weather damage by prescribing sequential actions as outlined in paragraph 3, SAC Regulation 55-32, 30 December 1952 and required by Second Air Force Operations Order 114-53, 24 January 1953, must be developed. This order outlines such a plan for this command and supplements the above cited directives.

a. Intelligence: Omitted

b. Friendly Forces:

(1) 40th Air Division

(a) Provide normal facilities at Turner Air Force Base, Georgia.

(2) 6th Air Division

(a) Provide normal base facilities at MacDill Air Force Base, Florida.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) 4th Air Division

(a) Provide normal base facilities at Barksdale Air Force Base, Louisiana.

(4) Tinker Air Force Base Severe Weather Warning Center

(a) Provide 26-5 Weather Detachment with Severe Weather Warning Advisory when appropriate.

(5) 26-5 Weather Detachment

(a) Notifies 801st Air Division Operations upon receipt of a "Severe Weather Warning Advisory" from Severe Weather Warning Center, Tinker Air Force Base, when such warning is considered likely to affect Lockbourne Air Force Base.

(b) Notifies 801st Air Division Operations of Severe Weather Warnings based on local forecasts.

(6) 801st Air Base Group (Base Operations)

(a) Will notify the following sections of the 91st SAW in the event of severe weather:

1. 91st SAW Control Room

2. 91st SAW Maintenance Control

(b) Provide base support as required.

(c) Determine action to be taken.

(d) Coordinates with Air Traffic Control agencies for securing block clearances as required.

2. MISSION: To prevent severe weather damage to 91st SAW aircraft and equipment by evacuating flyable aircraft to bases set forth in this operations order and the securing of non-flyable aircraft and equipment.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

3. TASKS FOR SUBORDINATE UNITS:

a. 323d SAS
322d SAS
324th SAS
91st AMS

(1) Secure equipment and non-flyable aircraft.

(2) Prepare crews of flyable aircraft for evacuation in accordance with this operations order.

(3) Evacuate aircraft if directed.

b. 91st A&E Sq
91st Fld Maint Sq
91st Periodic Maint Sq

(1) Secure equipment and non-flyable aircraft.

(2) Aid in preparing flyable aircraft for evacuation in accordance with this operations order.

x. General Instructions:

(1) The term "severe weather phenomena" as used herein are as defined in SAC Regulation 55-32, dtd 4 May 1953.

(2) Action in the event of severe weather is divided into three phases which are defined as follows:

(a) Phase I:

Standby or preliminary procedures which are precautionary in nature. Phase I will be directed by the Wing Commander when weather conditions indicate possible damage to aircraft, facilities and equipment. Instructions for Phase I are set forth in Appendix I to Annex "A".

(b) Phase II:

Special procedures to be implemented on receipt of a specific weather warning. Phase II will be

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

directed by the Wing Commander when conditions indicate possible severe weather in the Lockbourne area which would dictate evacuation of aircraft. Instructions for phase II are set forth in Appendix II to Annex "A".

(c) Phase III:

Evacuation of all flyable aircraft. Final decision to evacuate aircraft will be made at Headquarters, SAC. In the event of communications breakdown Commander 801st Air Division will make final decision to evacuate aircraft. Instructions for Phase III are set forth in Appendix III, Annex "A".

(3) Non-flyable RB-47 aircraft will be given priority on available hangar space. When the status of unflyable, unsheltered aircraft permits, a minimum crew will be assigned to help the aircraft ride out severe winds by keeping the aircraft headed into the winds.

(4) Minimum essential maintenance and security personnel accompany evacuating aircraft.

(5) Senior officer of task unit present at each evacuation base will be responsible for coordination with base personnel on matters pertaining to aircraft security, maintenance, housing and feeding of personnel, and communication with 91st SRW Hq.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(6) To insure that a copy of SAC Regulation 55-32, "Safeguards Against Severe Weather Phenomena" is available to all task force units it is incorporated with Operations Order as Annex "B".

(7) Squadron Commanders will insure that maps required to accomplish Phase III are on hand at all times.

(8) Squadron Commanders will insure that crews are briefed every 90 days.

4. ADMINISTRATIVE AND LOGISTICS MATTERS:

a. The following items will be carried on each evacuating aircraft:

(1) Tie-down equipment

(2) Wheel chocks.

(3) Essential tools.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command:

(1) Commander, SAC, Offutt AFB, Nebraska, has overall command and makes final decision to evacuate aircraft.

(2) Commander, Second Air Force, Barksdale AFB, La., command of Second Air Force units.

(3) Commander, 801st Air Division, Lockbourne AFB, Ohio, calls alert and determines phase. Advises Wing Commanders accordingly.

(4) Commander, 91st SAWG, establishes command post in 91st SAWg Control Room.

b. Communications: Communications to and from 91st SAWG Hq will normally be via SOCS system. Abnormal conditions may adversely effect communications facilities at this base and other bases in the affected

0020

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

area. In such cases every effort will be made to maintain communications by any means available.

(1) Aircraft will use normal C.A. reporting procedures.

DES PORTES
Colonel
Commanding

ANNEX:

"A" Severe Weather Procedures
App I: Instructions for Phase I
App II: Instructions for Phase II
App III: Instructions for Phase III

DISTRIBUTION:

Comdr 2AF	3
Comdr Turner AFB	3
Comdr MacDill AFB	3
Comdr Barksdale AFB	3
Comdr 801st AD	1
Comdr 801st AEG	5
Comdr 91st SAW	1
Comdr 91st AES	2
Comdr 91st FMS	2
Comdr 91st FMS	2
Comdr 91st ARS	3
Comdr 26th WD	1
Comdr 322d SRS	3
Comdr 323d SRS	3
Comdr 324th SAS	3

OFFICIAL:

HAL C CONNER
Lt Col USAF
Director of Operations

91SAW OO 1144-53
dtd 6 May 1954

0021

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 May 1954

ANNEX "A"

TO

OPERATIONS ORDER

SEAL NO. 1144-53

SEVERE WEATHER PROCEDURES

Annex "A" to
91SRW OO 1144-53
dtd 6 May 1954

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 May 1954

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 1144-53

SEVERE WEATHER PROCEDURES

1. PURPOSE: To establish a warning system and place responsibility for appropriate action on proper personnel in case of notification from the Base Weather Station that severe weather phenomena is anticipated.

2. SCOPE: These procedures are applicable to all squadrons and to the offices of the Director of Operations and the Director of Materiel.

3. LOCAL WEATHER CONDITIONS CAUSING DAMAGE:

a. Type of condition:

(1) High Winds

(2) Thunderstorms

(3) Cold fronts

(4) Squall lines

(5) Tornadoes

(6) Hurricanes

b. Effects of Wind:

11 to 16 knots - raises dust and loose paper.

17 to 21 knots - small trees and leaves sway, crested wavelets form in inlet waters.

22 to 27 knots - large branches in motion, whistling heard in telegraph wires.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

28 to 33 knots - whole trees in motion, inconvience felt when walking against wind.

34 to 40 knots - breaking twigs off trees and generally impedes progress.

41 to 47 knots - slight structional damage occurs, chimney pots and slate removed.

48 to 55 knots - trees uprooted, considerable structural damage occurs.

56 to 65 knots - very rarely experienced, accompanied by wide-spread damage.

4. DEFINITIONS:

a. Phase I - Standing or preliminary procedures which are precautionary in nature.

b. Phase II - Special procedures to be implemented upon receipt of specific warning.

c. Phase III - Evacuation of all flyable aircraft.

5. GENERAL:

a. Evacuation:

(1) In the event of aircraft evacuation because of severe weather the evacuation bases will be as follows:

(a) Primary base - Turner AFB, Ga.

(b) Alternate bases - MacDill AFB, Fla., and/or Barksdale AFB, La.

b. The implementation of Phase II and Phase III will be at the discretion of the Wing Commander or as directed by higher headquarters.

c. Tactical squadrons will prepare and maintain necessary route flimsies.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (L)
Lockbourne Air Force Base, Ohio
6 May 1954

APPENDIX I

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 114A-53

INSTRUCTIONS FOR PHASE I

App I to
Annex "A" to
91SRW OO 114A-53
dtd 6 May 1954

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 May 1954

APPENDIX I

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 114A-53

INSTRUCTIONS FOR PHASE I

When Phase I is directed the following action will be taken:

1. Base Operations Officer (Non-Duty hours: 801st AD Duty Officer)

   a. Notifies 91SrW Control room.

   b. Notifies 91SrW Maintenance Control.

   c. Advises the above sections of any predicted changes in weather.

2. 91SrW Control Room

   a. Notifies and keeps advised the following personnel on predicted weather changes:

      (1) Wing Commander

      (2) Director of Operations

      (3) Director of Materiel

      (4) Commander, 91st Hq Sq Sec, 91SrW
          Commander, 91MtS
          Commander, 322SrS
          Commander, 323SrS
          Commander, 324SrS

3. 91SrW Maintenance Control

   a. Notifies and keeps advised on predicted weather changes the following personnel:

      (1) Chief, Maintenance

      (2) Commander, 91st Fld Maint Sq

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(3) Commander, 91st A&E Sq

(4) Commander, 91st Periodic Sq

4. All Task Force Organizations
(Comdrs: 91AMS, 322SmS, 323SmS, 324SmS, 91FMS, 91PMS, 91A&ES)

a. Secure all loose equipment such as maintenance stands, loading docks, and trash cans.

b. Insure that doors and windows are closed while bldgs are unoccupied.

c. Place power units inside hangers.

d. Insure that all unit aircraft are secured and chocked and control surfaces are locked.

e. Man Unit Operations Office with duty officer during non-duty hours.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 May 1954

APPENDIX II

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 114A-53

PROCEDURES FOR PHASE II

App II to
Annex "A" to
91stW OO 114A-53
dtd 6 May 1954

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 May 1954

APPENDIX II

TO

ANNEX "A"

OPERATIONS ORDER

SERIAL NO. 114A-53

INSTRUCTIONS FOR PHASE II

When Phase II is directed the following action will be taken:

1. Insure that all duties set forth in Appendix I have been accomplished.

2. In addition to duties set forth in Appendix I for Phase I the following duties will be accomplished for Phase II:

(a) All Task Force Units:

(1) Prepare all flyable aircraft for evacuation, including crew briefing, preflight, refueling, and the accomplishment of clearances (DD175).

(2) Alert all unit personnel.

(3) Select and prepare ground crew personnel to evacuate with aircraft and prepare loading lists.

(4) Place non-flyable aircraft in hangers in so far as space permits and disperse those remaining. Aircraft will be headed into probable wind and tied down.

(5) Unit Commanders will assign crews to evacuate flyable aircraft and minimum crews to help non-flyable aircraft ride out storm where aircraft status permits. If it becomes necessary to start engines to ride out storm, engines 3 and 4 will be started.

App II to Annex "A" to 91SRW OO 114-53 dtd 6 May 54

(6) Loads equipment to be evacuated.

CONFIDENTIAL

0029

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3. Wing Tactical Operations: Furnish Base Operations Officer with necessary data to obtain block clearances.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Rockbourne Air Force Base, Ohio
6 May 1954

APPENDIX III

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 114A-53

INSTRUCTIONS FOR PHASE III

App III to
Annex "A" to
91SnW OO 114A-53
dtd 6 May 1954

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 May 1954

APPENDIX III

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 114A-53

INSTRUCTIONS FOR PHASE III

When Phase III is directed aircraft will be evacuated. Unit Commanders will insure that all duties as set forth in Appendix I & II for Phase I & II have been accomplished. In addition, the following action will be taken:

1. Tactical Organizations:

a. Air Crews are given final briefing and dispatched to aircraft ready to fly-a-away.

b. All passenger personnel are loaded.

c. Aircraft Commander will start engines and call tower for taxi and take-off instructions. Use frequency primary: Ch 1 - 236.6; secondary: Ch 2 - 275.8.

2. Evacuation base will be at discretion of the Wing Commander or as directed by higher headquarters. They are as follows:

Primary : Turner AFB

Alternate : MacDill AFB

Alternate : Barksdale AFB

a. Route: Lockbourne direct to briefed evacuation base.

App III to
Annex "A" to
91StW OO 114A-53
dtd 6 May 1954

CONFIDENTIAL

0032

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Take-off: Aircraft will be dispatched at 2 minute intervals. All aircraft will contact Lockbourne AFB tower for taxi and take-off instructions.

c. In-route procedures:

(1) KB-47 aircraft:

(a) Climb on course or as briefed at 96%.

(b) Cruise enroute at altitude assigned at takeoff. (see paragraph 3)

(2) KC-97 aircraft:

(a) Climb on course 15° degrees to right of direct course between Lockbourne AFB and evacuation base at 195 MrH IAS. Maintain this heading to assigned altitude then take up course direct to evacuation base.

(b) Cruise enroute at altitude assigned at takeoff. (see paragraph 3)

3. If the advisory forecasts the base to be located in, or within fifty miles of a "Black Area", maximum emphasis will be given to preparing aircraft for Immediate evacuation. (Ref paragraph 2, SAC Reg 55-32)

4. 91SAW Commander (Director of Operations) will:

a. Immediately initiate a report to 2AF Controller when severe weather is forecasted to affect base. Notification will include brief of action in progress and contemplated.

b. Report as soon as possible, and hourly thereafter, to 2AF Controller:

(1) No of flyable aircraft, by type.

(2) No of crews, by aircraft type, to accomplish evacuation.

(3) Significant changes.

App III to
Annex "A" to
91SAW OO 114a-53
dtd 6 May 1954

0033

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 May 1954

ANNEX "L"

TO

OPERATIONS ORDER

SERIAL NO. 1144-53

OPERATIONS

Annex "L" to
91ST SRW OO 1144-53
dtd 6 May 1954

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 May 1954

ANNEX "L"

TO

OPERATIONS ORDER

SERIAL NO. 114A-53

OPERATIONS (SAC Reg 55-32, dtd 4 May 53)

1. PURPOSE: To prescribe the formulation of a severe weather plan for each base of this command.

2. GENERAL: a. Bases of this command are periodically threatened by severe weather phenomena such as hurricanes, tornadoes, blizzards, heavy thunderstorms, hail storms, high winds, etc. There have been instances in which the aircraft, buildings, and related equipment on our bases have been severely damaged. It is incumbent upon all personnel of the Strategic Air Command to do everything possible to minimize the damages occurring as a result of severe weather phenomena. Plans must be developed to provide maximum safeguards against damage to aircraft.

b. With respect to tornadoes, the skill and amount of observational data necessary to pinpoint such phenomena to an area the size of an average base are nonexistent at the present time. The smallest area for which forecast results can be obtained is approximately 10,000 square miles. Thus, the degree of probability that an air base located within a "black area" (see paragraph 5c, below) will be struck by a tornado is extremely limited. The cost of evacuation in terms of time, money, and training lost is usually prohibitive when balanced against the probability of a forecast tornado actually striking a particular air base.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. The policy of this command with respect to tornadoes is to concentrate on protection of aircraft. Only very infrequently does protection against tornadoes include evacuation of aircraft. If, after receipt of a "black area" weather warning advisory, a commander has carefully weighed all factors and, exercising his best judgement in the light of these factors, makes the decision not to evacuate his aircraft but rather to protect such aircraft by taking all necessary steps short of evacuation, he will have effectively accomplished his responsibility in this matter. Authority for deciding whether or not to evacuate aircraft in the event of "black area" warnings is delegated to the commanders of numbered air forces and overseas air divisions. Numbered air force commanders are authorized to delegate this responsibility to division and wing commanders.

3. SCOPE: Plans developed as the result of this regulation will provide for progressive actions depending upon the weather phenomena predicted or encountered. The ultimate action in safeguarding aircraft is evacuation from the base prior to the occurrence. Each base will have its peculiar requirements dependent upon its location and climate history. As a minimum, each plan will consist of three phases which are defined as follows:

a. Phase I. Those actions which are required as preliminary safeguards due to climatic or seasonal occurences. Examples follow:

(1) Stowage or stabilization of maintenance stands and other equipment.

(2) Mandatory checks of weather trends by detailed duty officers.

(3) Maintenance of current alert procedures for required personnel.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Phase II. Those special actions which are required over and above Phase I actions to further protect aircraft and equipment from a specific existing threat. Examples follow:

(1) Mustering of crews and maintenance personnel.

(2) Wind-vaning and/or mooring of aircraft (see TO 01-1-50).

(3) Manning aircraft with flight crews.

c. Phase III. The evacuation of all flyable aircraft. This phase will include a taxi and take off plan, IFR routing and let-down plan, orbit plan, if applicable, and recall procedures. Tactical aircraft will be evacuated insofar as possible to other SAC bases. Administrative aircraft will be evacuated to any USAF base outside of the severe weather area.

4. RESPONSIBILITIES: a. The division commander on a multi-wing station or the wing commander on a single-wing station will be responsible for compliance with the provisions of this regulation.

b. The Commanding Generals, 5th and 7th Air Divisions, will prescribe procedures to be followed at bases under their command.

c. The commanding general of each numbered air force is responsible for the review and adequacy of the plans of each base under his command. One copy of each original plan will be forwarded to this headquarters, ATTN: DCOFF.

d. This headquarters will review each plan for adequacy of content and will take action necessary to coordinate the requirements placed on other commands.

5. DEFINITIONS. a. High Winds. High winds willbe considered to exist at the velocity specified by TO 01-1-50, 13 June 1952, as being critical for unsheltered aircraft.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Severe Weather Warning Advisory. Those forecasts issued by the Severe Weather Warning Center, Tinker Air Force Base, Oklahoma, and/or the local base weather station when probable tornadoes, heavy hail, or wind in excess of 50 knots accompanying severe thunderstorms are expected.

c. "Black Area." That area designated in a severe weather warning advisory, in which the development of a tornado is considered probable.

6. PROCEDURES: a. Each echelon of command will establish procedures to insure that the existence of severe weather conditions is immediately brought to the attention of the responsible commander. When such conditions become apparent from sources available at this headquarters, this information will be relayed to the air force concerned via the SOCS.

b. When severe weather conditions affecting a ZI SAC base becomes known at base or numbered air force level, the Headquarters SAC Operations Controller will immediately be notified via the SOCS and advised of action contemplated and in progress. Continuing reports will be rendered to the Headquarters SAC Operations Controller.

7. REPORTS CONTROL SYMBOL: Reports required by paragraph 4, above, is exempt from the requirement of a reports control symbol under the provisions of paragraph 9b(14), AFR 174-1, 9 Aug 51.

0038

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E-247 ACTION 913NWG

FM COMDRSAC OFFUTT AFB NEBR
TO JEDDO/COMDRADIV 801 LOCKBOURNE AFB OHIO
** ** **
/UNCLASSIFIED/DOFS 29178. THIS MXG EXMITTED TO SAC MAJ COMDS** FOLG FOR INFO OF ALL UNITS POSSESSING JET ACFT. RECENTLY A POSSIBLE ACDT WAS AVERTED WHEN A B-47 EXPERIENCING /UX GEAR TROUBLE RETURNED TO A U.N. BASE LOW ON FUEL. AFTER UNSUCCESSFUL ATTEMPTS WERE MADE TO LOWER THE GEAR CMA A TKR WAS SCRAMBLED TO GIVE THE B-47 ENOUGH FUEL TO REMAIN IN THE AIR UNTIL THE CREW COULD GET THE GEAR DOWN. SUCH PRECEDENTING EMERGS UNDOUBTEDLY W/DEVELOP IN FUTURE WHEN ACFT INVOLVED HAVE RELATIVELY LOW FUEL RESERVE. IT IS SUGGESTED THAT AS AN ADD SAFETY MEASURE CMA CONSIDERATION BE GIVEN TO HAVING AN ALERT TKR ON STANDBY UNDER CERTAIN CONDITIONS SUCLN FOR EXAMPLE CMA WHEN JET ACFT ARE FLYING MSNS WHICH MAY INVOLVE RELATIVELY LOW FUEL RESERVES UPON RETURN CMA WHEN ACFT OF OTHER UNITS ARE SCDD TO LAND UNDER LOW FUEL RESERVE CONDITIONS OR WHEN THERE IS A HIGH VOLUME OF TRAFFIC W/MARGINAL WEA CONDITIONS EXISTING.
03/2157Z MAY JEDMH

"A CERTIFIED TRUE EXTRACT COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

EXHIBIT # 74

0039

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MOBILITY EXERCISE

Personnel Ground Rules

1. Mobility rosters and stencils will be required for mobility test.

2. Squadron adjutants will pick-up dummy records from Hospital, Finance, and Drivers School upon notification by Wing Director of Personnel.

3. Squadrons will assemble dummy records in Records Jacket along with dummy clearance in duplicate. No Shot Records will be required for the test.

4. No personnel will be processed nor transported from the Squadron to Passenger Control Center.

5. Wing Personnel Officer will simulate role of the Passenger Control Officer. He will call Adjutants of the squadrons and inform them a unit aircraft is ready for departure. Squadrons will then dispatch a runner to Wing Personnel Office with the records of the individuals scheduled to depart on the aircraft. Wing Personnel Officer will then have each Records Jacket checked for completeness and return Records Jacket to the Squadron Runner.

EXHIBIT #K

0040

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

8E-748 ACTION 91SRW

FM COMDRAF 2 BARKSDALE AFB LA
** ** **
JEDRO/COMDRADIV 801 LOCKBOURNE AFB OHIO
** ** **
/SECRET/FLICON 6-1. THIS IS A TEST EXERCISE. THIS MSG "MAD HOUSE" FOR TEST EXERCISE OF 2AF OO 10A-55. ALERT TIME IS 1505Z. "YELLOW" OR RED ALERT DOES NOT EXIST. ACK REC THIS MSG BY SOCS AND FLICON TWX.
06/1525Z MAY JWFKL

"A CERTIFIED TRUE EXTRACT COPY"

Fredrick W. Shook

FREDRICK W. SHOOK,
MAJOR, USAF.

SECRET

EXHIBIT # 77

0042

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAY 1964 FLYING SAFETY SUBJECT

Checklists

During the month starting the second four-month period of the SAC FOR '64 CAMPAIGN, flying safety officers will make a complete study of checklists, procedures and operations memorandums, to determine whether they are adequate and whether any changes or improvements can be made. Combat crew personnel should be reminded that no matter how proficient they are, or how well they know their procedures, they are inviting trouble when they fail to use their checklists.

Suggested slogans of the month: "You Might Forget the Checklist But the Aircraft Won't" and "Checklists - Your Most Valuable Insurance Policy."

EXHIBIT # 78

0043

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
[illegible] STRATEGIC AEROSPACE [illegible] (O)
Lockbourne Air Force Base
Columbus 17, Ohio

[illegible]

SUBJECT: Flying Safety Officer's Monthly Report

TO: Commander
[illegible] Air Division
Lockbourne Air Force Base
Columbus 17, Ohio

1. Transmitted herewith is the Flying Safety Officer's Monthly Report for the month of May as required by SAC Safe Aircraft Campaign for '54 Planning Guide.

2. Attached as inclosures are:

a. Special Monthly Activities Report.

b. Nomination for SAC Combat Crew of the Month.

c. Nomination for SAC Maintenance Man of the Month.

3. Negative reports are submitted for:

a. Nomination for Heads Up Club.

b. Flying Safety Tips.

c. Comments and recommendations relative to augmenting or altering any aspects of SAC for '54 Flying Safety Campaign.

3 Incls.
1. Spec Mo Acty Rpt
2. Crew of the Mo
3. Maint Man of Mo

JOSEPH V. [illegible]
Colonel, USAF
Commander

EXHIBIT 179

0044

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIAL MONTHLY ACTIVITIES

1. During the month of May 1954, the 91st Strategic Reconnaissance Wing has remained accident-free by constantly being flying safety conscious. The Squadron Flying Safety Officers in their Monthly Flying Safety Meetings covered the following subjects:

a. Discussion of the SAC Flying Safety Program.

b. Lecture by Boeing Technical Representative on the RB-47E fuel system and defueling procedures.

c. Lecture by General Electrical Technical Representative on J-47 engine starting and circuits related to engine starting.

d. Lecture by Flight Surgeon on Physiology and Physical problems of high altitude flying.

e. Discussion of current SOP's, Combat Crew and Flying Safety Magazines, and other publications related to flying safety.

f. Lecture by Boeing Technical Representative on YC-97 propeller problems.

g. Thorough discussion in relation SAC TTX pertaining to use of UHF switch, asymmetrical thrust, engine requirement and limitations, and engine "shoe-shoe".

h. The RB-47 and YC-97 check lists were adequately covered and any interpretations were eliminated.

2. Due to an RB-47E aircraft of this Wing losing a camera access door in flight, the incident was highly publicized. The Incident report along with supporting TX was forwarded to higher headquarters. The cause was believed to have been due to faulty door latches. Each RB-47 was inspected to insure all camera access door latches were locked properly. Another incident involved an RB-47 in which the navigator's ejection hatch inadvertently released in flight. The hatch could not be located and there were no indications as to why it released. The crew stated a thorough preflight of the hatch for security was accomplished prior to flight. All RB-47 navigator ejection hatches were checked to insure against another loss.

3. Instructor pilots are still complaining of the removal of the taxi light from RB-47 aircraft. They feel this creates a hazard to taxiing in congested areas at night. A recent letter submitted by this headquarters requesting reinstallation was disapproved.

DCL #1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Spec Mo Act Rpt (Cont'd)

4. In order to remain current with existing problems confronting the combat crews, the Wing Flying Safety Officer accomplished the following in May:

a. Attended and completed the B-47 Flight Simulator Course.

b. Flew with several RB-47 crews during the month.

c. Attended various flying safety lectures presented within the squadrons.

5. Since the new RB-47 Pilots Handbooks are due in from AMC, measures have been taken to insure that each squadron receives immediate distribution upon arrival.

6. The Boeing Technical Representative, during the Wing Flying Safety Meeting, presented a lecture on proper use of checklists during aircraft preflight.

7. Every effort is being made within the 91st Strategic Reconnaissance Wing to insure this headquarters remains "Accident-Free" for the calendar year 1954.

LEWIS S. FRANCK
Major, USAF
Wing Flying Safety Officer

0046

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COMBAT CREW OF THE MONTH

The following tanker crew has been selected as the 91st Strategic Reconnaissance Wing "COMBAT CREW OF THE MONTH" for May 1954.

Aircraft Commander	Capt	James R. McQuaid
Pilot	1/Lt	Donald G. Kilmer
Navigator	1/Lt	William L. Sanders
Engineer	T/Sgt	Charles E. Bos
Radio Operator	A/1C	William R. Brown
Boom Operator	A/2C	Gary Long
Alternate Boom Operator	A/2C	Ken W. Dartt

While in England recently, Captain McQuaid's crew was alerted for an immediate take-off to refuel an RB-47E aircraft. The Jet aircraft in returning to its home base encountered extremely strong headwinds on the last portion of the mission. The RB-47 pilot declared an emergency due to fuel shortage and requested immediate air refueling. Captain McQuaid's crew, having preflighted their aircraft prior to the emergency, was able to have their tanker airborne 20 minutes after initial notification. At the time of the rendezvous, the received had only five minutes fuel remaining. Without hesitation, 20,000 pounds of fuel was transferred, thereby eliminating the emergency.

The result of superior crew coordination and knowledge of their aircraft status permitted the reconnaissance aircraft to return safely to its base. The capacity of a crew to come through - when needed - reflects favorable in past training, individual initiative, encompasses all aspects of coordination, and promotes the virtues of flying safety. This crew has often been complimented by many receiver pilots for their ability as a tanker crew.

This accomplishment by Captain McQuaid and his crew is felt to be highly commendable and warrants recognition.

LEWIS S. FRANCK
Major, USAF
Wing Flying Safety Officer

INCL #2

0047

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAINTENANCE MAN OF THE MONTH

Master Sergeant Neil P. Smith, AF19055466, of the 91st Field Maintenance Squadron is submitted as "MAINTENANCE MAN OF THE MONTH" for May 1954.

During February 1954, a requirement existed for the erection of the Shaw-Estes Jet Engine Test Stand for Lockbourne. The test stand was to be erected in three phases. The first phase consisted of laying the concrete foundation and was assigned to local contractors. Phase two and three, which consisted of installing all equipment necessary for entire test, was assigned to the 91st Field Maintenance Squadron. The project was in turn assigned to the Engine Build-Up Section. Master Sergeant Smith, being the NCOIC, was immediately confronted with problems. In addition to being responsible for a smooth running Engine Build-Up Section, he had to build the test stand. His first discovery was that some blueprints were missing and several of the available ones were erroneous. Since the errors were largely in wiring diagrams, it was necessary for him to use his own knowledge and experience in eliminating them. He further demonstrated his ability as a supervisor by having the project completed only three months after assignment. The first jet engine was tested on 25 May 1954 and the test stand met all expectations.

It is felt that Master Sergeant Smith did a very commendable job in that this project was more or less an extra duty. His section met all daily commitments as well as the erection of the test stand. Further, he kept all the work of erecting the stand within his own section, by efficiently utilizing all assigned personnel.

In view of Master Sergeant Smith's devotion to duty and constant dollar conservativeness, the 91st Strategic Reconnaissance Wing is proud to nominate Master Sergeant Smith as "MAINTENANCE MAN OF THE MONTH" for Lockbourne Air Force Base.

"A CERTIFIED TRUE COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

INCL #3

0048

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

91DOF Wing Flying Safety Meeting Attendance for May 54.

Commander Wing Flying Safety Officer 7 June 54
91st Strat Recon Wg (M)

1. The Wing Flying Safety Meeting was conducted on 21 May 1954. Attendance by squadrons in percent of available personnel are as follows:

a. 322nd Strat Recon Sqdn 95%

b. 323rd Strat Recon Sqdn 90%

c. 324th Strat Recon Sqdn 94%

d. 91st Hq Sqdn Sec 92%

2. Items covered were:

a. Discussion of vital FWA's.

b. Various areas for local improvement of the Flying Safety Program.

c. 91st Strategic Reconnaissance Wing and Lockbourne's record in relation to other Second Air Force Bases.

d. Discussion in relation to proper use of checklist.

e. Mr. Whitemarsh, Boeing Technical Representative for RB-47'S, covered items in check list relating to pre-flight.

3. The 91st Air Refueling Squadron's Monthly Flying Safety Meeting was conducted 19 May 1954. Ninety percent of all available squadron rated personnel attended. Speakers were: The Wing Flying Safety Officer and the Boeing Technical Representative for KC-97 type aircraft.

/s/t/ LEWIS S. FRANCK
Major, USAF
Wing Flying Safety Officer

"A CERTIFIED TRUE COPY"

Frederic W. Shook

FREDERIC W. SHOOK,
MAJOR, USAF.

EXHIBIT # 80

0049

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

STANDARD FUEL LOADINGS
RB-47

Based on Dash One capacities at 6.4 lb/gal.
Auxiliary tank quantities when less than full
are based upon Engineerings actual loading.

	11,300	13,000	13,800	14,300
Fwd Main	18,918	18,918	18,918	18,918
Cen Main	18,400	18,400	18,400	18,400
Aft Main	22,118	22,118	22,118	22,118
Fwd Aux	6,412	6,412	6,412	6,412
ATO	3,308	3,308	3,308	3,308
Aft Bm Bay	5,760	15,168	15,168	15,168
Fwd Bm Bay	------	------	5,120	7,488
Total	74,916	84,334	89,444	91,812

Fuel balance coefficients multiplied by the weight of fuel which can't be transferred will give a "balance" fuel in the "opposite" tank and result in no change of the weight and balance index.

Fwd main is equal to 1.38 of aft main
Fwd main is equal to .90 of ATO
Fwd main is equal to .227 of aft bm bay
.884 aft main is equal to the fwd aux
.53 fwd bm bay is equal to the aft main.

Tank that Doesn't Transfer	Compensating Fuel to Maintain Zero Change in Index		Fuel Unavailable & Resultant Loss		
			Unavail Fuel	Lost Range	Lost Time
Fwd Aux	Fwd Aux 6,412	Aft Main 7,250	13,662	832	1:59
Fwd Bm Bay	F.B.B. 5,120	Aft Main 2,700	7,820	600	1:24
	7,488	4,000	11,488	350	2:00
Aft Bm Bay	A.B.B. 5,760	Fwd Main 1,290	7,050	462	1:06
	15,168	3,500	18,668	1150	2:44
ATO	ATO 3,308	Fwd Main 3,030	6,338	420	1:00

EXHIBIT # 81

0050

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

EMERGENCY PROCEDURES CONDENSED CHECK LIST

1. PERSON (HEALTH, REST, Etc.).

2. ROUTE OF FLIGHT & STATUS OF AIRCRAFT.

3. PERSONAL EQUIPMENT.

4. EMERGENCY EQUIPMENT (Location & use).

5. USE OF STATION EQUIPMENT.

   (a) Relief Provisions.
   (b) Lighting.
   (c) Oxygen.
   (d) Ejection Seat & canopy jettison.

6. PROCEDURES FOR INGRESS AND EGRESS.

   (a) Ingress.
   (b) Egress.

      (1) Ditching.
      (2) Bailout-Ejection & Alternate.
      (3) Crash Landing.

7. ALARM BELL SIGNALS.

EXHIBIT # 87

0051

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

EMERGENCY PROCEDURE AMPLIFIED CHECK LIST
(REG's as appended and references from dash one)

1. PERSON----Comments and suggestions.

   (a) HEALTH
   (b) REST
   (c) IMMUNIZATION
   (d) IDENTIFICATION (Dog Tags; Passes; Orders)
   (e) SMOKING: NONE DURING AIR REFUELING. BE SPECIFIC OTHERWISE.
   (f) IN FLIGHT: Notify Aircraft Commander if uncomfortable/ any irregularity.

2. ROUTE OF CONTEMPLATED FLIGHT AND FORM ONE STATUS OF AIRCRAFT. (SOP 60-4) CONSIDER AND DISCUSS.

   (a) DAY AND NIGHT ASPECTS
   (b) TOPOGRAPHY (TIME PERMITTING: POSITION WILL BE GIVEN TO ALL DURING EMERG EGRESS.
   (c) POPULATION DENSITY
   (d) WEATHER
   (e) MEDICAL ASPECTS
   (f) MISCELLANEOUS: GENERALLY--SURVIVAL; SECURITY; INTELLIGENCE; ESCAPE AND EVASION and PERSONAL AFFAIRS.

3. PERSONAL EQUIPMENT--Comments, Location--Storage, and Useage

   (a) CRASH HELMET (GRD & AIR EMPHASIS--DO NOT TIE CHIN STRAP IN THE AIR)
   NOTE: GET PROPER HEADSET ADAPTERS FOR COMMUNICATIONS: RB's: Low Impedance.
   (b) FLYING SUIT and/or CLOTHING (ANTI-EXPOSURE SUIT IF REQUIRED)
   (c) FINGERS & WRISTS: NO RINGS OR LOOSE IDENTIFICATION BRACELETS.
   (d) GLOVES.
   (e) BOOTS--JUMP TYPE RECOMMENDED. HIGH ANKLE OK.
   (f) PARACHUTES--Inspection, Fit, Operation. (H-2 Press Bottle if over 25M, bottle good for about 8 to 10 minutes).
   (g) MAE WEST & ONE MAN LIFE RAFTS: Inspection, Fit, Useage.
   (h) FLASHLITE--Checked. (One crew member with a screwdriver & pr. of pliers).
   CAUTION: SOP 60-4A: NYLON FLYING SUIT WILL NOT BE IN DIRECT CONTACT WITH SKIN.

4. EMERGENCY EQUIPMENT (Locations P 116) (Also P 128 and 57).

   (a) EMERGENCY RADIO---Individual type or group type.
   (b) WATER BOTTLES.
   (c) FIRST AID KIT.
   (d) SURVIVAL KIT (Recommend additional Personal Survival Kit).
   (e) LIFE VEST.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(f) BLOOD PLASMA KIT.
(g) BATTLE SPLINT & DRESSING KIT.
(h) EMERGENCY AXE & KNIFE.
(i) PARACHUTE STATIC LINE (P 58).
(j) HAND FIRE EXTINGUISHER (Location & Useage - P 56).

5. AIRCRAFT: Locations, Operations, Restrictions, Discussion:

(a) ELIMINATIVE FUNCTIONS -- RELIEF CONTAINERS/TUBES (Pp 145; Items 6, 30, 31)
(b) LIGHTING: Brief passengers about interior lites & flash lites, etc, P 176-7.
(c) OXYGEN WARNING SYSTEM: CHECK-OUT PROCEDURE FOR MASK & REGULATOR. P 83.
HYPERVENTILATION vs HYPOXIA
WALK AROUND BOTTLES (HOW TO REFILL and/or USE DIRECTLY PLUGGED INTO A/C SYSTEM
SMOKE & FUMES & EXPLOSIVE DECOMPRESSION (100% plus EMERGENCY TOGGLE for press inc)
OXYGEN CHECKS: SOP's; Pp 177-181; and/or as directed by Aircraft Commander.
(d) EJECTION SEATS: PREFLIGHT; OPERATION NORMAL AND EMERGENCY; POST-FLIGHT.
Review sequence of events for the "stranger". P 61 thru 70 and 131.
(e) OBSERVER'S EMERGENCY ESCAPE HATCH. (How to preflight & get out). Also see P 57.
(f) CANOPY JETTISONING--Two systems (GROUND & IN-FLIGHT).

(1) IN-FLIGHT IS "JETTISON SYSTEM" P 9.
(2) GROUND: EMERG RELEASE SYSTEM P 10. (Also see Pp 58, 58A and 60).
NOTE: FOR EMERG CANOPY OPERATIONS See P 145.

(g) METHODS OF DEPRESSURIZING CABIN (FROM 3 Positions) P 7, 61 thru 70).
(h) HOW TO OPEN MAIN ENTRANCE HATCH FROM INSIDE (Not the Press Door).
(i) HOW TO PROPERLY OPEN PRESSURE DOOR FOR EGRESS.
(j) BATTERY LOCATION (See P 134A and P 4, Item 16) TO PRECLUDE FIRE/CRASH LDG.
(k) INTER-COMMUNICATIONS (Interphone) OUTLETS, USEAGE AND "CALL" POSITION. P 163.

6. PROCEDURES FOR INGRESS & EGRESS:

(a) INGRESS See Pp 134-134A, Also 57 to 58.

(1) REGULAR ENTRANCE DOOR --Will probably be inaccessible.
(2) OBSERVER'S ESCAPE HATCH: EMERG RELEASE HANDLE-- FWD LEFT SIDE OF A/C.
TO UNLOCK: Pull handle out of recess & turn 90° counterclockwise. Hatch must be lifted full UP in order to remove from A/C.

0053

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) CANOPY: EMERG RELEASE JUST AFT OF THE OBSERVER'S ESCAPE HATCH EMERG RELEASE.
TO REMOVE: Pull T handle firmly & slowly to full extent. Canopy must be lifted away to gain entrance or exit.

(b) EGRESS See Pp 126 thru 133.

(1) DITCHING (Water) P 128.

A. Prepare to ditch over interphone (ASSUME DITCHING STATIONS/POSITIONS). Six (6) short rings on alarm bell (KNOW WHAT YOU WILL PROVIDE--P 128). Start emerg Keyer (Man in nose check Circuit Breakers IN: OBS PWR DIST PANEL.

B. JETTISON WING TANKS.
C. JETTISON BOMBS/BOMBBAY DOORS CLOSED.
D. DEPRESSURIZE (Pull Emerg Cabin Press Release Handle).
E. LANDING GEAR RETRACTED; FLAPS FULL DOWN.
F. SAFETY BELT & SHOULDER HARNESS FASTENED PARACHUTE UNBUCKLED.
CHECK LIFE VEST (Mae West).
G. Five (5) SECONDS BEFORE CONTACTING WATER: BRACE FOR DITCHING BOTH ON INTERPHONE & ONE LONG SUSTAINED RING.
SHOULDER HARNESS IN "LOCKED" POSITION.
H. ABANDON AIRCRAFT AFTER IT HAS COME TO A STOP. PULL CANOPY EMERG RELEASE HANDLE (GROUND). REMOVE--LIFT CANOPY OFF. ALL CREW MEMBERS EXIT THRU CANOPY OPENING. Recommend using Wing. ALTERNATE: OBSERVER'S EMERG ESCAPE HATCH.
NOTE: REMAIN WITH AIRCRAFT AS LONG AS IT FLOATS. IF 4th MAN ALONG, HE COULD HELP BY PROVIDING WATER BOTTLES, FIRST AID, RADIOS, ETC.

(2) BAILOUT EJECTION SEATS Pp 130-131. (OBS DOWNWARD EJECTION SEAT Pp 65 & 80).

A. Aircraft Commander gives warning over INTERPHONE and 3 short rings.
B. START EMERG RADIO KEYER: OBS CHECKS CIRCUIT BREAKER ON HIS PANEL.
C. CHECK TO INSURE SHOULDER HARNESS, SAFETY BELT & PARACHUTE HARNESS PROPERLY FASTENED (OBS CHECKS CROTCH STRAP SECURE). ALSO BAILOUT BOTTLE.
D. CO-PILOT POSITIONS SEAT FACING FORWARD & UN-TILTS SEAT.

0054

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E. AIRCRAFT COMMANDER GIVES "BAILOUT ORDER" OVER INTERPHONE and 1 Long RING.
F. AIRCRAFT COMMANDER & CO-PILOT ROTATE LEFT HANDGRIP. OBSERVER RAISES LEG BRACES FROM STOWED TO LOCKED. (Pull either or both triggers & rotate leg braces forward).
G. AIRCRAFT COMMANDER & CO-PILOT ROTATE RIGHT HANDGRIP. OBSERVER GRASPS "D"-RING WITH BOTH HANDS & PULLS ONCE.
H. FIRING ORDER & PROCEDURE: NOTE: FS SUPP - 10-P & CP SEATS (T.O. -337). OBSERVER FIRES BY PULLING "D"-RING A SECOND TIME. (Observer must retain Grip on D-ring to prevent injury to arms).
AIRCRAFT COMMANDER: FIRES BY ACTUATING RIGHT HANDGRIP TRIGGER.
CO-PILOT: FIRES AWAY BY ACTUATING RIGHT HANDGRIP TRIGGER.
CAUTIONS: AFTER LEAVING AIRCRAFT: UNFASTEN SAFETY BELT & KICK FREE. DELAY OPENING CHUTE. ALSO, DO NOT DEPLOY RIPCORD WHILE IN SEAT AND KEEP HEAD BACK AGAINST HEADREST, ELBOWS IN PLACE & FEET ON FOOTRESTS.

(3) ALTERNATE BAILOUT: Pp 132-133.

A. AIRCRAFT COMMANDER GIVES BAILOUT WARNING OVER INTERPHONE, 3 short RINGS.
B. AIRCRAFT COMMANDER DEPRESSURIZES (Pulls Emerg Cabin Press Release Handle).
C. Reduce airspeed below 280, RECOMMEND BELOW 195K.
D. AIRCRAFT COMMANDER CHECKS FORWARD LDG GEAR BB DOORS FULLY RETRACTED.
E. AIRCRAFT COMMANDER GIVES ABANDON AIRCRAFT SIGNAL OVER INTERPHONE ONE LONG RING ON ALARM BELL.
OBS: 4TH MAN: or CO-PILOT UNLOCKS & OPENS PRESSURE DOOR.
1st: PRESSURE DOOR RELEASE HANDLE (Long lever) Unlocks & Opens Door.
2nd: ENTRANCE-DOOR BAILOUT CONTROL HANDLE (Small Red "T" handle). (Pull must be slow to insure proper sequence of operation).
F. ORDER OF ABANDONING:
OBSERVER and/or 4th Man.
CO-PILOT
AIRCRAFT COMMANDER.
G. METHOD OF ABANDONING: Several (See P 133). However, recommended is:
STAND FORWARD OF ENTRANCE DR FACING AFT. JUMP FEET FIRST. TRY TO PASS THRU HATCH AS CLOSE AS BAILOUT SPOILER AS POSSIBLE. LOWER HEAD SLIGHTLY.

0055

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

NOTE FOR INJURED CREW MEMBER: CONNECT STATIC LINE TO RIPCORD, LOWER CREW MEMBER HEAD FIRST FACING AFT & DROP.
ALWAYS WEAR CRASH HELMET & PROPER CLOTHING AS RECOMMENDED.

FS SUPP 1B-47(R)E-1R dated 25 Feb 54 says bailing-out without spoiler drs: DO NOT EXCEED 195 K. WHEN USING EITHER NAVIG DOWNWARD EJECTION HATCH OR THE MAIN ENTRY HATCH. ALSO, BAILOUT SHOULD BE MADE FROM NAVIG DOWNWARD EJECT HATCH, IF POSSIBLE, RATHER THAN THE MAIN ENTRY HATCH, AS A SLIGHTLY GREATER MARGIN OF SAFETY EXISTS.

(4) CRASH LANDING Pp 126-127.

A. USE UP ALL FUEL IN FORWARD AUX; REAR MAIN; BOTH BB TANKS & ALL UNNECESSARY FUEL. ALSO EXPEND ATO UNITS (If ignitors installed).
B. "PREPARE TO CRASH LAND" OVER INTERPHONE AND SIX (6) short RINGS.
C. START EMERG MEYER. OBS CHECKS CIRCUIT BRKRKERS ON HIS PANEL.
D. FULLY EXTEND FLAPS.
E. JETTISON EXT WING TANKS; ACTUATE BOMB JETTISON SWITCH & CLOSE BB DOORS.
F. DEPRESSURIZE: (Pull EMERG CABIN PRESS RELEASE HANDLE).
G. OPEN CANOPY AND LEAVE IN OPEN POSITION (Max Air Speed 215K).
H. AIRCRAFT COMMANDER & CO-PILOT REMAIN IN SEAT, UNBUCKLE PARACHUTE, RETAIN SAFETY BELT & SHOULDER HARNESS. OBSERVER MOVES TO POSITION BEHIND CO-PILOT. 4TH MAN TAKES POSITION. MAKE USE OF PARACHUTES, SEAT CUSHIONS, ETC.
I. AIRCRAFT COMMANDER & CO-PILOT CHECK SAFETY BELT & SHOULDER HARNESS LOCK.
J. BEFORE CONTACTING GROUND: GIVE WARNING OVER INTERPHONE AND ONE LONG SUSTAINED RING.
K. AFTER STOPPING: ABANDON AIRCRAFT USING WING AS RAMP. PULL CANOPY EMERG RELEASE HANDLE (GROUND) AND LIFT CANOPY OFF. USE OBSERVER'S ESCAPE HATCH AS AN ALTERNATE.
L. TO PRECLUDE FIRE: DISCONNECT BATTERIES. SEE PAGE 134A.

CAUTIONS: A. AUTOPILOT IN THE AISLE: RETRACT BEFORE LOSING ALL DC POWER See P 182.
B. YOU CAN NOT EXIT FROM BOMB BAY'S IN THE RB'S.
C. LOOSE EQUIPMENT: KEEP IT CLEAN, NEAT & SECURE.

0056

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SUMMARY: ALARM BELL SIGNALS: P 122
PREPARE FOR DITCHING: 6 SHORT BRACE: ONE LONG SUSTAINED RING
" " CRASH LDG 6 SHORT BRACE: ONE LONG SUSTAINED RING
" " BAIL-OUT 3 SHORT BAILOUT: ONE LONG RING.

PERTINENT REGULATIONS FOR EMERGENCY PROCEDURE BRIEFINGS

AFR 60-5 19 Nov 51 USE OF PARACHUTES
60-5A 22 Aug 52 " " "

*SAC 55-9 ASSIGNMENT OF RESPONSIBILITY FOR PERSONAL EQUIPMENT FUNCTIONS PAR 4 f (1), (2), (3) and (4).

THE AIRCRAFT COMMANDER WILL:

(1) PERSONALLY inspect his crew, passengers and the aircraft prior to each flight to insure that all personal and emergency equipment is on hand and aboard the aircraft.

(2) PERSONALLY explain emergency procedures to all passengers prior to takeoff.

(3) PERSONALLY insure that the equipment of each individual fits and that each individual is familiar with its use.

(4) PERSONALLY certify that all emergency and personal equipment, necessary for the particular flight contemplated, is aboard his aircraft, and that crew and passengers have been properly instructed in emergency procedures and in the use of the equipment. (The Aircraft Commander's certificate will be filed with the AF clearance form).

Note: This certificate is filed only for flights outside the local area. Ref: SAC Reg 55-45 dated 25 Nov 53.

SAC 55-45 25 Nov 53 BRIEFING CLEARANCE & CERTIFICATE (Outside local area only).
" 60-3 USE OF FLASHLYTES BY AIRCRAFT CREW MEMBERS DURING NITE FLIGHTS.
" 60-8 CREW EQUIPMENT FOR HI-ALTITUDE & OVER WATER FLIGHTS.
" 60-8CL " " " " " " "
" 60-10 NUMBER OF PERSONNEL AUTHORIZED TO FLY ABOARD TACTICAL TYPE AIRCRAFT AND PERSONNEL LIMITATIONS IN AIRCRAFT DURING EXTREME EMERGENCIES.

0057

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

* SAC	62-7	EMERGENCY ABANDONMENT OF AIRCRAFT.
"	62-10	LIMITATIONS FOR IN-FLIGHT EMERG PROCEDURE TRNG (Par 4d & 5).
"	62-10 CL	" " " " " " "
"	62-14	OPERATION OF TACTICAL AIRCRAFT WITH ONE OR MORE EMB'S INOP.
"	62-18	EMERGENCY LANDINGS.
"	62-19	CREW REST.
* "	62-21	PROCEDURES GOVERNING FLIGHTS WITH PASSENGERS ABOARD.

* PARTICULAR ATTENTION & REVIEW.

91ST WING OPERATIONS SOP's.
KNOW CONTENTS OF ALL SOP's by auth: SOP 5-5 dated 9 Feb 54.

55-2	30 Sep 53	OXYGEN MASK INSP (PRIOR TO EACH FLT & EACH 30 DAYS BY P.E.).
55-8	19 Feb 54	PERSONAL EQUIPMENT (LIST OF ITEMS FOR OVER LAND & WATER FLTS).
60-4	28 Mar 51	RESPONSIBILITY OF AIRCRAFT COMMANDERS (Par 4b(4)).
60-4A	12 Nov 52	" " "
60-103	19 May 53	UHF EMERGENCY OPERATION (REFER ALSO -1, Pp 167 to 168).
100-4	29 Mar 54	PROCEDURE FOR OBTAINING INSTRUCTION FROM TOWER IN EVENT OF UHF FAILURE.

0058

THIS PAGE IS DECLASSIFIED IAW EO 13526

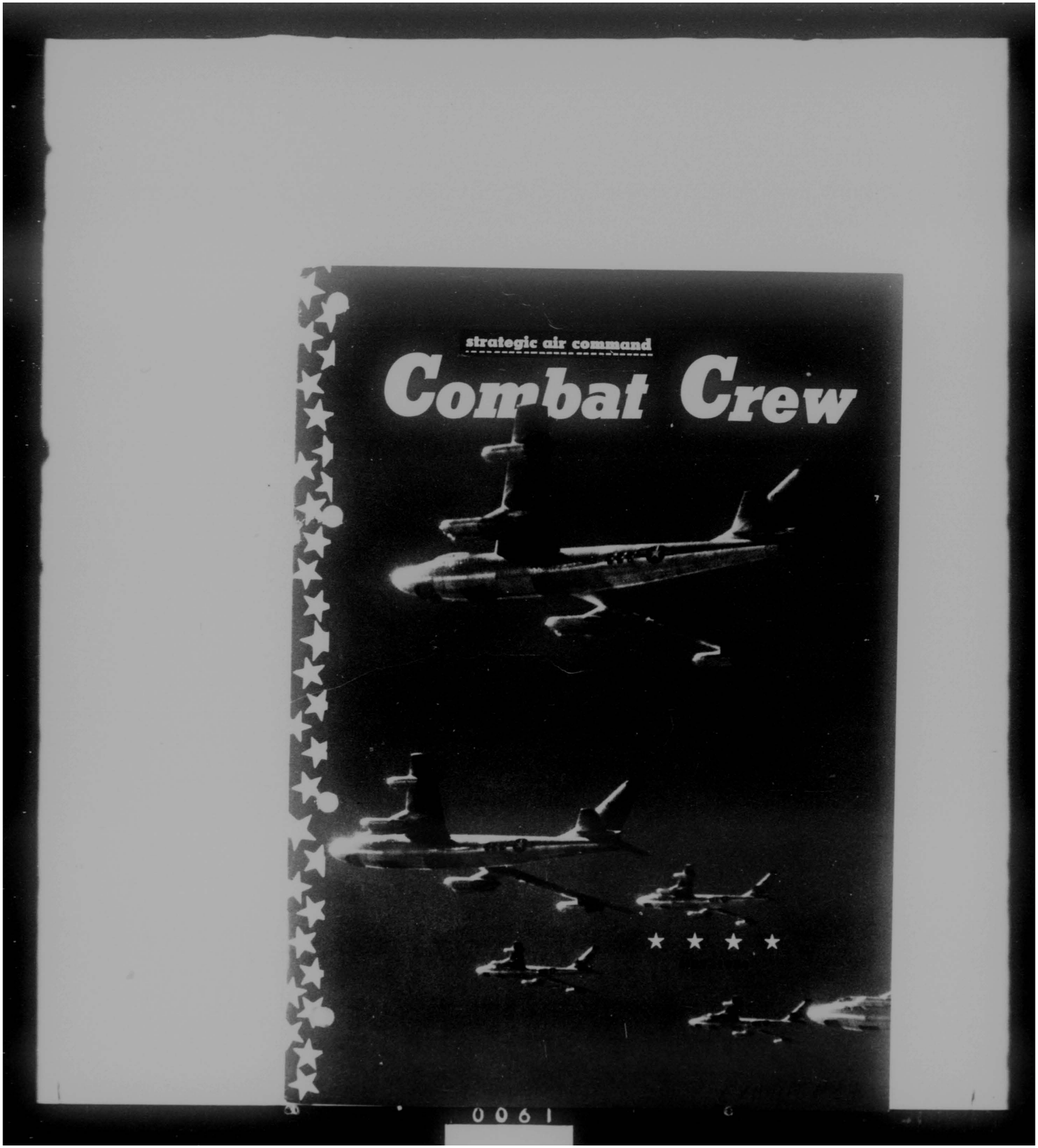
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Combat Crew

STRATEGIC AIR COMMAND
Gen. Curtis E. LeMay
Commander

Published by the
Directorate of Operations
Maj. Gen. Archie J. Old Jr.
Director

Under the supervision of
Col. C. J. Cochrane
Chief of the Flying Safety
Division

May 1954
Vol. IV, No. 11

Maj. Keith M. Garrison, Editor
Capt. J. N. Mor , Art Editor
Dave Karten, Ass't Editor
T/Sgt. A. S. Duffin, Man. Editor
A/1C Ralph E. Hammer, Artist

the cover

Symbolic of SAC's accelerated B-47 program is T/Sgt. Alvin R. Piercey's shot of 301st Bomb Wing Stratojets sweeping over Louisiana on a recent training mission at an altitude of 33,000 feet.

The printing of this publication has been approved by the Director of the Bureau of the Budget, November 24, 1953. Facts, testimony and conclusions of aircraft accidents printed herein have been extracted from USAF Form 14, and may not be construed as incriminating under Article 31 of the Uniform Code of Military Justice. All names used in accident stories are fictitious.

accident free

Barksdale	Mar. '53
Ramey	May '53
Hunter	Aug. '53
Travis	Dec. '53
Forbes	Dec. '53
Mountain Home	Jan. '54
Ellsworth	Jan. '54
Carswell	Jan. '54
Lockbourne	Feb. '54
Stead	Feb. '54
Bergstrom	Mar. '54
Turner	Mar. '54
Pinecastle	Mar. '54
Castle	Mar. '54
Lake Charles	Mar. '54

During March, 15 major Strategic Air Command stations in the Z. I. flew safely with neither a major nor minor accident to mar their records. Dates refer to month in which current accident-free period began.

contents

Editorial—Follow the SOPs 3
Stratojet Savvy 4
Mission Supervision 9
Personal Equipment Care 10
SAC for '54 12
Eat Right to Fly Right 14
From Snow to Sirocco 18
Promotional Ideas 21
An Eye on the Sky 22
Incident Report Digest 25
SAC Learns to Shoot 27
Flying Safety Tips 30
Quiz—Thunderstorms 31
Cor Blimey 32

0062

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

"An accident-prone organization can never develop a strong combat potential."
—Gen. Curtis E. LeMay, Commander

Follow The SOPs

Analysis of aircraft accident reports indicates that failure to follow SOPs is a primary or contributing cause factor in nearly every instance.

A recent and typical example occurred during a practice fighter scramble in which a qualified F-84 pilot, scheduled to fly wing position in a two-ship flight, taxied into takeoff position after checking his ailerons for free movement (he overlooked the elevator check as prescribed in the checklist). After attaining lift-off speed, normal back pressure was applied but the Thunderjet did not respond. The pilot actuated elevator trim to nose-high, then nose-low position thinking it might have been reversed. Feeling a definite stick restriction and unable to obtain full elevator travel, he decided to abort takeoff and cut the throttle to idle (instead of closing it as recommended in the dash-one handbook and emergency SOPs).

Closing the throttle actuates the stopcock on the fuel control with resultant fuel starvation. Shutting down the engine serves the dual purpose of eliminating a fire hazard and also reduces braking distance since a turbojet in idle turns over at approximately 35 per cent RPM and produces positive thrust that materially increases stopping distance.

Maximum brake was applied 940 feet from the end of the runway. The pilot placed the gear handle in neutral when leaving the runway but did not actuate the override switch (a further violation of SOP) because he thought the gear was retracting.

BRIG. GEN.
R. M. MONTGOMERY
Chief of Staff, SAC

EDITORIAL

When the gear failed to retract, the aircraft continued to roll the length of an 1170-foot sod overrun and an additional 460 feet into a thickly wooded area, coming to rest only after the gear collapsed. Fuel and battery switches were turned off but fire had already broken out. The F-84 sustained major damage from impact and fire. Although cause of the restricted elevator action was not definitely determined, the investigating board concluded that the anti-G suit hose had jammed the stick, restricting aft movement.

This accident emphasizes the importance of following SOPs and checklists to the letter. A complete control check of all movable surfaces would have revealed the restriction to elevator travel prior to taking the runway. After the decision to abort was made, adherence to SOPs might have prevented an accident and most certainly would have minimized damage to the aircraft.

Standing operating procedures are based on experience and sound flying knowledge. Compliance with SOPs, flying regulations and the Handbook of Flight Operating Instructions cannot be overemphasized; each contributes to flying safety and effective employment of SAC aircraft. Complete and up-to-date copies of each should be kept readily available for reference and study by crew members.

Deviation from SOPs rarely, if ever, can be justified. Know and follow them to the letter.

0063

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Stratojet savvy

BY MAJ. DONALD G. PRIEVE
3908th Strategic Evaluation Sqdn.
MacDill Air Force Base

Since the B-47 is rapidly replacing conventional aircraft in our combat organizations, holding or bettering SAC's present record low accident rate will depend largely on the performance of our Stratojet units.

After reviewing the breakdown of accident cause factors in the February issue of COMBAT CREW (1953 in Review) it appears that any improvement in the accident rate will be brought about by a reduction in the number of accidents attributed to personnel error. As was pointed out, one fault common to most crew members involved in an accident is that they seem to be unaware of the existence of potentially dangerous situations until suddenly faced by an emergency. It is at this time that faulty judgment or poor technique sets the stage for an accident. To highlight some of the problems encountered in day to day Stratojet operation, COMBAT CREW requested the following article prepared by one of SAC's more experienced B-47 instructor pilots.

THE B-47, like all other airplanes, requires that crew members have a thorough knowledge of all emergency procedures and the operation of aircraft systems. It isn't enough to know what switch to actuate when something goes wrong, but we should know what happens when the switch is actuated. Knowing what happens, we will be more capable of handling an emergency and, also, may be able to recognize a dangerous condition before it develops into an emergency.

Some aircrews never open the Flight Handbook unless they are due for a stand board check or are involved in an incident that shakes them up a bit. Some will say there is no need to memorize emergency procedures because they can always look it up in the Flight Handbook. Emergencies are peculiar in that they progress rapidly and leave little time for looking at the T.O. or reading a checklist. It is a good thing, however, to go over the handbook or checklist after an emergency has been taken care of to insure nothing has been left out.

Many crews rationalize this lack of preparation by saying they didn't have time; but there are occasions when takeoff is delayed, or during flight, when airplane commanders and copilots have time to review emergency procedures and improve their crew coordination. Good crew coordination between pilot and copilot is of vital importance in the B-47 because of the cockpit arrangement. The flight simulator proves this point quite convincingly. Crews with good crew coordination usually breeze through emergencies with little difficulty, but the airplane commander who doesn't rely on his copilot and tries to do it all usually finds himself in more trouble than he can handle. The copilot is there to help fly the airplane and can be used very effectively. By letting him know what is happening in the front seat, this double-check procedure might catch some error about to be made and will also improve the quality of training for a potential aircraft commander.

Mission Planning

Mission planning has greatly improved with the advent of the B-47. For one thing, the great variance of takeoff conditions and the higher speed of the airplane in flight make it necessary that the flight plan be completed as accurately and completely as possible before takeoff. Most crew members are reasonably thorough in preparing for a flight, but once in a while, perhaps on a short local flight with a light fuel load we have a tendency to get a little lax in our preparation; especially after accumulating several hundred hours in the airplane. When we get overconfident in our ability, things usually start happening.

Preflight

It is interesting to observe preflights made by a few pilots as they acquire more time in the aircraft. Initially they check every unit and rivet in the airplane, then gradually speed it

0064

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

up. Finally they do away with the checklist, and probably will end up kicking the tires, giving the "yoo-hoo" check to the engines and climb aboard.

A thorough preflight is necessary for all flights. When the airplanes are new, most of the maintenance men will be learning right along with the pilots. After the airplane has been flown a few hundred hours, new difficulties will arise that never occurred before. The crew chief has probably become the best in the business by this time, but a double check takes only a few minutes.

Checklists

Proper use of the checklist is another item we tend to slip up on as we get more experience in the airplane. During the preflight we know where everything is, so some pilots argue —why waste time reading the checklist? The checklist is made up to insure that we will not overlook an item that might possibly give us trouble. Maybe it's one of the hydraulic tank caps or one of the boost pumps that we forget. Perhaps it is only missed once, but you might not have another chance to forget.

The cockpit checklist is abused by some who try to see how fast they can complete it. Maybe they spend an extra five minutes in the coffee shop and are running behind schedule. In the rush they don't check each item as the copilot calls it off, but are jumping all over the cockpit checking whatever they can grab. This practice hardly promotes longevity. Maybe the ignition switch is forgotten until after the throttle has been opened, and then, without thinking, the switch is turned on. (They are sure to get a bang out of this trick.)

Another example of how haste can cause trouble is for the airplane commander to select the next engine to be started with the starter selector before the starter cuts out and the engine has sufficient RPM to sustain itself. Continuous opening of the throttle in an effort to keep the engine running can start a good fire. The best way to correct this condition is to cut the throttle, let the fuel drain out and then start over again. Proper use of the checklist can eliminate a lot of trouble that pilots bring upon themselves. Occasionally during engine start one of the engines will develop a "choo-choo." This can result from improper draining of the "choo-choo" lines or some other cause. "Choo-choo" seems to occur more often if the throttle is left in the start detent or the engine is allowed to idle at about 20 per cent RPM for a short period before the throttle is advanced to idle detent. The best method to eliminate "choo-choo" is to advance the throttle to about 50 or 60 per cent and then rapidly retard the throttle to idle. A lot of pilots are in the habit of pulling the circuit breaker for the main fuel control valve. This stops the "choo-choo," but what they fail to realize is that when this circuit breaker is pulled, electrical power is disconnected to the fire shut-off switch.

About the Author

One of the first military pilots to log 1000 hours in the B-47, Maj. Donald G. Prieve has flown between 450,000 and 500,000 air miles, a distance equal to nearly 20 times around the world, since he started flying the Stratojet in the Spring of 1951. Prior to his recent assignment to MacDill's 3908th Strategic Evaluation Squadron, Major Prieve served as 306th Bomb Wing standardization board pilot and was one of the first three B-47 instructor pilots in SAC along with Col. Michael N. W. McCoy and Col. Donald E. Hillman. His instructor time includes transition, day and night air refueling and combat crew checkouts. Major Prieve's 5000 flying hours include 1000 B-17 hours, 2200 hours in the B-29 and 300 hours in B-50s before entering the B-47 program and piling up over 1000 accident and incident-free hours in the Stratojet. All but 95 of his 1000 Stratojet hours were logged as instructor pilot time. As a member of the 3908th SES, Major Prieve flies with SAC lead crews evaluating them on technique and adherence to SOPs and safe aircraft operation.

0065

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Taxiing

Taxiing is another phase where most of us can stand some improvement. At times, without thinking we go through our "while taxiing" checklist immediately after we pull out of our parking space. The hydraulic pressure should be checked at this point; but isn't it more logical to check the other items after we are clear of the parked airplanes?

Takeoff

Takeoffs in the B-47 require that everyone be prepared to make immediate decisions at the correct moment, and they must be right. All phases of the takeoff should be well thought out before takeoff roll is started. By staying ahead of the airplane, any confusion that may come up during an emergency is eliminated. The copilot should call off line speeds, critical engine failure speed, ATO firing speed and takeoff speed. Some pilots prefer having the airspeed called off at five or 10-knot increments. This keeps the pilot informed of acceleration but it also requires him to remember the exact speeds that are critical. If the copilot calls off only the four critical speeds, it eliminates a lot of possible confusion during takeoff, especially if an emergency should occur.

GROUND CREWS stand fire guard prior to starting engines of B-47 at Lake Charles Air Force Base. Rigid surveillance during engine start minimizes fire and accident hazards.

The B-47 Flight Handbook contains a number of good charts and pilots should take advantage of them. One chart covers trim tab setting for takeoff. By setting the trim tab properly, the airplane will usually become airborne in a normal attitude when takeoff speed is reached. Trim tabs should not be changed during takeoff roll until unstick speed is attained. If nose-up trim is applied before takeoff speed is reached, it is possible to get into an overbalance condition causing the nose to pitch up as the airplane breaks ground. This could result in a dangerous stall condition if it isn't caught immediately.

There have been a few instances where faulty alt main fuel gauges have been in error by 10,000 pounds or more. This will cause considerable difficulty on takeoff, since the center of gravity will be too far forward. Usually it will require full nose-up trim and just about all the elevator back pressure that you can put in. This is one case in which considerable nose-up trim is required, but wait until just about takeoff speed before putting it in.

All units operating B-47s should have some system of insuring that the fuel tanks are properly serviced. This can be done by dipsticking the tanks or by having the crew chief record tank gauge readings before the airplane is serviced and then add the amount of fuel put in from the refueling unit. This will give a fairly reliable check on the amount of fuel in each tank. It is recommended that all pilots check with the crew chief to insure that this is done.

Line Speed

There has been a lot of discussion about line speed. First, we will discuss what could cause low line speed. The most common would be low thrust on one or more engines. There could be a heavier gross weight or a higher runway temperature than computed, or possibly dragging brakes. Another cause could be a tail wind component, which is probably the most critical because it increases your stopping distance if the takeoff is refused. When figuring takeoff data, the critical engine failure distance should be computed, also: (SAC Technical Pamphlet 60-23). This gives the pilot a reference point down the runway where he should be at his critical engine failure speed. If the line speed is slow that means critical engine failure speed will be reached further down the runway, which may be too far down to permit the airplane to stop on the remaining runway if takeoff is refused. In other words, if the line speed is slow, the critical engine failure speed must be lowered accordingly.

Fuel Management

More than a few pilots are wary of the fuel panel and are reluctant to operate any of the fuel selectors on the panel. There are several good rules to follow when changing the panel.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

One is to take time to figure out what changes are necessary before any haphazard changes are made. Another habit to acquire is: when going from normal panel configuration (No. 2 TME, all others TE), change the desired selectors to TME first, and then set the other selectors to ME as desired. Use the reverse procedure when changing back to normal panel configuration. Most important of all is to watch fuel pressure whenever any fuel selection is made. Also, keep your hand on the fuel selector knob until assured that the fuel pressure will remain normal. This procedure only takes a few seconds longer and may prevent loss of an engine.

Turbulent Air and Icing Conditions

Structural design of the B-47 permits its operation in turbulent air, but it is possible to get into difficulty during climbout at heavy gross weights should severe turbulence be encountered. It is best to avoid all severe turbulence whenever possible, but if it is encountered, you had better slow down a bit. The Flight Handbook will show that an airspeed of 260 knots is the best all-around safe airspeed for climb through turbulence. The airplane seems to ride through the turbulence much better at this speed. In case of unexpected icing, a little slower airspeed will help to prevent a fast accumulation of ice. With the anti-icing system operative, there should not be any difficulty with icing during climb, because with a normal rate of climb, the average icing layer will be penetrated in less than a minute or two. The anti-icing system should always be turned on before icing is encountered. If the anti-icing system is turned on after ice is permitted to accumulate, chunks of ice will break loose and may possibly damage the compressor section.

During normal cruise at optimum altitude, there is not much possibility of encountering ice unless flying in or near thunderstorms. Thunderstorms are always a good thing to circumnavigate if possible. Don't try to top them and get caught up in "the corner." Some pilots have tried this and were getting along fine until they got into the turbulent air just above the thunderstorm. They ended up stalling right down into the middle of the storm. When a thunderstorm must be penetrated, stay at optimum altitude or a couple thousand feet below. When in doubt, consult the Flight Handbook for the best altitude and speeds.

Compressor Stall

There have been at least three accidents in which engine failure occurred during or right after air refueling. This indicates that there was a compressor stall with resulting over-temperature condition which caused the engine to fail. This can very easily go unnoticed because both pilots are quite occupied during the refueling operation. If the copilot will develop the habit of glancing at the RPM gauges occasionally to detect RPM hang-up, any difficulty will be corrected before damage can occur. On airplanes that have the engine stall-prevention switch installed, this should be "ON" during air refueling and also when flying formation.

Descent and Landing

Another point where crew coordination can be improved upon is just prior to descent, especially when it is to be made on instruments. The airplane commander should brief the crew on all aspects of the letdown and landing so that there is no doubt in anyone's mind as to what is going to take place. If the "Before Descent" and the "Before Landing" checklist is completed with the exception of gear and flaps, it will eliminate a lot of confusion when the airplane commander is trying to follow GCA or listen to the range signals. In this way he can concentrate on flying the airplane at low altitudes, as it should be. All that remains to be done is to lower the flaps and have the copilot recheck the gross weight and recompute the best flare speed.

In wings where the SOP doesn't call for the pilot landing the airplane to deploy the brake chute, it should be clearly understood who is going to deploy the chute and what signal is to be given. A few pilots have come to rely too heavily on the chute and expect it to correct for any error in judgment that they might make. The chute will correct a slight bounce or eliminate difficulty in maintaining lateral control, but it can also cause trouble in a cross wind. The chute shouldn't be deployed until both main wheels are solid on the runway. It helps to hold a little back pressure on the elevator to keep the rear wheel on the runway and

B-47 PEELS OFF from formation over Lake Charles Air Force Base. Although the Stratojet handles like a fighter, it has many times the capability of World War II strategic bombers.

0067

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

the chute from swerving the airplane. If the chute pulls the tail of the airplane too much, it will have to be jettisoned before the airplane gets out of control.

Touch-and-go landings are a requirement for transition training and check-out of new crew members. Touch-and-go landings are quite simple in this airplane, because all a pilot has to do is shove the throttles forward to complete the takeoff. There are no props or flaps to set to complicate the procedure. The most common difficulty experienced in this operation results from uneven engine acceleration. This can be caused by poor throttle alignment in the idle detent or individual engines accelerating at different rates. A lot of this can be eliminated by having a good engine run-up crew check the engines after they come out of the docks. Also, flight test crews should make this a special check on test hops.

It is important to have even acceleration on go-arounds as well as for touch-and-go landings. At times, the throttles are advanced too fast to correct for any uneven engine acceleration. To avoid difficulty, throttles should be advanced slowly so that sufficient rudder control is available to control the airplane. Some pilots tend to forget some of the basic lessons learned from flying B-29s or similar airplanes where throttles were frequently used to correct for yaw. Normally, by advancing the throttles slowly until they are straight up and pausing there momentarily until the slower engines catch up, the takeoff or go-around can be completed without difficulty. There is no need for bursting the throttles to 100 per cent, for it won't increase the acceleration time. Steady, smooth application of the throttles will enable the pilot to stay ahead of the airplane.

Making consistently good landings in the B-47 requires a greater degree of precision on final approach than in any other airplane. If final approach speed is too fast, touchdown will be nosewheel first with a little bounce. With too slow an airspeed, the rear wheel touches first and the nosewheel sets down a little hard at times. The secret is to get a good smooth glidepath established so that the airspeed can be controlled with precision. This is most important when landing at design landing weights or heavier. At these weights, the rate of sink will be greater, and hard landings can result if the approach is not smooth and precise.

In all phases of flight, pilots must be more precise in landing the B-47 than when flying some of our more-forgiving aircraft. Considering its high performance, however, the Stratojet is amazingly easy to fly. There is nothing mysterious or complex in its operation—it is a pilot's airplane all the way. By adhering to the basic lessons learned in flying piston-powered aircraft and overcoming the tendency to overcontrol, any pilot of reasonable ability and sound judgment can transition to the B-47 with little or no difficulty.

MAKING CONSISTENTLY GOOD landings in the B-47 requires a greater degree of precision on final approach than in conventional-type aircraft. If the airspeed and glidepath are correct, the airplane will practically "land itself," but if either or both are off, the landing will look like this.

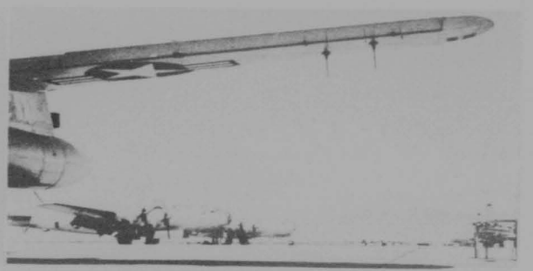
ONE CHARACTERISTIC of the B-47 is the very high speed for best rate of climb. You must accelerate to a given climb speed for a specific gross weight.

'CHUTING A LANDING— Parachute billows behind B-47 in landing. A few pilots have come to rely too heavily on the chute and expect it to correct for any error in judgment.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BY COL. WILLIAM E. EUBANK JR.
Cmdr. 93rd Bomb Wing
Castle Air Force Base



mission supervision

A WING COMMANDER'S responsibilities are many and varied. Some of these are clearly covered by regulations, others are implied by the position. Under the latter are such intangibles as proper mission planning, technical ability and workable equipment. These are essentials and, because of their nature, difficult to control. To maintain maximum combat efficiency, a well-operated bombardment wing must maintain constant supervision of mission planning, preflight procedures and personal and mechanical equipment checks.

To do this without holding crews after a long flight or causing them to report unduly early for flying, the 93rd Bomb Wing has instituted a program for checking mission preparation of crews which have had ground aborts.

As soon as the wing control room is notified of a ground abort for which no replacement aircraft is available, the wing flying training officer is called. He, in turn, calls all sections of wing operations, and about the time the crew has completed its unloading, they are met by the operations staff. Specialists contact the aircrew member directly concerned. An informal interview conducted at the aircraft is not restricted to any one line of investigation because it would consume too much time to consider all aspects of each flight. The following items indicate trends the meeting may take.

As an example, consider the observers: The navigator's flight plan must be complete, accurate and should tell the story of the entire mission. In addition to routes and times, which are basic, it should list training requirements to be attempted on each portion of the flight. Routes as given on the flight plan must not over-fly any danger or warning areas, and special attention must be paid to insure entries into ADIZs are direct and not along diagonal lines. If at all possible, navigation legs should be outside ADIZ limits so that an aircraft getting off course will not incur a violation.

The flight engineer is queried about the cause of the abort and a complete check made of his flight plan and log. Although it is not the purpose of the investigation to attach liability for the abort, it is often possible to determine the cause and initiate immediate corrective action. His flight plan should show accepted cruise control procedures were to be used and that an adequate supply of fuel would remain at completion of the mission to permit reaching an alternate airfield in the event of poor weather. Where the mission was to be a transition flight and the engineer's log and flight plan are necessarily brief, he can be quizzed on emergency procedures. Often this is done in the aircraft commander's presence to insure complete coordination.

The A.C. must be especially cognizant of training requirements for all crew members so that he can take advantage of in-flight changes made necessary by weather or availability of facilities.

Each meeting also determines whether all accomplishments could have been credited within the scope of SAC Reg. 50-8. This particular point cannot be overemphasized. Too often, valuable flying time is wasted because of disregard for provisions of this regulation. Each accomplishment must be conscientiously planned and executed so that the spirit as well as the letter of the regulation will be kept.

Crew members should be checked to insure they are carrying proper personal equipment for the type flight intended and their equipment has been inspected in accordance with current T.O.s. At any time, crew members may expect to be questioned on emergency procedures or items relative to their positions. The entire routine might be termed a standardization check on the ground and could, with changes, be adapted to any tactical flying organization.

Although the system requires time and effort, its value is apparent in the improvement of mission planning, scorable accomplishments and lower abort rates.

0069

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

personal equipment care

PIC (1)

Lt. Col. Ernest T. Nance, 3902nd Operations Squadron commander, inspects the condition of earcups in P-1A helmets at Offutt AFB personal equipment section.

PIC (2)

Storage bins for parachutes are numbered for each individual chute. Personnel whose primary mission is flying— stand board pilots, etc.—are assigned parachutes by number. Steel bins without backs provide maximum ventilation; wide aisle permits truck to be driven directly into warehouse for loading, avoids unnecessary double-handling.

PIC (3)

Offutt's personal equipment section has a place for everything, and everything in its place. The result is quick, efficient service and personal equipment in good condition. (The counter has a special formica top to prevent damage to equipment that can result from a rough splintered surface.)

PIC (4)

Efficient storage of personal equipment provides efficient service and more time for proper fitting of equipment.

PIC (5)

Flying suits and garments are stored on hangers according to individual size to facilitate easy finding and fast issue to flying personnel.

0070

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

A MODEL PERSONAL EQUIPMENT SECTION, recently completed at Offutt Air Force Base, insures safe and reliable equipment for all who fly.

"Prior to renovation of our personal equipment section," explains Lt. Col. Ernest T. Nance, 3902nd Squadron Commander, "our personnel spent most of their time keeping track of supplies. Under the new set-up, planned in accordance with good supply warehousing procedure, they spend the majority of their time in equipment repair, proper fittings, and, of course, issue, receiving and storage. Any SAC base can do the same by simply enlisting the aid of supervisory personnel, putting their own people to work with hammer, saw and paint brush: cleaning, redecorating and rearranging the equipment and establishing new control procedures."

Since personal equipment maintained in good condition is a major morale factor that increases efficiency by lessening fear and worry in flight, other SAC bases would do well to model their personal equipment set-up after the Offutt section pictured here.

PIC (6)
Cleanliness is the by-word in Offutt's gun room. in rear of the personal equipment section. Neat and orderly arrangement provides ready access to firearms at all times.

PIC (7)
Life raft room was designed for inspection of life rafts and Mae Wests. Dimensions of room are large enough to allow S/Sgt. Charles J. Drury to inflate and completely inspect a 20-man life raft.

PIC (8)
Periodic inspections keep the squadron commander informed of the progress of the personal equipment program and the status of the equipment. Checking Offutt personal equipment section are: Lt. Colonel Nance, 3902nd Ops. sqdn. comdr., Maj. Gerard S. Meacham, wing supply officer, M/Sgt. Roy F. Farrell and S/Sgt. Raymond E. Klapis.

PIC (9)
Glass-enclosed dressing room in Offutt Air Force Base personal equipment section contains clothes racks and enough room to change into flying clothes in comfort.

PIC (10)
Supply office is conveniently located adjacent to Offutt AFB's personal equipment section to expedite obtaining needed items of personal equipment.

0071

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

safe aircraft campaign for '54

Barksdale Wins March Trophy

Barksdale Air Force Base, one of the eight SAC bases which have remained accident-free since the start of the Safe Aircraft Campaign for '54, topped the totem pole in March to win the base-of-the-month trophy. Bergstrom was runner-up, with MacDill third. Barksdale's win moved it up to first place in the base-of-the-year trophy competition. All three trophies awarded thus far in the SAC for '54 campaign have been won by Second Air Force stations.

The March crew-of-the-month title went to the B-47 lead crew commanded by Capt. John F. Hargraves of Lockbourne Air Force Base's 91st Strategic Reconnaissance Wing. Captain Hargraves' crew was selected for their outstanding accomplishments and exemplary performance on missions EBONY and HIGH GEAR. Because of their willing and aggressive spirit, the crew completed all 50-8 requirements more than a month before the deadline.

An example of their ability was demontrated on a recent return over-water flight from Sidi Slimane, French Morocco when they materially aided the squadron's over-water crossing by giving navigational assistance to two aircraft whose radar and K-system had failed. After assisting the aircraft ahead by furnishing heading corrections made from observing the contrails, Captain Hargraves circled the aircraft to his rear to check structural damage thought to have resulted from firing the guns. When damage was found to be minor, his crew gave navigational assistance to the aircraft for the remainder of the trip. During OPERATION HIGH GEAR, Captain Hargraves' crew completed their assigned mission 100 per cent—including radar and visual coverage of the primary and full coverage of one target of opportunity—in spite of existing bad weather. In the last three months they flew 117 hours without an abort or late takeoff.

SAC for '54 Standings

March Totem Pole Status

1. Barksdale	10. Turner	19. Travis
2. Bergstrom	11. Ramey	20. Stead
3. MacDill	12. Mountain Home	21. Castle
4. March	13. Ellsworth	22. Fairchild
5. Lake Charles	14. Forbes	23. Offutt
6. Carswell	15. Davis-Monthan	24. Smoky Hill
7. Lockbourne	16. Biggs	25. Limestone
8. Hunter	17. Dow	
9. Pinecastle	18. Walker	

Base of the Year Competition

1. Barksdale	10. Bergstrom	19. Smoky Hill
2. Carswell	11. Lockbourne	20. Offutt
3. Mountain Home	12. Walker	21. Dow
4. Hunter	13. Davis-Monthan	22. Fairchild
5. Forbes	14. Biggs	23. Lake Charles
6. Ellsworth	15. Turner	24. Stead
7. Ramey	16. Castle	25. Limestone
8. Travis	17. Pinecastle	
9. MacDill	18. March	

BRIG. GEN. HEWITT T. WHELESS, commander of Lockbourne AFB's 801st Air Division, accepts the February base-of-the-month trophy from Col. C. J. Cochrane, chief of SAC.s Flying Safety Division. Lockbourne's spectacular rise from the bottom to the top in totem pole standings within the short space of five months is an achievement worthy of recognition.

0072

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MARCH CREW OF THE MONTH—(L to r) Capt. John F. Hargraves, aircraft commander; Capt. David C. Childers, pilot and Capt. Edward J. Crowley, photo-navigator, lead Stratojet crew attached to the 91st Strategic Reconnaissance Wing at Lockbourne AFB (see opposite page for complete story).

Pilot of the Month

Professional handling of an in-flight emergency enabled Maj Harry E. Terrell of MacDill's 305th Bomb Wing to bring a T-33 back under adverse conditions and win SAC pilot-of-the-month honors for March. At 20,000 feet, on a routine training mission in the MacDill area, he informed his student pilot they were going to descend to lower altitude, dropped the dive flaps and reduced power. Immediately after dive flaps were extended, both pilots detected fuel fumes in the cockpit. When the vapor became stronger, Major Terrell stopcocked the engine to prevent possible explosion or fire. As he pointed the nose toward MacDill he went through the standard precedures for cleaning up the aircraft aerodynamically and reduced the electrical load by turning off unnecessary radios. Major Terrell notified MacDill tower of the emergency and gave them his position. He was informed runway 22 was the landing runway and maneuvered the aircraft to be at high key 6000 feet over the landing runway. During the 45-mile glide, Major Terrell diagnosed his fuel troubles as one of three possibilities: a ruptured fuel line, overfilling of the aft fuselage tank because of a faulty float valve, or a faulty fuel filter.

As Major Terrell passed the high key he dropped the gear and started a left landing pattern. The gear was latched down at 3000 feet low key. On base leg he lowered half flaps and turned final approach. At 900 feet he extended full flaps and dive brakes and made a dead stick landing 1500 feet down the runway, allowed the aircraft to roll to the 7000-foot turnoff where he stopped. Down locks were installed and the T-33 towed to the parking area. Investigation revealed the seal on the high presure fuel filter was broken and raw fuel was being sprayed into the plenum chamber. Major Terrell's quick thinking, thorough knowledge of the aircraft systems and superior pilot technique averted a possible accident and merited his selecton as pilot of the month.

Maintenance Man of the Month

Ability to consistently maintain his aircraft in safe operating condition prompted the selection of T/Sgt. James W. Hammer of March Air Force Base as SAC maintenance man of the month. Crew chief of one of the C-54 Skymasters utilized by Fifteenth Air Force headquarters personnel, Sergeant Hammer willingly works many hours overtime to have his aircraft ready for takeoff day or night on short notice. During a recent nine-day trip to the Far East his aircraft flew 101 hours and 15 minutes on 13 flights without a pilot write-up in the Form 1. Considering the size and age of the aircraft, this was no small feat of aircraft maintenance. Sergeant Hammer performs his day-to-day job in a creditable manner consistent with highest safety standards. His C-54 is a model of how an aircraft should be maintained— clean, well-painted, all equipment operational, and aircraft forms neat, complete and correctly accomplished. Sergeant Hammer applies himself commendably to the tasks required of a good crew chief and sets a fine example for younger airmen within his organization and the Strategic Air Command.

0073

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

eat right to fly right

BY LT. COL. CHARLES D. VINSON
Lockbourne Air Force Base

THE B-50 made an impressive picture in the sky. From all outward appearances it was an efficient machine of war fulfilling a routine training mission, but inside the normally smooth-operating crew was in trouble. Five of the crew, including the pilot, had been stricken with a sudden, violent illness with symptoms of nausea, vomiting, colic-like pains and diarrhea. A most inconvenient illness 12,000 feet above accommodating facilities.

What appeared to be an aircraft successfully accomplishing its assigned task was in reality an aborted mission.

The Superfort was returning to the base with its wretched crew only six hours after takeoff. After four days in the hospital, the five crewmen returned to duty. A flight surgeon, investigating the source of the illness, rooted out the facts. The trouble: a simple case of staphylococcus food poisoning. Cause: cream-filled pastry eaten by five of the six crewmen who stopped at an all-night roadside cafe for coffee while driving to the base for their pre-dawn takeoff.

Another incident of crew poisoning (this time streptococcus food poisoning) was caused by sandwiches made the night before by the wife of one of the crewmen who thought it would be a nice gesture to make up a few extra sandwiches to offer some of the boys during the flight. This was a B-36 mission. Mild food poisoning symptoms developed ten hours after takeoff. The mission was completed but four crewmen were considered non-effective due to increasing illness at the time the aircraft was over the target. Fortunately, no harm was done in this instance other than a day or two illness for those afflicted. In actual combat, however, such incapacitation could have been disastrous.

There are many types of food poisoning caused by various reasons: Chemical poisoning from cans or cooking in wrong containers, poisonous plants or diseased animals, and from unclean kitchen personnel who have skin infections, cuts, blisters or colds. The most common cause of food poisoning, however, is bacteria which multiply by the millions, and even billions within a few hours in many common foods under ideal conditions.

Of 304 cases of food poisoning studied, approximately 35.5 per cent were caused by meat items, 35.3 per cent by pastry items, 22 per cent by poultry, 8.6 per cent by salads, 6.6 per cent by milk and milk products. This adds up to 108 per cent because of overlapping of attributable causes.

Fortunately, the rugged human constitution can throw off food poisoning cases within a few hours or days depending on the immediate

0074

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFUTT FLIGHT KITCHEN chefs ready lunches and bulk issue meals for galley-type operation under supervision of T/Sgt. Clifford D. Steele. In-flight kitchen provides 24-hour service; prepares 1500 meals per month.

state of health of the individual, potency of the poison, contaminating bacteria and other variable factors. In some cases, death results. An overwhelming majority of persons have experienced some degree of food poisoning at one time or another without recognizing it, or mistaking it for nothing more than an upset stomach or a plain case of diarrhea. The important thing, however, is to know the basic cause of food poisoning and try to prevent it during flight.

Almost daily, newspaper headlines proclaim some new aspect of food poisoning. Such items as, "Thirty Seven Women Stricken With Food Poisoning at Bridge Club," "Food Poisons 60 at Wedding Fete," "Picnic Puts 29 in Hospital." A majority of the unbelievably high number of cases of food poisoning on a smaller scale are never publicized.

Don't treat this food poisoning aspect lightly. Remember, you can't put just any kind of oil in your car if you want to keep it running. Why not give your body the same break? Make it a point to know a few rudimentary facts about food. On a long mission, or in combat, improper food can mean lost efficiency of a crew member—and maybe a loss of lives.

Another important aspect of food-flight safety relation is the need for a proper diet when personnel engaged in long missions, or in a number of missions over a short period of time, eat from 15 to 20 per cent of their meals during flight.

Flight factors such as altitude, engine noises, vibration and oxygen requirements, even in pressurized cabins, create flying fatigue.

Crewmen are often lulled into a sense of well-being and alertness when in reality they are using poor judgment and are much more physically incapacitated than they realize until a certain point is reached where fatigue definitely and unmistakably takes over.

What actually happens to their physical and biological make-up is too technical and complicated to describe in detail here; but it is apparent that when anything is subject to unusual stress, abnormal changes take place requiring compensating adjustments. The human body must be prepared for changes experienced in flying to compensate for such factors as altitude change.

It is readily recognized that proper nutrition has a definite influence on flight fatigue. The Air Force has conducted extensive surveys and tests to determine to what extent proper nutrition and fatique are related during flight. It was found that a high protein diet, consisting mostly of meats, encouraged irritability and weakness and impaired judgment to a point where poor coordination resulted. Further dietary experiments under varying conditions were conducted on airmen in pressure chambers, on mountain climbs and in different type aircraft and missions. Injections of glucose, in pressure chamber tests, helped alleviate anoxia and vertigo by decreasing alkalosis in the system, thereby decreasing fatigue and possibility of blackout. In other tests, effect of altitude on appetite patterns was noted. On mountain climbs, thick juicy steaks held no appeal at 23,000 feet. At 27,000 feet personnel wanted only liquids and sweets, and became ill when forced to eat solid foods. After numerous tests, one outstanding conclusion was reached: a high carbohydrate diet is the optimum diet for insuring maximum health and efficiency of flying personnel engaged in long flights or a number of missions during a short period of time.

Tests conducted on students up to and including university level showed a marked decline in mental alertness and coordination on those who had eaten inadequate breakfasts.

Poor eating habits, such as hasty eating, irregular eating, eating too much or too little, malnutrition, or eating under nervous tension also had its obvious drawbacks on physical

FAIRCHILD AFB flight kitchen personnel stockpile nonperishable food items in flight lunch boxes. Under SAC Reg. 146-1 foods from any source other than in-flight kitchens are not permitted for consumption aboard military aircraft. This includes homemade lunches.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PERIODIC INVENTORY insures sufficient stocks are on hand for varied and balanced diet. S/Sgt. Oscar Fisher (right) takes inventory while T/Sgt. Clifford D. Steele, flight kitchen supervisor, lists needed items.

well-being. Each of these improper eating factors can be responsible for physical discomfortures and inefficiency.

It is hard for many individuals to understand that they may be suffering from malnutrition when they are eating large quantities of food. With current high food prices many homes form diet patterns and habitually buy low-cost, bulky, stereotype food items, thereby unconsciously causing a harmful unbalance in their diets.

Flying personnel are especially subjected to high-pressure duties making for poor eating habits. This leads to overactivity of nerves affecting the digestive and stomach functions, lessens digestive juices, creates spasms of blood vessels in the stomach walls and builds up an overabundance of acid in the stomach. Resulting defective digestive action leads to such incapacitating ailments as intestinal putrefaction, diarrhea, cramps, nausea, colitis and appendicitis during flight.

All flying personnel should recognize that a little knowledge in this important matter may save lives and will better insure fighting efficiency during combat.

Although it may be reasoned that a case of crew-wide food poisoning or diet deficiency is a thousand-to-one shot, it must be remembered that it only takes one to create a catastrophe.

A substantial, regular and well-balanced meal should be eaten within two hours of take-off time, if possible. Gas-forming foods—such as fresh, doughy pastries and bread, foods of the cabbage family, beans, odorous foods and carbonated drinks—should be avoided due to discomfiture aggravated by altitude and change in oxygen requirements. Protein sandwich fillings and salads, cream pastries, pies and puddings should not be eaten unless their freshness and purity have been determined to eliminate the possibility of food poisoning. Alcoholic beverages and other foods which do not normally agree with the crew member concerned should also be avoided.

A special diet is not too important for personnel engaged in routine periodic flying. It is, however, extremely important to those engaged in exceptionally long flights to eat a meal at least every five to six hours of flight and a snack, or something, every two hours. All flight meals should be eaten away from the aircraft duty station, without distraction, if possible. Hasty eating is definitely to be discouraged. Drink enough liquids for body requirements, especially water. Coffee is good, if not taken in excess.

Periods of flight in which a high-carbohydrate diet is utilized should be compensated for by eating a high-protein meal consisting mostly of meats, unless another flight is scheduled within a 12-hour period. In which case the usual pre-flight feeding recommendations should be followed.

Eating proper foods is becoming increasingly important with the advent of faster jet-type aircraft capable of longer and higher flights.

The Wright-Patterson Aero-Med. Laboratory, the School of Aviation Medicine at Randolph AFB and other agencies are conducting continuing studies to eliminate incapacitating and distracting influences during flights through better diets and flying conditions.

By utilizing air refueling, our fighters and bombers have greatly extended their global mobility. This calls for even more emphasis on knowledge of fatigue and food-flight relations.

Lack of adequate knowledge and application of food-flight matters should be considered and treated like an "unloaded" gun. It may have never caused you any noticeable trouble before, but it only takes once. Your life, accomplishment of the mission, and the safe return of the aircraft may be dependent upon the peak efficiency of any member of the crew. It is a wise aircraft commander who remembers this and insists on proper rest and eating habits from each crew member for the sake of the others.

Either the unit flight surgeon, base food service staff officer, base veterinarian, base dietician or base surgeon should be contacted periodically by the flying safety officer and asked to give talks at flying safety meetings on the technical aspects and importance of flight feeding problems and food poisoning.

Supervisory personnel can take a definite and active interest in flight feeding matters by anticipating future requirements and striving for the best possible flight lunch adapted to the needs of their flying personnel. This can be accomplished through coordinated studies

0076

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

with the flight surgeon and the base food service staff officer.

A recent aircraft accident study indicates that half of all SAC aircraft accidents in 1953 were attributed to pilot error. Another study indicates fatigue has been a factor in certain major aircraft accidents. Other types fall into similar categories with slight variations.

What causes pilot error? Why does a man do something wrong that he has done right so many times before? The two outstanding factors which cause the human body to succumb more readily to fatigue are lack of proper rest and improper eating. The rest factor, although most important, should always be considered in conjunction with the food-flight factor in determining the reason for the fatigue that lowers efficiency and causes accidents. Even though apparently there have never been any statistics compiled on food-flight selection of foods, eating too much or too little, poor eating, irregular eating, eating under tension, food poisoning, malnutrition, etc. have been a basic contributing factor for an alarming amount of crew ineffectiveness and some aircraft accidents.

Take an actual case. A B-36 pilot is returning from a 15-hour flight. He is young, well-trained, and has flown many B-36 flights without mishap. On this particular flight, however, he begins feeling unusually low the last hour of the flight. His copilot remarks that he looks a little peaked and asks if anything is wrong. He replies he has a headache but is doing okay. After the flight he admits that when he attempted his landing he exercised such poor coordination and judgment that only fast action by the copilot saved the aircraft from disaster. Analyzing his trouble, he recalls that he had eaten heartily of various types of salads at a party the night before and imbibed an excess of alcoholic beverages. He left the party late and managed a total of only four and one-half hours sleep before takeoff time. When he awoke he was shaky, but after breakfasting on tomato juice, toast and coffee he felt sufficiently refreshed for the mission. "Besides," he rationalizes, "I've flown after such parties before without mishap."

His case is not unique. Many other pilots in similar situations would rather not talk about it.

It is much easier to blame avoidable accidents on a training fault rather than on why the pilot didn't think and react properly in doing the right thing at the right time as he had done many times before.

Because it's so obvious that proper rest and proper eating play a definite and important part in insuring resistance to fatigue during flight, an education campaign for a more thorough understanding of their tie-in with the peculiarities of the aircraft and SAC's mission will save lives and aircraft.

Special studies can be made to more definitely prove the value of proper eating and rest to flying efficiency. Operations officers and flight surgeons can interrogate crew members after a long flight or give them simple tests to determine their mental and coordination ability. A searching inquiry can be made into the past 48 hours rest and food consumption history of those making a poor showing, and the results discussed at the next flying safety meeting.

A good coach would never think of letting his athletes enter a sporting event without insuring their proper rest and diet before the event. Surely SAC pilots and crew members deserve equal consideration before taking off on an exacting simulated combat mission.

Box Lunch for B-47 Crews

A B-47 box lunch, recently developed by the Wright Air Development Aero Med Lab, contains six attractive menus: four can be stored without refrigeration for eight hours, and two for as long as 20 hours. No in-flight feeding equipment is needed. To facilitate eating with one hand, food items are bite size. Each meal provides approximately 1100 calories and occupies a minimum of space. The meals are packaged in a paperboard carton 6 x 6 x 4 inches and components inner-packed in individual boxes for ready handling. Food items include: canned fruit juices, meat and cheese sandwiches, eggs, relishes, cookies, candies, nuts and gum: all of which are available or can be prepared from material stocked in the in-flight kitchens. Studies of the possibilities of in-flight feeding at high altitudes without removal of oxygen equipment are currently in progress.

0077

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

from snow to Sirocco

BY COL. JOSEPH J. PRESTON
Commander, 91st Strat. Recon. Wing
Lockbourne Air Force Base

CHILLING, BITTER WINDS and driving snow were the weather conditions at Lockbourne Air Force Base on 14 January 1954 when 15 YRB-47s of the 323rd Strategic Reconnaissance Squadron departed, before dawn, on a non-stop flight to Sidi Slimane Air Base, French Morocco. After an average takeoff to touchdown time of a little under nine hours, 14 of the Stratojets landed at their TDY base in North Africa. The crews deplaned weary but pleased to find their temporary home warmed by the characteristic "Sirocco"—a soft gentle wind blowing in from the desert across the Atlas range.

The jets had flown a modified Great Circle route, refueled over Presque Isle, Me. and continued to destination. The fifteenth aircraft developed engine trouble over New England and the crew elected to abort. Because of weather they landed at MacDill Air Force Base, where the difficulty was corrected. Two days later, they departed for Morocco, refueled over Kindley and completed the non-stop flight without incident. Operation EBONY marked the first time a unit of SAC multi-jet aircraft has deployed non-stop from its home station to a TDY base overseas. Practically every unit of the 91st Strategic Reconnaissance Wing and 801st Air Division participated in the operation.

The 91st Air Refueling Squadron, commanded by Lt. Col. Clifford S. Hovik, deployed the first aircraft on 6 January 1954 with a small advance party aboard. This group speedily established liaison, confirmed previous requirements and secured operating space. The air refueling squadron was to operate from Nouasseur Air Base and the 323rd, under Maj. Frank J. Gshwandtner, from Sidi Slimane Air Base, 90 air miles northeast.

Providing necessary maintenance and supply personnel to assist the tactical units fell on the respective field maintenance, armament and electronics and periodic maintenance squad-

0078

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

rons. In addition, the 801st Food Service and Air Police squadrons provided personnel in those specialties.

Air refueling for the deployment phase was a responsibility of Colonel McBrayer's 26th Air Refueling Squadron since the 91st Air Refueling Squadron was busy with moving itself plus other segments of the detachment.

To maintain close coordination and monitor the activities of both units while in North Africa, a small detachment headquarters was established at Sidi Slimane with direct telephone communications to both units. Operations and maintenance policies and procedures in effect at Lockbourne were fully adhered to except when changes were necessary because of the geographical separation of the two elements.

Periodic inspections were conducted at Nouasseur on the KC-97s and at Sidi Slimane on the YRB-47s. Specialist control and dispatch was similarly handled by the respective units. Support by base personnel at each station was excellent.

Supply procedures called for each squadron to use its flyaway kit primarily. Replenishment was obtained daily from base supply or requisitions were forwarded to local depots for necessary action.

On 11 January 1954, 13 KC-97s took off. Two of these aircraft had engine difficulties which caused the aircraft commanders to return to Lockbourne rather than to proceed under less than completely satisfactory conditions. These crews departed again on 12 January and arrived at Nouasseur on 13 January 1954. The average flying time en route for the tankers was 16 hours. The last two KC-97s, carrying primarily B-47 maintenance personnel, departed on 14 January.

The tanker flights were more or less routine. One unusual event occurred which was not noticed until postflight inspection at Nouasseur. Many of the propeller blades on the aircraft that departed on 11 January were found to be dented. The extent of the damage was so severe that many of the blades had to be changed. Icing may have caused the damage, but as yet the evidence is not entirely conclusive.

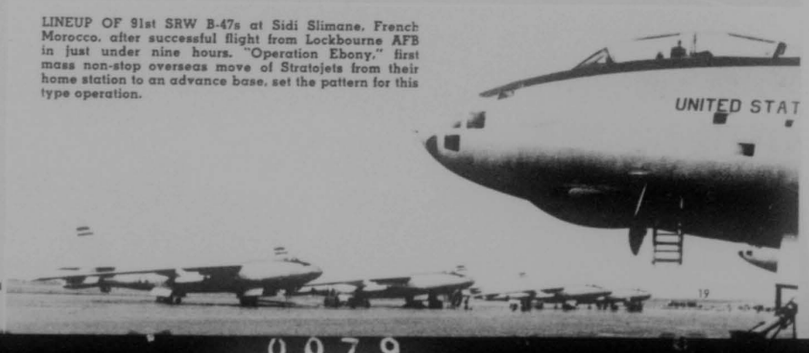
With reference to the jet flights, weather and timing were coexisting factors of great importance. The refueling area was chosen to permit the tankers to off-load an amount of fuel to each receiver sufficient to insure an ample reserve over Sidi Slimane. At the same time it was important not to extend the range of the tankers beyond a point consistent with flying safety. This requirement was critical since each tanker refueled two jets. Each jet constituted an individual flight; precision navigation was required to insure that within the area of favorable weather the scheduled refueling times and rendezvous points could be met.

A report of clear weather in the refueling area radioed in by the tanker controller was the determining factor in the decision to depart Lockbourne on the 14th of January. As previously mentioned, low ceilings and blowing snow necessitated good instrument techniques on takeoffs. However, the seasonal Ohio weather, plus careful briefings, had well prepared the pilots for this eventuality.

Leaving the North American Continent over Argentia, Newfoundland, the flight proceeded, in general, according to briefed spacing. Navigation en route was done by dead reckoning and the position keeping features of the K-system computers. Celestial observations and pressure pattern techniques were also used. Loran and consol were generally found inadequate because of limited range reception. Excellent communication service was provided by weather ship "Delta" approximately halfway between Newfoundland and the Azores. Upon reaching the coast of Africa, the aircraft were switched from Casablanca control to the Sidi Slimane GCA and thence to normal landings under GCA control.

Satisfactory conclusion of the jet and tanker flights to Morocco may be attributed to detailed preplanning and common sense performance of crew duties with utmost emphasis having been placed upon safety of flight.

The planning phase, after receipt of the operations order, was handled jointly by the two tactical squadron commanders assisted by tactical operations section of the wing. Maj. James T. Chafin and Maj. James D. Rigley,



LINEUP OF 91st SRW B-47s at Sidi Slimane, French Morocco, after successful flight from Lockbourne AFB in just under nine hours. "Operation Ebony," first mass non-stop overseas move of Stratojets from their home station to an advance base, set the pattern for this type operation.

0079

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

operations officers in the 323rd and 91st squadrons, respectively, spent many extra hours perfecting plans and checking training records of all crews. Plans included preparation of primary and secondary routes, each with a suitable alternate route in the event of weather. These routes, along with detailed communications folders, were given to each of the crews well in advance of the departure date in order to insure familiarity.

All logistical matters were carefully analyzed and programmed. Flyaway kits were given particular attention and carefully inventoried prior to departure. The selection of maintenance and supply personnel was influenced by the continuing need for competent personnel to remain at Lockbourne in support of the two squadrons remaining behind. Since half the wing was being deployed, it was a situation of critical balance. This required careful analysis in the selection of personnel and equipment. MATS scheduling and the assignment of priorities to personnel and supplies was handled by the wing director of materiel in conjunction with the squadron mobility officers.

Of particular value during the preparatory phase of this operation was the briefing of jet and tanker crews on the functions and capabilities of Air Rescue Service given by Maj. Richard B. Olney. Major Olney described the extremes to which Air Rescue personnel would go to provide aid for downed crews and stressed the need for early notice to ARS units if impending trouble is detected.

Further along the lines of sea survival, most of the jet crew members were fitted with Mark IV survival suits. While these suits were regarded with conflicting emotions, they were worn because of their obvious value in an actual survival situation.

COL. JOSEPH J. PRESTON, 91st SRW comdr., (left) discusses details of the history-making transatlantic trek upon arrival at Sidi Slimane. Success of the move was attributed to meticulous preplanning with maximum emphasis on safety of flight.

Responsibility for maintaining a high percentage of in-commission time for all aircraft rested on the engineering sections of both squadrons. These were headed by Captain Seward in 323rd Squadron and Warrant Officer Pusey in 91st Squadron. Highly effective maintenance support was provided throughout the operation by specialists from A&E and field maintenance.

Because of the combat-ready status of all flight crews, no special training over and above routine crew training was required. However, on all flights prior to X-Day, air refueling was utilized to the greatest possible extent. Each pilot and copilot accomplished Link trainer letdown and approaches for key bases en route and major airfields in North Africa. Navigators were required to spend additional time on the Loran and celestial techniques to insure their preparedness for the flight. To provide adequate crew rest prior to departure, all crews were released early and ordered to obtain at least eight hours of rest before reporting for final weather briefing.

The advance parties were effectively functional when the flights arrived at Sidi Slimane and Nouasseur. Personal equipment teams unloaded the aircraft while intelligence specialists quickly debriefed the crews. Sufficient vehicles were on hand and no delays were encountered in transporting crews to the billeting areas. Maintenance personnel went to work on all deficiences reported in order to place the aircraft in readiness for the maximum effort mission scheduled by commander, 5th Air Division, following arrival.

This mission was flown on the 18th of January and again was a combined effort utilizing both flights of this detachment. It was eminently successful. The organization then settled down to a heavy training schedule. The schedule called for five eight-hour YRB-47 flights per day and three ten-hour KC-97 flights per day. These schedules were maintained on a five-day week basis. Saturdays were used for maintenance and general inspections.

In this entire operation, standard operating techniques were utilized where possible. Briefing, except for weather and communications which were extensive, were routine. The experience level of the flight crews ranged from those which had recently been declared combat ready to crews holding a select status.

Operation EBONY was a satisfying evolution of hours of study and planning. No detail was too insignificant to bear inclusion in the preparation. Significance of the operation is that the practicability of non-stop jet aircraft deployment to an advance base is proven.

The success of this mission can be attributed to thoughtful preplanning and 100 per cent enthusiastic cooperation plus the knowledge and practice of safe, competent operational and maintenance techniques by all concerned.

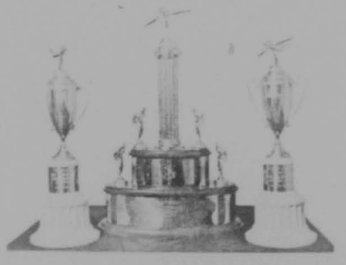
0080

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

promotional ideas

HERE'S HOW various SAC stations are promoting the Safe Aircraft Campaign for '54: CASTLE AFB's 93rd Bomb Wing supplements stand board rides with flight safety tests designed to promote coordination between aircrew members in emergencies before, during and after flights . . . CARSWELL AFB awards a "squadron-of-the-month" trophy. To promote safe taxiing, the 7th BW's flying safety committee is testing the effectiveness of luminescent reflector tape on one B-36 in each wing and a base C-47. Reports indicate substantial improvement in reading wing flap and diamond markings at night. The scotchlite tape idea has also been adopted by BARKSDALE's 376th ARS and is reported to be a valuable assist to night taxiing . . . To insure that non-crew members on flying status receive personal equipment and survival training, CARSWELL's base FSO conducts a special water survival class for flight surgeons . . . FORBES and LOCKBOURNE award prizes for best flying safety bulletin boards . . . PINECASTLE conducted a successful Flying Safety Tip contest. Sample entry: "Form 1 write-ups prevent crack-ups." . . . CASTLE's base newspaper features weekly flying safety articles contributed by flying safety, stand board and operations personnel . . . BERGSTROM's 27th SFW put up a diagram of the F-84F fuel system, built a new map table for planning flights; required each pilot to make a local area flying map showing distance, heading and fuel required to return to home base; painted a diagram of the airdrome in the operations briefing room; posted a diagram of the F-84G fuel system with recommended remedies for malfunctions; installed metal racks for COMBAT CREW magazine at strategic locations around the base and designed a pilot information booklet to make operating instructions, general data and F-84 checklists readily available for preflight and in-flight use . . . Crew-of-the-month members at STEAD AFB are dinner guests of two Reno hotels. . . . FORBES' 90th SRW remembers every pilot's birthday with a card reading, "Happy Birthday! Congratulations on another year of safe flying." . . . To provide B-47 pilots with complete information on landing conditions, HUNTER AFB's 2nd Bomb Wing requires tower operators to include in their information to the pilot, when applicable, the effective crosswind component. A wing memorandum establishes procedure to be followed in the event the component is excessive . . . DAVIS-MONTHAN's 803rd ABG has designed an original flying safety publications' control chart which provides a checklist for incoming publications and their distribution on the base . . . SEDALIA's base paper now carries a weekly "Fly Safe" column . . . HUNTER's 804th ABG originated a new format for base flying safety meetings: the base FSO and three guests form the nucleus of a panel which reviews accident material submitted for discussion prior to the meeting. When the meeting begins, two additional panel members are chosen from the audience. Letters sent to all pilots a week before the meeting encourage them to come prepared to ask questions . . . BIGGS' 9th Bomb Wing distributes functional charts which graphically depict accident trends, flying hours, scheduled missions, official aborts, aircraft assigned and utilization. Maintained by squadron flying safety officers, the charts are closely monitored by the wing FSO.



FOCAL POINT of the Safe Aircraft Campaign for '54 is this handsome 17x26 inch gold trophy to be awarded at year's end to the safest SAC base of the year. Smaller trophy is awarded to the base which tops the totem each month.

0081

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

an eye on the sky

BY LT. COL. ROBERT A. TAYLOR
USAF Air Weather Service

An Air Weather Expert Gives The Lowdown On Final Approach Visibility

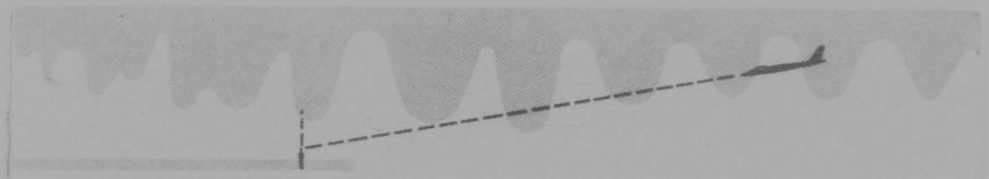
THE SUM OF TWO AND TWO is four; water boils at 212 degrees Fahrenheit, and Dwight D. Eisenhower is the President of the United States. Facts, all of them—and how comforting it is to be able to state a fact. This is a comfort which is enjoyed by almost everyone in his daily life—but consider the plight of the poor weather forecaster. Time was when he could balance out the possible non-verification of his forecast with the thought that his weather observation at least was inviolate. That time passed away with the advent of jet aircraft, all-weather flying and such devices as ILS and GCA.

As is usually the case, the realization that something was wrong with our forecasts came the hard way. At first, the forecaster was inclined to dismiss completely the pilot's accusation that the ceiling and visibility reported by the weather station were not the same as those experienced by the pilot during letdown. How could the pilot be correct when, after taking another observation in front of the weather station, the forecaster found his original observation completely valid? It took a while before the weight of similar accusations brought home to the forecaster the suspicion that the little smoke being generated might indicate a big fire.

0082

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



VISIBILITIES as well as ceilings vary according to the position of the glidepath. It is obvious that a ground observer may come up with a value for ceiling and visibility that will vary greatly from those observed by a pilot on final approach.

Fortunately, suspicion in this case was the breeder of action. The ceilometer, our electronic ceiling-measuring device, was the first item to be checked. A thorough investigation gave that excellent piece of equipment a clean bill of health. Ceiling balloons and visibility diagrams were the next to come under scrutiny. Everything used for ceiling and visibility observations was checked and double-checked, but no solution reached.

Finally, through a semi-elimination process, the suggestion was made that perhaps the seemingly short distance separating the weather station from the runway was actually responsible for the variance in the weather observed at these two points. Determined to leave no possibility unexplored, the weather detectives launched a thorough investigation of this latest theory. The results, to say the least, were amazing.

At one location simultaneous observations were made from the weather station and from a point 1000 yards nearer to the runway. It should be mentioned that these comparison observations were made only when the ceiling was below 600 feet or the visibility less than 1½ miles. In spite of the relatively short distance between the two observation points, it was found that the ceiling varied 100 feet or more in 61 per cent of the cases, and 300 feet or more in 12 per cent of the cases. At the same time, visibility varied one-eighth of a mile or more in 70 per cent of the instances and a half-mile or more in 25 per cent of the instances. A similar investigation at the Manston, England, Air Weather Service station disclosed that 20 per cent of the time the runway observing point indicated above—VFR minimums (1000 feet and three miles) while the base weather station's observations were indicating below—VFR minimums.

Armed with this knowledge, the weatherman was faced with an elementary next step—move the observer and ceilometer as close to the touchdown point as possible. Result: a virtual cure-all for accurate approach-zone-ceiling measurement. But, what about landing visibility—can the weather station now accurately tell you what visibility to expect during letdown? Not on your life! Take it from the weatherman, the final solution to the approach-zone-visibility problem has not yet been found. Let's take a look at what has been done toward finding an adequate solution.

The first attempt—a very elementary procedure—had the observer standing at the approach end of the runway counting runway lights. At the first sound of an approaching aircraft, the observer was justifiably inclined either to begin running or to fall flat on the sod. Obviously, visibility observations conducted under the constant fear of decapitation by a landing aircraft stand a pretty good chance of being somewhat inaccurate.

To eliminate this hazardous practice, the Air Weather Service has contracted for installation of an electronic visibility-measuring device called the transmissometer. This instrument simply measures the transmissivity of the atmosphere between its projector and its detector, both of which are located a few feet from the ground at points close to touchdown.

However, even with the transmissometer installed and operating, the problem is only partially solved. Visibility observed by the transmissometer is only the distance the landing pilot will be able to see once he is on the runway. His greater interest lies in the distance he will be able to see upon breaking through the ceiling to look ahead to where the runway should be. This is termed "slant-range visibility."

Truthfully, no solution to this problem has yet been found. Experiments have been made with raising captive balloons and shooting rockets aloft at various points along the approach zone. A possible result of this practice can easily be visualized: the painting of aircraft silhouettes on the weather station's instrument shelter in the best fighter aircraft tradition.

Air Weather Service has placed a requirement with the Air Research and Development Command for the development of slant-range visibility-measuring equipment. Our best guess at this time is that future equipment designed to do this job will apply the principle of a photographic exposure meter.

Looking a bit into the future, let us imagine for a moment that ARDC has met the requirement and has produced an efficient slant-range visibility-measuring device. It is still difficult to visualize a system which will compensate for two significant imponderables—the physical differences among various aircraft and the physical differences among various pilots.

So far as differences among aircraft are concerned it is apparent that the forward visibility from any specific plane is dependent upon such

0083

THIS PAGE IS DECLASSIFIED IAW EO 13526

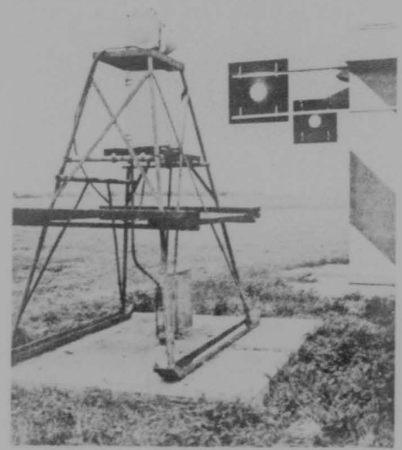
THIS PAGE IS DECLASSIFIED IAW EO 13526

structural characteristics as the aerodynamics of the windshield and the efficiency of the wipers and defrosters. As to the physical differences among pilots, surely the pilot who is tired and unfamiliar with the landing field requires a greater visibility than the one who is fresh and landing at his home base. An additional factor to be considered in this regard is the time required for the pilot's eyes to adjust from bright sunshine above the overcast to gloom beneath.

This would seem to point out one important and unfortunate fact: that only through coincidence will the pilot and the weather observer report the same visibility value under ragged ceiling and variable visibility conditions. On the other hand, the possibility of reaching at least a partial solution to the visibility problem is divided into many phases, each of which will require extensive effort by many agencies. The following three phases are considered by this writer to be of paramount importance.

1. Elimination by aircraft designers of the limitations which cockpit configurations now impose upon pilot vision. In addition to alterations in windshield - aerodynamics, modifications of such items as wipers and defrosters and the development of anti-wetting agents are functions of this phase.

2. Development and operational use of technical equipment designed to close the gap between the visibility reported by the weather station and that reported by the pilot.



TOUCHDOWN transmissometer, the electronic device for measuring slant range visibilities at Washington National Airport. Baffles around touchdown projector light beam confine the beam to a vary narrow path.

About the Author

Lt. Col. Taylor

Commissioned in 1943, he served with the 20th Air Force as airborne radio maintenance officer during the war. He entered an Air Weather Service training course in 1947, later served as weather forecaster with the 82nd Airborne Division at Eglin Air Force Base on "Operation Combine." Colonel Taylor was station weather officer at Tinker AFB until December 1949 when he entered the Air TAC school. Graduated in 1950, he returned to the Pacific to serve with the 20th Weather Squadron in Japan. At the opening of hostilities in Korea, he was one of the key figures in the establishment of Air Force weather stations there. He remained in the Japan-Korea theater until June 1953, when he was reassigned to his present duty as station weather officer at Andrews Air Force Base.

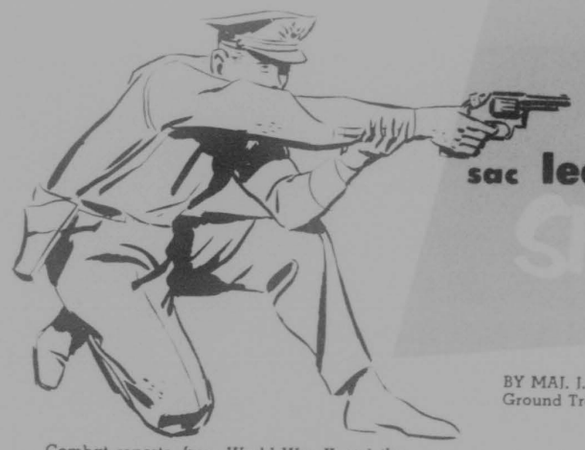
3. A revision of landing and clearing minimums to take into account the varying structural features of different aircraft. A possible result of this might be different minimums for different aircraft, following the present pattern of different minimums for pilots of differing proficiency. This phase should also reflect a margin of safety to allow for pilot fatigue, for passing from light to relative darkness and for unfamiliarity with the terminal area.

Of course, there is one final and complete solution to the entire problem—development of a foolproof blind-landing system. Until such a system becomes a reality, you as a pilot must maintain a constant awareness that the weather station's reported visibility is frequently, of necessity, not the visibility with which you must contend during takeoff and landing. When such disagreement is experienced, a few seconds of your time spent in informing the forecaster of the discrepancy will help the next pilot attempting a takeoff or landing. Your time and awareness can do much to nullify the effect of this presently insoluble problems as a hazard to safe flying.

0084

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



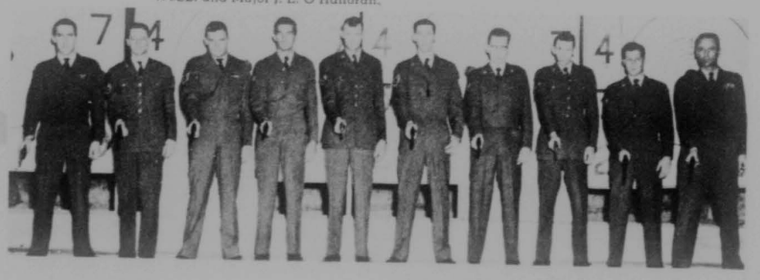
SAC learns to Shoot

BY MAJ. J. E. O'HALLORAN II
Ground Training Division, SAC

Combat reports, from World War II and the Korean conflict, on firepower effectiveness of groups and individuals spotlighted the fallacy of attempting to substitute weapons having a high rate of fire for individual ability to fire effectively. The inclination has been to reduce individual training as the high rate of fire weapon became available. SAC is attempting to reverse this trend.

LET'S LISTEN IN on an American Army colonel describing what happened when his command post was overrun by Chinese Reds in Korea: "I took cover as the enemy broke into the command post, and later, as they were departing under fire, several Reds passed by me so close that I could have slapped them on the back of their heads with my .45. I chose to shoot, however, and fired seven shots without hitting a single Red."

A funny story? Hardly, when we consider that the .45 was given to the colonel to use effectively against an armed and brutal enemy and that millions of our service personnel could have made no better use of their weapon than the colonel did. This tendency to forget that a gun is no better or no worse than the man behind it has resulted in a decrease in fire power effectiveness in any unit of a given strength. This condition has been given national publicity, and where the hand gun has been concerned, the reaction has been one of apathetic resignation in most quarters. These "experts" have said, "Why issue a hand gun which is useless? All personnel should be given a carbine." Other "experts" say: "The hand gun is not effective but some jobs will not permit the carbine to be carried, so, give the 'boys' hand guns because it gives them a false sense of security and therefore boosts their morale." Not one of these "experts" suggested that perhaps training the individual to use the hand gun effectively is the answer. Although the Air Force is not as closely involved with this problem as organizations which use small arms as a primary weapon, we have, because of anticipated requirements of our personnel, picked up the ball and are running with it.

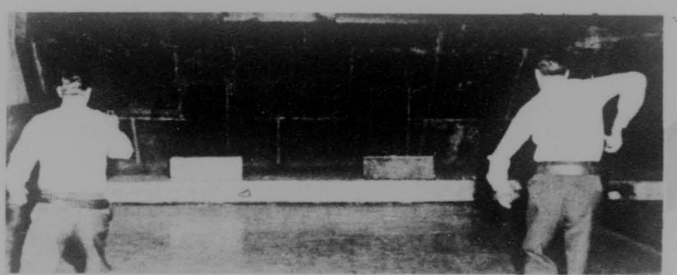


SAC HAND GUN COURSE instructors demonstrate depressed pistol position: (L to r) Lt. Alex Haw, range officer; T/Sgt. J. Altic, NCOIC; instructors, S/Sgts. J. Richardson, L. Rickstrew, and V. Nelson, A/1C J. Randgard, A/2C R. Beyersdorff, A/1C J. Webb, and Major J. E. O'Halloran.

0085

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



SAC colonel (left) and captain (right) fire on the personal encounter course. Since survival takes on a new meaning when an aircrew is forced down in enemy territory, this type of training could mean the margin between success and failure in escape and evasion.

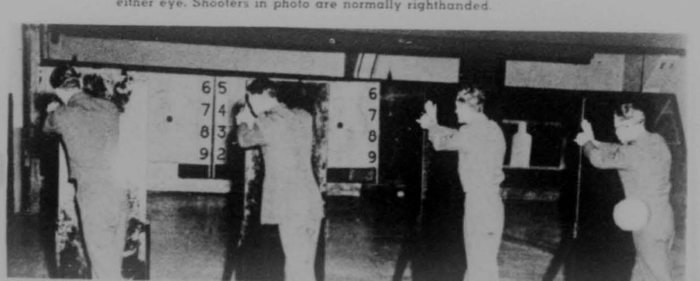
In the summer of 1952 General LeMay expressed the desire to initiate pistol team competitions, and we scoured Strategic Air Command for quality shooters. This was repeated in 1953 on an expanded basis and, to borrow a phrase, "good pistol shots were as scarce as hen's teeth." At this point, General LeMay directed that a study be made to develop the best methods of training SAC aircrew and other key personnel in use of the hand gun. A plan approved by the SAC Commander in 1953 included a new and radically different method of training and called for a test model to be established at Offutt Air Force Base to permit us to evaluate the program. A range was designed and constructed and equipment, including the new electronic "Personal Encounter" targets, installed. Hand gun instructor personnel were hand picked (criteria was stringent but did not include hand gun experience) and trained by the project officer. Material for lectures, demonstration and practice was prepared. Scheduled classes began 26 January 1954.

Every Monday, 32 officers and airmen report for classes on safe handling of hand guns, stance, grip, breathing, sighting and trigger control. Instruction and practice is also given in detail stripping, care of weapons, tranquilation, dry firing and quick-draw shooting. Groups of seven, each day, are scheduled for firing Tuesday through Friday. Four men are in standby status and, unless called to fill in, will be picked up for firing the next month. In the field test, 205 persons were given the course (scheduled at random for all agencies of SAC headquarters and Offutt Air Force Base). The results of the course were as follows: 39.11% qualified as experts, 44.39% qualified as sharpshooters, 15.12% qualified as marksmen, 1.48% were unable to qualify and were rescheduled.

Comparison of the difficulty of the new training course against the standard Air Force and N.R.A. course was made by three master-class shooters (high expert bracket) and the SAC course was found to be two per cent more difficult than the N.R.A. course and better than three per cent more difficult than the Air Force course for shooters of this grade and increasingly so for shooters of lesser ability. (This is due to the combat-type firing in the new SAC course - the type training our men need and have never received.) In spite of the course being more difficult, comparison with scores made last year on the Air Force course reveals:

1. Failure to qualify reduced to a small fraction by the training received in the SAC program.

HAND GUN COURSE trainees learn to take advantage of cover and shoot with either hand and sight with either eye. Shooters in photo are normally righthanded.



0086

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COMPREHENSIVE COURSE includes instruction in disassembly and care of various type hand guns.

2. Those who previously qualified averaged much better in their previous classification or advanced one or two brackets higher.

Another important factor noted was the high degree of acceptance of the training and the enthusiasm displayed by the trainees.

Some press items about the course have played heavily on the so-called "romantic" quick-draw aspect of the program. I wish to set the books in order on this score. The quick-draw is only one more ability which we hope to pass on to trainees. Our objective is to develop a condition of mental and physical reflexes combined with adequate knowledge of hand gun use and safety consciousness in each individual in order that he will possess the judgment, confidence and ability required in a situation which clearly demands the immediate and effective use of a hand gun. The training course's five phases include:

Academic. The purpose here is to impart to and impress upon the trainee all possible select information on the fundamentals of hand gun use and safety.

Live and Dry Firing. The purpose here is to give the trainee and his instructor the opportunity to diagnose and correct the trainee's "mechanical" faults.

Record Firing on Bull's-eye Target. Designed to test the trainee's development under conditions demanding the utmost precision.

Record Firing on Silhouettes. The purpose here is to progress into a situation more nearly simulating combat conditions which demands speed combined with a slightly lessened accuracy problem.

Personal Encounter Course. This course is a dramatic test of the individual's ability to react properly in a tense situation. Two men are paired as opponents and each has a target before him (edgewise) which represents his "enemy." With weapons loaded and holstered, they are instructed to "walk." At a time suiting the controller, the target flip switch is thrown causing the timing clock to start and the targets to turn to face the shooters. The first hit in either target activates a signal (light or horn) to stop the shooting, registers the target hit by lighting a light on the control panel and stops the clock. The controller announces the target hit (right or left) and the time recorded—"one and 3/100 seconds," etc. The procedure is repeated and opponents rotated to give all hands an opportunity to develop ability and knowledge upon which they may one day base their judgment in handling any situation which might confront them.

To save the lives of personnel and better their opportunities of escape from enemy territory, we must not accept the apathy and defeatism which labels as "worthless" the only weapon available to downed air crewmen. We must give them the ability, confidence and judgment to use their weapon effectively. We know it can be done because we are doing it.

McAVOY TARGET RECORDER tells which antagonist got the first hit as well as total action and reaction time required to draw and score a hit on the personal encounter range.

Quiz Answers

1—b, 2—b, 3—a, 4—(1) air mass (2) frontal, 5—b, 6—d, 7—c, 8—a, 9—b, 10—b.

0087

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

incident report
digest

B-47 Windshield Wiper

A B-47 pilot was scheduled for an in-flight refueling mission. After the third hookup, the windshield and nose were sprayed with fuel. Scum and dirt from the nose section adhered to the fuel on the windshield preventing the pilot from seeing out of the airplane for more than three hours.

The windshield wiper was inoperative. Had an emergency arisen, the pilot would not have been able to land safely. An operating windshield wiper is a critical item during air refueling operations. Until more satisfactory wipers are obtained, crew chiefs should give this item a special check on preflight to insure the wiper is properly adjusted.

B-47 Jammed Elevator Controls

During flare-out for landing, the elevator appeared to have excessive slop. As the control column was moved to the rear, a clicking noise was heard. The elevator did not become effective until the column was moved an appreciable amount. As the B-47 was about to touch down, it was necessary to move the column fore and aft several times in order to maintain proper attitude.

The crew chief, riding to the left of the pilot, heard the clicking noise on final approach. He noticed a clipboard to the right of the pilot in such a position that it actuated the control column stowing handle as the stick was moved forward. As the stick was pulled back, the control column lock partially engaged only to become free again as the stick was moved forward. The crew chief reached under the pilot's seat and removed the clipboard a few seconds after the aircraft touched down. Recommendation: Pilots should keep items such as clipboards and mike cords away from the control latch.

B-36 Aldis Lamps

On a recent B-36 training mission, Aldis lamps were plugged into positions in the two forward blisters and the copilot's position. In the right blister, the lamp was switched on by the weight of the lamp resting on the trigger switch. Heat from the lamp burned through an oxygen hose and upholstery before being discovered. When smoke was seen coming from under the upholstery at No. 4 bulkhead, the soundproofing was unfastened. A check of the wiring traced it back to the right blister. The No. 5 bus was isolated and the alternator de-excited until the fire was located and extinguished. The system was then returned to normal and the mission completed. As a result of this incident, the right blister oxygen station was put out of commission. Similar incidents can be averted by insuring that Aldis lamps are plugged in only immediately prior to use.

0088

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

B-25 One for the Birds

A SAC B-25 pilot making a practice GCA approach felt a sharp thud and momentarily observed a flock of geese passing under the aircraft. Noting no change in flight characteristics, he continued the approach. After landing, he examined the damaged left engine cowl. From evidence at hand—blood, entrails and feathers—it was apparent the damage resulted from collision with a large bird. To prevent recurrence, it is recommended GCA advise aircraft of any targets in the vicinity of their aircraft or projected flight path and that the safety observer maintain a more careful lookout.

F-84 External Fuel Tanks

An F-84 pilot attempting to set his parking brakes pulled the manual tip tank release handle by mistake. The pilot had recently returned from TDY where he flew F-84 type aircraft of a different series which were equipped with parking brakes. Recommendation that this incident be brought to the attention of all F-84 pilots and maintenance personnel and that it be re-emphasized the F-84G-20RE and all subsequent models are not equipped with a parking brake.

KC-97F Nose Steering Malfunction

During takeoff roll, a Stratotanker pilot had to use full right rudder to maintain a straight path; severe vibration was noticed. After takeoff, the nose gear would not retract. Visual inspection showed the wheels, cocked to the left 25 degrees, were keeping the gear from entering the wheel well and locking.

The A.C. observed the nose steering wheel indicated left. When he moved the wheel to center, the gear came back to 15 degrees left of center.

The wheels straightened prior to landing. While taxiing to the parking stand, the pilot noticed that when he released the steering wheel it would go immediately to the left.

Inspection revealed the metering valve not operating properly and bench check showed hydraulic fluid was being metered to the left-turn position at all times. The compensation unit had ruptured seals and collapsed seats in the left-turn metering port, causing fluid pressure to be forced on the right piston.

This difficulty cannot be located by external examination but requires complete disassembly. A. U. R. was submitted.

B-47 Fuel Transfer

During a routine training flight, a Stratojet pilot turned on the wing tanks. After 10 minutes of fuel transfer, the right wing tank transfer light came on. Both tank switches were left on until a positive right wing heavy condition was noticed. Fuel transfer was then discontinued. During a subsequent air refueling, both tanks were filled. A successful landing was made with both tanks full.

After landing, it was noticed the circuit breaker in the wing for the right wing tank boost pump was popped. It was recommended that these circuit breakers be relocated so as to be accessible in flight.

B-47 Door Seal Lubrication

The in-flight portion of a recent B-47 flight from Goose Bay to the Z. I. was uneventful. After parking and shutting down engines, the crew attempted to leave the aircraft but the entrance door would not open. Crew members beat on the door with the fire axe and attempted to kick it open. Eight minutes later, the door was pried open.

Investigation disclosed the door seal froze in flight. Since there have been similar incidents in the command recently, it is important that crew chiefs adhere strictly to the preflight checklist and insure pressure door seals are properly lubricated.

0089

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

flying safety TIPS

By COL. C. I. COCHRANE,
Chief
Flying Safety Division

Thunderstorms

We are well into the thunderstorm season and recently received the first of this year's report of encounters with severe storms. Most pilots are well aware of the hazards created by gusty, high velocity surface winds associated with squall line conditions, turbulence and hail that usually accompany such severe weather phenomena. Proper procedures for penetrating heavy storm areas are occasionally forgotten, however, and their importance cannot be overemphasized.

Unit FSOs can develop a profitable flying safety meeting built around a refresher course on optimum penetration airspeeds and recommended penetration procedures with emphasis on attitude flying. This is vital information when we consider that despite recent advances in forecasting technique, pilots continue to encounter unreported storms of a violent nature. In at least one case on record, this occurred within a few miles of a station equipped with the latest type radar storm detection gear. The most reliable method of avoiding this hazard is through the cooperation of all pilots in reporting every instance in which they encounter heavy storm areas. This can be accomplished as part of an in-flight position report or in a postflight discussion with the station weather officer.

Past experience with this type of reporting has not been too satisfactory since many pilots seem reluctant to make such reports and there appears to be a considerable difference of opinion as to the relative severity of any given storm. One rule of thumb for determining the intensity of a storm is contained in the following "Definition of Turbulence" that has been kicking around the airlines for some time and appeared in a recent Flight Safety Foundation bulletin on the subject:

LIGHT: When it scares the passengers.
MODERATE: When it scares the stewardess.
SEVERE: When it scares the pilots.

This facetious reference approaches actual fact when we consider that turbulence is considered to be severe when the aircraft is momentarily out of control, and should be classed as violent only when the pilot loses complete control of his aircraft and structural damage is incurred. Turbulence of this intensity is a matter of concern to all pilots and should be reported to a ground facility as soon as control of the aircraft is regained.*

As an additional safety factor, approving officers should carefully check all flight plans to insure that the proposed route does not traverse areas forecasting heavy storms. Few, if any, peace-time requirements are so urgent that they justify flight through hazardous conditions. Remember, the wise pilot avoids thunderstorms whenever possible.

Instructor Pilots

The instructor pilot added power, but corrective action came too late; the aircraft hit short of the runway and received major damage. This is an actual case and typical of a series of accidents in which the I.P. either failed to exercise full command jurisdiction or delayed taking over from the student in time to prevent an accident. In virtually every case, the I. P. was technically qualified in accordance with existing regulations but failed to perform his duties in an acceptable manner. In the majority of cases it is apparent that the I. P. was not fully aware of his responsibilities for safe conduct of the flight or lacked certain prerequisites necessary to perform in a satisfactory manner. To correct the situation, it is recommended that commanders personally screen all pilots currently being carried on I. P. status, remove those not fully qualified, and initiate a program to indoctrinate instructor pilots on their responsibilities.

SOPs

When an aircrew member fails to comply with SOPs he is asking for trouble. This is readily apparent when we look through any one of the thick red-covered documents in our accident files. In nearly every case, violation of standing operating procedures is a contributing if not a primary cause factor. SAC's standardization program was established to assist aircrews in the safe and efficient utilization of today's complex equipment. The effectiveness of this approach is readily apparent when we consider the fact that SAC's accident rate has steadily declined in the face of conversion to jet aircraft and increased operational requirements. As pointed out in General Montgomery's editorial, SOPs are based on experience and sound flying knowledge, and should be followed to the letter. Paying lip service to such directives is not enough. Many crew members know the subject cold and can answer any question on a stand board written examination but fail to follow through in actual flight operations. To preclude this possibility, it is suggested that supervisory personnel conduct periodic checks to insure that stand board crews and instructor pilots are demanding strict compliance with existing SOPs.

0090

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

the wise old bird's Quiz for combat crewmen

THUNDERSTORMS

This month's quiz on thunderstorms was prepared by Maj. Roger L. Arnold of the 1st Weather Group's climatological section. If the questions stump you, you'll find the correct answers on page 27.

1. The probability of encountering severe turbulence in thunderstorm penetration is greatest at: (a) 5000 feet; (b) 15,000 feet; (c) 30,000 feet.

2. Recommended altitude, above surrounding terrain, for thunderstorm penetration with reference to encountering the least turbulence is: (a) 3000 feet; (b) 6000; (c) 10,000; (d) 25,000.

3. The type of icing most likely to occur in a thunderstorm is: (a) Clear; (b) Rime.

4. The two general groups into which thunderstorms can be divided are: (a)_____ and (b)_____

5. When a squall line occurs it usually precedes: (a) A warm front; (b) A cold front.

6. Thunderstorms always occur: (a) At night over water; (b) During the afternoon over land; (c) In the cold air mass; (d) In the warm air mass.

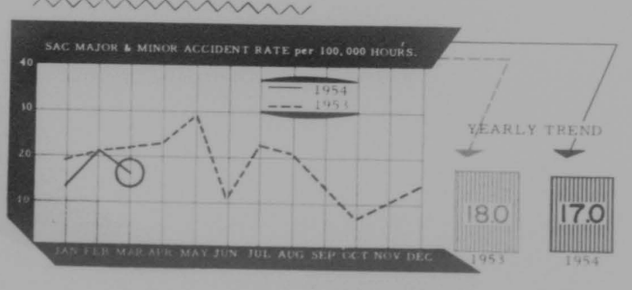
7. Over the U. S., the area of most frequent thunderstorm activity is: (a) The northwest coast; (b) The southwest coast; (c) The southeast coast; (d) The central plains.

8. The strong gusty surface winds associated with a thunderstorm are greatest at: (a) The leading edge of the storm; (b) The trailing edge of the storm; (c) The north side of the storm.

9. Frontal-type thunderstorms are never associated with warm fronts. (a) True; (b) false.

10. Rapid surface pressure variations and corresponding altimeter setting variations always occur during thunderstorm passage. Generally speaking, the greatest surface pressure increases occur: (a) When the surface wind changes direction; (b) During periods of heavy rain.

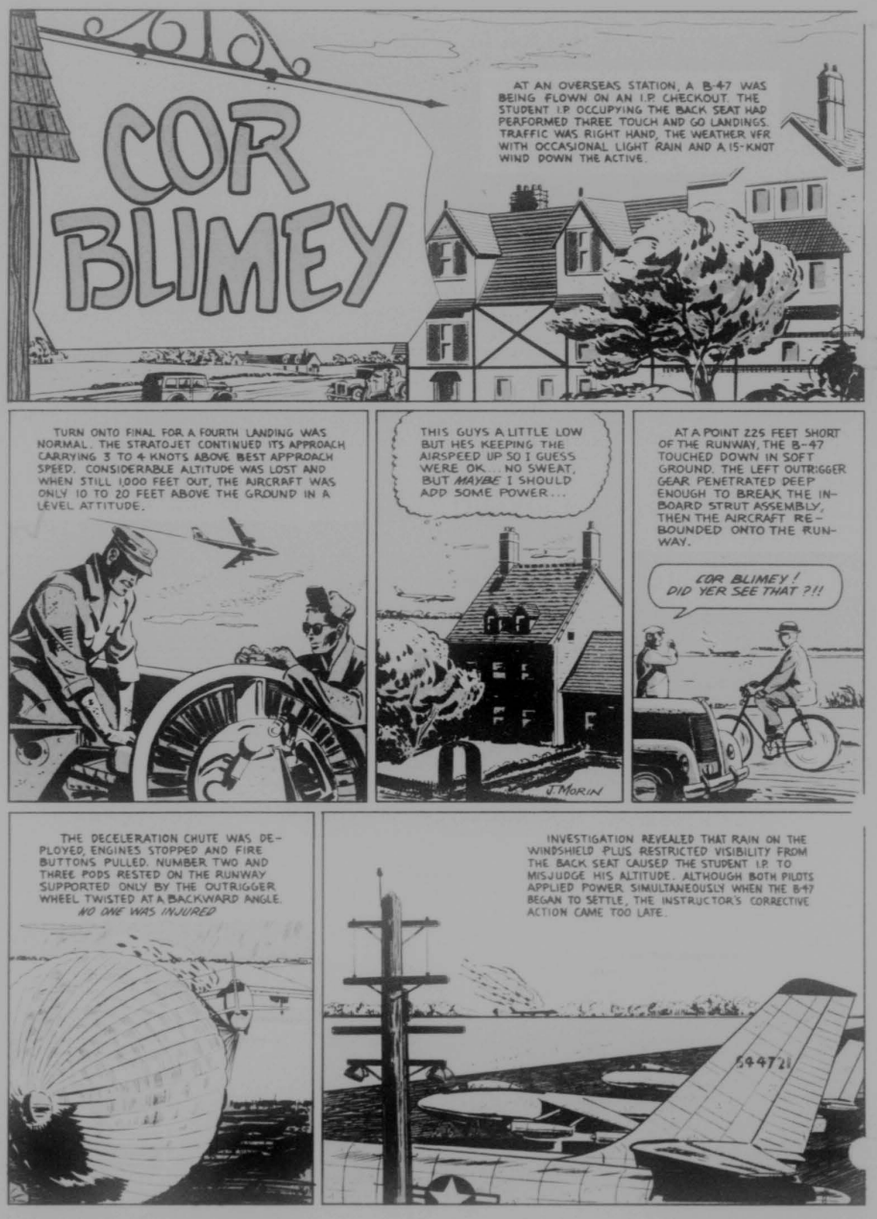
STEADILY DOWNWARD... The 1954 accident-rate trend pins the label of success on the Safe Aircraft Campaign for '54 based on accomplishments during the first three months of this year. This record was achieved only through a professional performance on the part of SAC air and ground crews and ... a tribute to the individual orts of all personnel from top ommanders down.



0091

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



USAF PERIODICAL 62-6
AIR FORCE—Ralph Printing & Litho. Co., Omaha, Nebr

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E-803 ACTION 918RW

FM CONDAF 2 BARKSDALE AFB LA
** ** **
JEDPO/CONDADIV 801 LOCKBOURNE AFB OHIO
** ** **
/UNCLASSIFIED/2AFOTS 0983. SUBJ IS WEARING OF THE HEADSET, KC-97. THIS MSG IN TWO PARTS. PART I. IT IS MANDATORY THAT PLT ENGR'S WEAR HEADSETS ON ENG STARTS, TAKE-OFF, CLIMB, AR, LANDINGS AND OTHER TIMES ACFT CMDR DEEMS NEC. PART II. ACFT EQUIPPED W/LOUDSPEAKERS. IT IS MANDATORY THAT PILOTS WEAR HEADSET ON TAKE-OFF, AR, FORMATION, INSTRUMET LET DOWNS AND LANDINGS. THIS MSG DOES NOT RELIEVE PILOTS WEARING HEADSETS AT ALL TIMES ON ACFT NOT EQUIPPED W/LOUDSPEAKERS.
07/1716Z MAY JWFKL

"A CERTIFIED TRUE EXTRACT COPY"

Fredric W. Shook
FREDRIC W. SHOOK,
MAJOR, USAF.

EXHIBIT #85

0093

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E-804 ACTION 915RW

HQ COMDRAF 2 BARKSDALE AFB LA
** ** **
JEDDO/COMBRATIV 801 LOCKBOURNE AFB OHIO
** ** **
/UNCLASSIFIED/2AFOTS 0984. SAC MSG DOTRFS 29794 DTD 3 MAY 54, SUBJ, SCANNERS' AT CRASH LANDING STAS FOR TAKE-OFF ON KC-97 MODEL ACFT IS QUOTED IN PART FYI AND COMPLIANCE: "FR THE VIEWPOINT OF FLYING SAFETY, THIS HQ CONSIDERS IT MORE SUITABLE IN EVENT OF A CRASH LANDING ON TAKE-OFF TO HAVE BOTH SCANNERS AT THEIR CRASH LANDING STAS RATHER THAN IN UNSAFE PSNS." ALL BOOM OPERATIONS/SCANNERS W/TAKE OFF IN CRASH LANDING PSNS AS SHOWN IN SAC MANUAL 50-16 OR 50-17 AS APPLICABLE.
7/1516Z MAY JWFNL

"A CERTIFIED TRUE EXTRACT COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

EXHIBIT # 86

0094

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

UNCLASSIFIED

CONDRADIV 801 LOCKBOURNE AFB OHIO P P

COMDR SMAMA MCCLELLAN AFB CALIF X

X X

COMDRAF 2 PARKSDALE AFB LA
COMDR ROME AFD GRIFFISS AFB NY
COMDR SAC OFFUTT AFB NEBR
COMDR MAAMA OLMSTED AFB PA
DIG NORTON AFB CALIF
COMDR OCAMA TINKER AFB OKLA
COMDR AMC WRIGHT PATTERSON AFB OHIO ATTN: MCMT
COMDR WADC WRIGHT PATTERSON AFB OHIO ATTN: WCOSS

UNCLASSIFIED 91DMCMP_____.

ATTN: UR CONTROL OFFICE: SUBJ: EMERG UR 91SRW 54-405 ON CABLE ASSY - DC OUTLET TO ACFT FR RECTIFIER, CL 08-A, P/A AN-2551E30, TYPE: CABLE TWO WIRE DC MFG BY BRAD HARRISON CO, HILLSDALE, ILL, INSTLD ON RECTIFIER TYPE 45 KW 28V DC P/N 73940-1 S/N 7257, TIME IN USE: NEW PER 54. ONE DEFECTIVE, ONE PREV FAILURE. DUSP: HELD FOR INSTR. DESCR: DURING ENG START OF ACFT RB-47E, 51-5833A USING ESKCO ELEC SUPPORT SYS THE DC CABLE S/N 7700-087277 BURST INTO FLAME CAUSING DAMAGE TO THE ACFT. INDICATIONS OF BURNED CABLE SHOWS HIGH RESISTANCE SHORT AT THE POINT CONNECTION OF PLUG WHERE PIN CONNECTS TO CABLE W/SLEEVE BY SOLDERING INSIDE OF AN-2551 CONNECTOR. CAUSE: IMPROPER SOLDERING OF PIN AND WIRE JOINING SLEEVE AT TIME OF MFR. ACT TAKEN: REPL CABLE ASSY ORDERED AND TO BE INSTLD. ACFT REPAIRED AND RETURNED TO SV. RECOMMENDATION: THAT MFR EMPLOY BETTER SOLDERING TECHNIQUES AND CLOSER INSPECTION OF CABLE TERMINAL PINS AND JOINING SLEEVES.

"A CERTIFIED TRUE COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

FRANK E. COX, CAPT., USAF

UNCL 1 1

EXHIBIT # 87

0095

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E-2936 ACTION BM 91ST SEW

FM SMAMA MCCLELLAN
TO JEDMO/COMDR 801 ADIV LOCKBOURNE AFB OHIO
INFO JEDMH/COMDR SAC OFFUTT AFB NEBR
JEPGF/COMDR GRIFFISS AFB NY
JEDLS/COMDR MAAMA OLMSTED AFB PENN
JESBA/COMDR 2AF BARKSDALE AFB LA
JEDWP/COMDR AMC DAYTON
JEDWP/COMDR WADC AMC DAYTON
JWPMT/OTIG USAF NORTON AFB CALIF
FR SMMTUM-5-566-E FOR COMDR 801 ADIV LOCKBOURNE AFB URMSG 91DMMF 545. FOR COMDR ROME AFD MRMT. FOR COMDR MAAMA MAMT. FOR COMDR AMC MCMT. FOR COMDR WADC WCOSS. FOR OTIG AFCRM-2B. SUBJ IS EXERC UP FR LOCKBOURNE AFB UR SSN 91SMW 54-405 (SMAMA PROJ NR 4-11236-SMMTUM). CAUSE OF FAILURE WAS DUE TO IMPROPER SWEATING OR SOLDERING OF THE PINS TO THE SLEEVES INSIDE THE DC CONNECTOR ASSY. ACTION BEING TAKEN TO RQR MFR TO CORRECT DISCREPANCY DURING FABRICATION. DIR MAINT ENGR
20/2142Z MAY JWPAG

"A CERTIFIED TRUE COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

EXHIBIT # 66

0096

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E-2183 ACTION 91SRW

FM COMDR RADD GRIFFISS AFB ROME NY
TO COMDR ADIV 601 LOCKBOURNE AFB OHIO
FR MIMTU-5-26-E FOR UR CONTROL OFFICE REF TT 91 DEMF 545 PD THIS HQ ADVISED WADC CONSIDERS EMERG UR 54-405 CMA DTD 19 MAY 54 CMA FR UR HQ A MATTER OF QUALITY CONTROL AND MFG PROCEDURE PD FOL ADD INFO REQ TO PROCESS UR CLM A CONTRACT NO CMA MFG NAME AND ADDRESS ALSO DEL DT FOR GENERATOR SETS USED AS POWER/ SOURCES PD B APPLICABLE CONTRACT NO AND DEL DT PERTAINING TO POWER CABLE INSTLD IN GENERATOR SETS PD C ADVISE IF CABLES WERE SUPPLIED W/GENERATOR SETS OR OBTAINED BY LOCAL PROCUREMENT PD D STATE FULL DETAILS OF ACTIONS PD PRECEDING BURNING OF CABLE PLUS DETAILS AND DT OF PREVIOUS FAILURES PLUS ANY ADD INFO PERTINENT TO DIFFICULTY PD FURTHER REQ EXHIBIT CABLES REFD IN UR 54-215 6974 (SARBLED) CLM MIMTU CMA FOR PROJ NO 4-0932-MR PD
21/1825Z MAY JEPGF

"A CERTIFIED TRUE COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

EXHIBIT # 89

0097

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

UNCLASSIFIED

COMDRADIV 801 LOCKBOURNE AFB OHIO

COMDR RAFD GRIFFISS AFB ROME NY

COMDRAF 2 BARKSDALE AFB LA

P P

X

X X

MRMTU-5-26-E 21 MAY 54 UNCL

UNCLASSIFIED 91DMF_____.

ATTN: MRMTU. REF UR MSG MRMTU-5-26-E DTD 21 MAY 54. THE FOL INFO IS FWD. CABLE ASSY REF IN UR 91SMW 54-405 WAS REC NEW THIS ORG 11 DEC 53 INSTLD ON RECTIFIER, 45 KW, 28V-DC, P/N 7394-G1, S/N 7257 MFR BY ELECT SV ENG CO, JOLIET, ILL. SPEC NO WCL-535A, ORDER NO 24348, REF MSG SMMTUM-5-566-E DTD 20 MAY 54 FR SMAMA STATING THAT CAUSE OF FAILURE WAS DUE TO IMPROPER SWEATING OR SOLDERING OF THE PINS TO THE SLEEVES INSIDE THE DC CONNECTOR ASSY AND THAT ACT IS BEING TAKEN TO REQ MFG TO CORRECT DISCREPANCY DURING FABRICATION. REQ THIS HQ BE ADV IF CABLE ASSY REF IN UR 91SMW 54-405 IS STILL REQ BY UR HQ AS UR EXHIBIT.

"A CERTIFIED TRUE COPY"

Frederic W. Shook

FREDERIC W. SHOOK,
MAJOR, USAF.

FRANK E. COX, CAPT., USAF

UNCLASSIFIED 1 1

91DMF/FEC/em 7218

EXHIBIT # 90

0098

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E-1557 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA

** ** **

JEDBO/COMADIV 801 LOCKBOURNE AFB MBBR

** ** **

/UNCLASSIFIED/FROM: 2AFMMB 2818. REF MY MSG 2AFMMB 2842, 19 APR 54. PROJ 54-T33-57. FOLG ACFT W/B PREPD FOR TRF FR ORGNS INDICATED TO ACTYS INDICATED ASAP. PROVISIONS OF PAR 8C SAC REG 65-1 W/APPLY. DIRECT COMMUNICATION BTWN ACTYS CONCERNED IS AUTH.

**	**	**
S/N	FROM	TO
49-945	91st SRW	810TH ABP
51-8939	91st SRW	812TH ABP

** ** **

RECIPIENT ORGN W/B RESPONSIBLE FOR FERRYING OF ACFT. ADVISE THIS HQ AND HQ SAC ACTUAL DEPARTURE DTS BY ACFT S/N

18/2254Z MAY JEFEL

"A CERTIFIED TRUE EXTRACT COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

EXHIBIT # 91

0099

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E-1422

FM COMDR OCAMA TINKER AFB OKLA
TO JEDMH/COMDR SAC OFFUTT AFB NEBR
INFO JWFKL/COMDR 2D AF BARKSDALE AFB LA
JEDDO/COMDR 801ST ADIV LOCKBOURNE AFB OHIO
FROM OCMTAA14-5-95-E UNMSG DM3A3B11-30898 DT 10 MAY 54. SUBJ 1AFE-4-2991-2
DUCT APPLICABLE RB-47 ACFT. THIS HQ HAS ESTBD A PROJECT W/WADC TO DETERMINE
WHAT TYPE OF REDESIGNED DUCT IS NEC TO WITHSTAND THE TURBULANCE CREATED AT
THE POINT THE ABOVE MENTIONED DUCT IS INSTLD IN RB-47 ACFT. UPON RECEIPT OF
INFO FR WADC UR HQ W/B ADVISED. SIGNED DIRECTORATE MAINT ENGR.
13/2223Z MAY JWFKL

"A CERTIFIED TRUE COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

EXHIBIT # 92

0100

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

B-644 ATTIC SIGHT

FM CCMDR AMC WRIGHT PATTER TT AFB OHIO
TO AFDSC/CCMDR CCMA/CCSMR/CMLA
INFO AFDPP/AFPR DOSDMO AEROSPACE CO WICHITA KANS
AIRSO/HQ 91ST SUPAT REDOT WG LOCKBOURNE AFB OHIO
RE MCPIA 7-5-11-B 1. THE 91ST SMW HAS AN URGENT AND CRITICAL NEED FOR RETROFIT KITS DOP 1656 OR INTERIM CANCIA CONTROL SYS REVISION T.O. 1B-47A/ B/-20J AUTHD UNDER CALL 54-147K CONTRACT AF 33/600/-24246. THE KITS ARE REQUIRED FOR IMMEDIATE FLD INSTL AT LOCKBOURNE IN THE HOLD 52 4B-47E ACFT S/N 51-5260 5262 THRU 5275 51-15821 THRU 51-15855 AND 52-685 THRU 52-691. 2. INFO THIS HQ INDICATES THAT SHIPMENT S COULD BEGIN ON 21 MAY 54. IN ORDER TO EXPEDITE THIS SHIPMENT IT IS REQUESTED THAT CCMA FURNISH THE CONTRACTOR AUTHORIZED SHIPPING INSTRUCTIONS FOR DIRECT SHIPMENT TO THE 91ST SMW LOCKBOURNE AFB OHIO. KITS SHOULD BE SHIPPED IN ADVANCE OF THE AVAL OF DOP PLANNED TO AS THE 91ST HAS ADE AMCA CAPACITY FOR INSTL INSTRUCTIONS [illegible] AGED AT LOCKBOURNE. IT IS POSSIBLE THAT DELIVERY OF THESE KITS CAN BE MADE BY PLACING THEM ABOARD ONE OF FIVE RB-47ES PRESENTLY BEING DELVD TO LOCKBOURNE AFB 91 SMW. 3. REQUEST THIS HQ BE ADVISED OF ACTION TAKEN.
06/2122Z MAY JSDMC

"A CERTIFIED TRUE COPY"

Fredric W. Shock

FREDRIC W. SHOCK,
MAJOR, USAF.

EXHIBIT 493

0101

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E-1411 ACTION 913RW

BY COMDR SAC OFFUTT AFB NEBR
TO JWFKL/COMDRAF 2 BARKSDALE AFB LA
INFO JEDEO/COMDRADIV 801 LOCKBOURNE AFB OHIO
JESDL/COMDRSTRATEV LSQ 3908 MACDILL AFB FLA
/UNCLASSIFIED/DOTRFC 31825. MP SG 2AFOTA 429 DTD 10 MAY 54. RB-47 ACFT ARE
AUTH TO ACCOMP HIGH ALT SIMULATED PHOTOFLASH W/6 IN CONE OBTAINING 3
EXPOSURES PER RUN. NEXT REVISION OF SAC REG 50-26 AND SUPPL XI, SAC REG 50-
8 W/REFLECT THIS CHANGE.
13/2221Z MAY JEDHH

"A CERTIFIED TRUE COPY"

Frederic W. Shook

FREDERIC W. SHOOK,
MAJOR, USAF.

EXHIBIT #14

0102

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
COAST ARC DIVISION
Lockbourne Air Force Base
Columbus 17, Ohio

SUBJECT: Recommendations for Revision to SAC Manual 50-16

TO: Commander
Second Air Force
ATTN: Second Air Force Standardization Board
Barksdale Air Force Base
Louisiana

1. The following list of recommendations for revision of SAC Manual 50-16, dated March 1956, is submitted as requested by Second Air Force Message ZIPOPS 6278, Subject: Revisions to SAC Manuals.

a. Page 8, CREW INSTRUCTION CHECK LIST: Item 6, seems to distract from the passenger briefing. It is recommended that it be moved so as to follow Item 7.

b. Page 8, CREW INSPECTION CHECK LIST: Item 5 and Item 6. It is recommended that these items be incorporated in order to give the passengers the emergency signals in conjunction with the emergency procedures. It is more effective to give the signals, what they mean and what is expected of the passenger at one time rather than separate into passenger briefing and emergency signals.

c. Page 13, BEFORE TAXI-OFF CHECK LIST Item 10, Note #2. Request this note be changed to conform with AF Regulation 60-16, Paragraph 19, subpar B, which requires the pilot of an aircraft to guard tower frequency during landing, take-off and taxi operations.

d. Page 15, STARTING ENGINES CHECK LIST: Item 4 should have the addition: Instruct scanner to check rudder boost hydraulic lines in tail cone, with rudder boost "ON".

e. Page 15, STARTING ENGINES CHECK LIST: Item 5b, should read: Cage co-pilot's gyro horizon rather than co-pilot's directional gyro.

f. Page 15, BEFORE STARTING ENGINES CHECK LIST: Item 6, the radio should be checked as well as being "ON" as required to contact tower.

g. Page 16, TAXI CHECK LIST: Item 3 and Item 4. Suggest that these steps of the check list be made the co-pilot's duty at the possession

EXHIBIT # 95

0103

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

of them by the Aircraft Commander while the aircraft is moving, would increase the possibility of a taxi accident.

h. Page 21, TAKE-OFF PROCEDURES: Item 1. Request the addition as follows: The Aircraft Commander will apply 30" MP and hold for approximately 15 to 20 seconds prior to releasing the brakes. This procedure will allow the plugs to warm up prior to the application of full power, which will extend the life of the plugs and reduce fouling. Ref: Aircraft Accident and Maintenance Review, October 1953.

i. Page 22, AFTER TAKE-OFF AND CLIMB CHECK LIST: Item 2. Suggest the addition of the following. The co-pilot will call when the reverse lock is up, at which time the Aircraft Commander will call "Engineers Throttles" and the engineer will acknowledge.

j. Page 22, CRUISE: Suggest the addition of BUILDER BOOST "OFF" to cruise check list, in 50-16 as well as MC-97E&F Standard check list dated November 1953.

k. Page 26, BEFORE LANDING CHECK LIST: Item 1 and Item 2, state that normal traffic pattern altitude will be 1,000 feet above field elevation. Page 27 gives 1200 feet as minimum altitude.

l. Page 21, BEFORE TAKE-OFF CHECK LIST: Item 17, NOTE: The notation to Item 17 states that the scanners will, after making report, take crash landing positions. This organization feels that scanners are of little value as such, while in crash landing positions during take-off. As engine failure or engine fire is most likely to occur while operating at high power settings, we feel that serious consideration should be given to scanners assuming positions in troop seats secured to the right and left side of the aircraft at Station 3.6 by means of a D-1 tie-down cable attached to the tie-down rings. (See photographs attached).

m. Page 73, ENGINE FAILURE DURING TAKE-OFF: Item 2b. Recommend that the Aircraft Commander give the command to throttle back and feather rather than do it himself. It is felt that the Aircraft Commander will have his hands full during any engine failure, just maintaining the proper altitude and making the decisions, whether the aircraft is on instruments or contact. Also, the possibility of retarding the wrong throttle or depressing the wrong feather button is more likely if the person performing these functions is actually flying the aircraft.

n. Page 81, EMERGENCY DESCENT: Item 4. The manual states that descent air speed will be 180 MPH. We recommend descent air speed of between 170-180, as 180 is maximum air speed with flaps 45°.

o. Page 87, OPERATIONAL CHECKS: Item 11. The check as stated in the check Emergency Flap Recommendation. Recommend that flaps be retarded by use of the Emergency Flap use during this check.

0104

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Hq 801st AD, 9100 Subj: Recommendation for Revision to SAC Manual 50-16

p. Page 32, MAIN GEAR INDIVIDUAL TIRE INFLATION CHART: Request you check and advise this organization as to reasonfor discrepancy between SAC Manual 50-16 and AN 01-29GAC-2, Figure 1-24.

q. Page 33, CONTROL CABIN: Item 2. Suggest changeto read: All circuit breakers IN except interphone. (Radio rack)

r. Page 54, ENGINE RUN UP CHECK LIST: Item 3b(3), recommend that limit light check be Aircraft Commander's responsibility and added to PROPELLER FEATHERING, page 18, par 5.

s. Page 47, BEFORE STARTING ENGINES CHECK-LISTS: Item 26, and Page 67, AFTER LANDING CHECK LIST: Item 5. Request reason for turbos being placed in AUTOMATIC be stated in SAC Manual 50-16 in AMPLIFIED CHECK LIST and reason be made known to 801st Air Division.

t. Page 50, STARTING ENGINES CHECK LIST: Item 4. Request change to read: Eight (8) intermittent, then eight (8) steady before switch prime and boost.

u. Page 58, BEFORE TAKE-OFF CHECK LIST: Item 19 and Page 67, BEFORE LANDING CHECK LIST: Item 8. Request clarification on use of shoulder harness as it makes some controls inaccessible to flight engineer.

v. Page 70, SHUT-DOWN CHECK LIST: Item 8, Request change on fuel selector position to read TANK TO ENGINE.

w. Page 85, [illegible] CHECK LIST: Request that you add Item 19: CO2 directional valve.....NORMAL.

x. Page 74, ENGINE FAILURE CHECK LIST (AMPLIFIED): Item 1. Request this addition to Item 1: As the Flight Engineer cites the indications to the Aircraft Commander, he will simultaneously place other engines in NORMAL START AND AUTO RICH. Then Aircraft Commander and Co-pilot will adjust power.

y. Page 100, POWER OFF AND PARTIAL POWER DITCHING: This paragraph does not discuss "power off" ditching. Recommended flap setting and procedure should be discussed.

z. Page 34, OPERATIONAL CHECKS. Item 4a Normal. Add Turn Booster pump OFF before step (3). Reference: Boeing Field Service News #165, p.11.

2. This organization did not receive copies of SAC Manual 50-17.

3. Recommend the addition of inclosed SMOKE AND FIRE ABBREVIATED CHECK LIST be made to SAC Manual 50-16.

0105

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Hq 861st AD, SIDO Subj: Recommendations for Revision to SAC Manual 30-10

4. Recommended bail-out procedures for Stand Boards of the 20th Strat Recon Wing and 31st Strat Recon Wing are under consideration and will be forwarded at the earliest possible date for possible adaption in SAC Manual 30-10.

NOT FOR COORDINATION:

3 Encls.
1-S Photos
3 STACK list
(Not listed in this copy)

"A TRUE FILMED COPY OF THE ORIGINAL"

Frederick W. Shook

FREDERICK W. SHOOK,
MAJOR, USAF.

0106

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

/DECLASSIFIED, DADOIG 2000. EXC IN 6 PARTS. PART I. THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, USC, SECTIONS 793 AND 794. THE TRANSMISSION OR REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. PART II. WHEN WEA CEILINGS ARE FORECAST TO BE LESS THAN A CEILING OF 1000 FT AND/OR VIS LESS THAN 2 MIL AT THE TERMINAL AND/OR VIS LESS THAN 2 MIL ENROUTE W/ARTIM: (1) FOR EVERY 10 B-47, YRB-47 INVOLVED IN THE SQUADRON, 1 RC-47 CAPABLE OF 4 C & E FLT W/A MAX LOAD OF WEA SENSITIVE EQUIP W/B PLACED ON AT ALERT TIME W/SUFFICIENT RC-47S TO INSURE AIRBORNE W/I 30 MINUTES AFTER SCDT ALERT. IN THOSE INSTANCES WHERE LESS THAN 10 B-47, YRB-47 ACFT, BUT MORE THAN 4 ARE INVOLVED, 1 RC-47 W/ ON ALERT. (2) IN THOSE INSTANCES WHERE THE SCHD B-47, YRB-47 ACFT INVOLVED EXCEED SIX IN 15 MIN OF WHICH ONLY 1 RC-47 ACFT W/B ON ALERT WEA FACILITIES OF THE NR OF B-47, YRB-47 ACFT INVOLVED. (3) IN THOSE INSTANCES WHERE A SIMULTANEOUS ATTACK EXISTS AT SCDT BASES OF THE TOTAL SIX ACFT/YRB-47, YRB-47 ACFT TO ATTACK SAT LOC TARGETS AT THE ALERT RATE W/6000 LBS OF BOMB, THERE 1 RC-47 W/B ON ALERT, REGARDLESS OF THE SCDT ACFT AND BASES OVER WHICH THE ATTACK.
12/1602Z "A" JUNE

"A OFFICIAL COPY"

Fredrick W. Schwab

[illegible],
SAFOO, USA.

0107

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E-2766 ACTION DISEM

MM COMAF 2 BARKSDALE AFB LA
TO JEDDH/CONSAC OFFUTT AFB NEBR
INFO JELBO/C MADIV 801 LOCKBOURNE AFB OHIO
JESDL/CONSES 3908 MACDILL AFB FLA
/UNCLASSIFIED/2AFOTS 4237. SUBJ IS DELECTIAL NAVIGATION IN RB-47 ACFT. THE UNSATISFACTORY INSTL OF THE TWO SIDE PERISCOPIC SEXTANT MOUNTS IN SOME RB-47S MAKE IT UNFEASIBLE FOR THE D-1 PERISCOPIC SEXTANT TO BE UTILD FR THE NOSE SIGHTING STAS. IN VIEW OF THIS, THE STANDBY SIGHTING PROCEDURES LISTED IN SAC MANUAL 50-38, SECTION III, PARAGRAPH 2C SHOULD BE FOLLOWED. IF THE ACFT IS EQUIPPED W/A CANOPY SIGHTING STA, THE PERISCOPIC SEXTANT W/B UTILD. FOR 801ST ADIV: THIS CONFIRMS TP BTWN MAJ BRIDGE, UR HQ AND MAJ LASCH, THIS HQ, AUTHORIZING THE USE OF THE STANDBY PROCEDURE.
27/1601Z MAY JWFKL

"A CERTIFIED TRUE COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

EXHIBIT # 97

0108

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

B-378 ACTION DISPN

FM CONAF 2 BARKSDALE AFB LA
TO CONDADIV 801 LOCKBOURNE AFB OHIO
/UNCLASSIFIED/TAFWUP 0366. FOR D/MAT ARMT-ELCT OFF. SUBJ: INSTL OF NON-EXPLOSIVE PROOF CAMERAS IN RB-47E ACFT. NOAMA MSG, 23 APR 54, IS QUOTED FI: "MEMTEP 4-31-E. FOR OCMTAA13. REF MEMSG OCMTAA13-4-188-E DTD 21 APR 54. THIS HQ WAS NO OBJECTIONS TO INSTL OF NON-EXPLOSION PROOF TYPE I-38 CAMERAS IN FWD OBLIQUE PSN ONLY OF RB-47E ACFT SINCE ALL FUEL TANKS ARE LOCATED AFT OF THIS PSN. RELEASE DT OF T.O.S DIRECTING MOD OF NON-EXPLOSION PROOF PHOTO EQUIPMENT TO EXPLOSION-PROOF CONFIGURATION AT FIELD LEVEL UNK. COST PROPOSALS REQUEST FR CONTRACTORS HAVE NOT BEEN REQD THIS HQS TO DT."
04/0083Z MAY WWFKL

"A CERTIFIED TRUE COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

EXHIBIT # 98

0109

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E-562 ACTION 91SNW

FM COMAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/UNCLASSIFIED/2AFMMP 0680. REMMYMSG 2AFMMP 0931, 11 JAN 54, WHICH DIRECTED B-47E ACFT EQUIPPED W/EJECTION SEATS BUT WHICH WERE SHORT CATAPULTS OR INITIATORS WOULD BE PLACED ON AOCP STATUS. THIS POLICY IS STILL IN EFFECT AND ACFT W/NOT BE FLOWN W/O 3 OPEL EJECTION SEATS. ACFT W/NOT BE ACCEPTED FR CONTRACTORS OR MOD FACILITIES UNLESS SEATS ARE OPEL. LATER SERIES ACFT INCORPORATE M-4 INITIATORS WHICH OPEN THE SEAT BELTS APRX 2 SECONDS AFTER CATAPULT IS FIRED. SHORTAGE OF SEAT BELT M-4 INITIATOR DOES NOT CONSTITUTE AN AOCP CONDITION INASMUCH AS BELT CAN BE OPENED MANUALLY.
05/2152Z MAY JWPKL

"A CERTIFIED TRUE EXTRACT COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

EXHIBIT # 99

0110

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

QUALITY CONTROL
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

91MMP 4 May 1954

SUBJECT: General Report of Maintenance Trends for the Period 1 April to 30 April 1954

TO: Chief of Maintenance
91st Strategic Reconnaissance Wing (M)
Lockbourne Air Force Base, Ohio

1. As prescribed by SAC Manual 66-12, the following report is submitted on the Maintenance Activities of the 91st Strategic Reconnaissance Wing.

2. During the month of April, the 91st Periodic Maintenance Squadron inspected 15 B-47 type aircraft, seven (7) KC-97 type aircraft, and Base Flight inspected 11 aircraft. These inspections are listed below by dock, average number of discrepancies per aircraft, average number of discrepancies constituting a definite hazard to flight safety and average number of critical items.

DOCK	ACFT INSPECTED	AVER DISCREPANCIES	SAFETY OF FLT	CRITICAL
"A" B-47	3	26	0	0
"B" B-47	3	30.4	.6	.2
"C" B-47	3	30	.3	.6
"D" KC-97	7	21.1	.3	0
"F" Base Flt	4	9.7	.5	0
"G" Base Flt	7	12	.1	.1
Average for B-47's Inspected		28.8	.4	.26
Average for KC-97's inspected		21.1	.3	0
Average for Base Flight		11	.27	.09

3. Quality Control inspected nine (9) B-47 type aircraft and four (4) KC-97 type aircraft on the flight line during the month of April. Base Flight inspected four (4) aircraft on the flight line during April. The quality of maintenance on the flight line was considered satisfactory. The average number of discrepancies found by type of aircraft (including aircraft inspected with the Second Air Force Inspectors) are as follows:

EXHIBIT # 100

0111

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Monthly Rpt of Maintenance Trends for Apr 54

TYPE ACFT	NO INSP	AVER DISC	SAFETY OF FLT	CRITICAL
B-47	9	27	0	.5
KC-97	4	18	0	.2
Base Flt	4	12	.2	0

4. The overall quality of maintenance both on the flight line and in the docks, showed considerable improvement for the month of April. The average for safety of flight and critical items per aircraft inspected has been reduced to below an average of one (1) for all aircraft inspected. Quality Contol records show that this is the first time the average has ever been below one (1) for safety of flight and critical items for all dock and flight line inspections.

5. A large number of personnel using the Technical Order file in Quality Control for research do not know how to find the information they need. This indicates that all maintenance personnel are not familiar with the Technical Order System as outlined in Technical Orders 00-5-1, 00-5-2, 00-5-9, and 00-5-10. It is recommended that this condition be called to the attention of all Maintenance Officers and Maintenance Supervisors.

6. During this month, a total of 73 U.R. numbers were issued to the different squadrons, a breakdown of these are as follows:

322nd - 10	91st AVE Sq - 17	Base Flt - 4
323rd - 7	91st EM Sq - 8	Hq Sq - 1
324th - 12	91st EM Sq - 9	Mtr Vehicle Sq - 1
91st AMS - 4		

7. One emergency U.R. was submitted during this period, 54-32 (Classified) on Duct Assy, Cooling Unit - Intake, P/N 4-2901-2. A reply from OCAMA indicates that Project OCAMA-4-22187-OC has been assigned and that a project with WADC has been established to investigate the discrepancy and determine the need for re-designing this item.

8. In accordance with SAC Regulation 66-6, seven (7) U.R.'s were forwarded thru channels to Headquarters SAC, these were as follows: 54-293, electrical flow to photo cell, continuous DC power to cell causes excessive amount of operation. 54-294, A-5 ejectors, during loading operation with DC power on, the breeches became closed and the last round in each ejector is fired. 54-295, bank relay failre on the A-5 ejector causes a continuity break in the electric circuit and prevents continued operation of the cartridge. 54-296, limiter control, erratic control lets any number of bombs and cartridges to be released. 54-332, Box fire detector, design of "J" Box in that moisture accumulates in it. 54-333, Inadequate heating system of the navigators compartment. 54-310, flash cartridge ejection system, no provision for direct cartridge salvo in event of emergency.

0112

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Monthly Rpt of Maintenance Trends for April 1954

9. A review of the U.R. records indicates that all personnel are not aware of the purpose and importance for the submission of U.R.'s, also that all supervisors are not encouraging the submission of U.R.'s as outlined in SAC Manual 66-12. These discrepancies have been repeatedly brought to the attention of all maintenance personnel by the "Crew Chief" and numerous IOM's to the squadrons. Recommend that the responsibilities for the submission of U.R.'s be brought to the attention of Maintenance Personnel at maintenance meetings, etc. It is believed that if all supervisors encourage the submission of U.R.'s, the overall U.R. program would be greatly improved. There were 23 less U.R.'s submitted for the month of April than there were submitted for the month of March. If this trend continues, we will be completely out of the U.R. Business in approximately 3 months.

10. Quality Control has scheduled the regular 90-day inspection of all organizations for the week - 3 - 8 May. Results of these inspections will be forwarded as soon as they are completed.

11. Additional emphasis is being placed on compliance with SAC Regulation 66-11, which pertains to aircraft malfunctions. Not all malfunctions have been reported in the past. A new reporting system is being phased in, which, it is believed, will tend to help wing maintenance capabilities. In addition, it is expected that this new view toward reporting malfunctions will give our U.R. Program a much needed "Shot in the arm".

12. It bears mention, that in addition to reducing safety of flight and critical discrepancies, the Periodic Maintenance Squadron has run 22 aircraft through their docks in the past month. This is very commendable and indicative of the fine work that squadron is producing.

FRANK E. COX
Capt, USAF
Quality Control Officer

"A CERTIFIED TRUE COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF

0113

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COMDAFDIV 801 LOCKBOURNE AFB OHIO/ UNCLASSIFIED

COMDAF TWO BARKSDALE AFB LA METRO

X

X

UNCLASSIFIED 91CR 184

RE 2AF REG 170-2. POLY ITEMS ESTIMATED TO RECEIVE 60 PERCENT OR LESS OF MAX SCORE: OFFICERS IRS (60), AIRMEN IRS (40), REENLISTMENT RATE (50).

"A CERTIFIED TRUE COPY"

Frederic W. Snook

FREDERIC W. SNOOK,
MAJOR, USAF.

KENNETH S. NJELSTAD, LT COL, USAF UNCLASSIFIED 1 1

91CR/KSP/hec 7167

EXHIBIT #101

0114

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 May 1954

OPERATIONS ORDER

SERIAL NO. 202-54

91SRW OO 202-54
dtd 6 May 1954

EXHIBIT #103

0116

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 May 1954

OPERATIONS ORDER)

NUMBER 202-54)

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATIONS:

323d Strategic Reconnaissance Squadron — Major Frank A. Gewandtner

91st Field Maintenance Field — Lt Col David A. Lawrence

91st Armament & Electronics Sq — Lt Col Lindsey C. Breeden Jr

1. GENERAL SITUATION: The Armed Services of the United States, by Proclamation of the President of the United States, will exhibit and demonstrate to the General public, aircraft peculiar to each participating Service during the week of 10-16 May 1954.

2. MISSION: Participate in Air Show accentuating the slogan "Power for Peace" by providing aircraft for "Flyovers" on Armed Forces Day, 15 May 1954.

3. TASK FOR SUBORDINATE UNITS:

a. 323d SRS:

(1) Dispatch three (3) RB-47 type aircraft for Class I demonstration (Aerial Flyover) on 15 May 1954 at times, route and altitudes indicated below:

(a) Route, times and altitudes:

Check point	Time(EDT)	Altitude
LAFB (Depart)	As required	opt
Utica, NY(Let down)	1357	2500'
Schenectady, New York	1407	Entire route
Albany, New York	1409	
Kingston, New York	1417	
Stewart AFB, NY	1421	

91SRW OO 202-54
dtd 6 May 1954

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Check Points (Cont'd)	Time (EDT)	Altitude
Westchester County Apt	1426	
Central Park, NYC	1429	
Tip of Manhattan, NYC	1430	
Newark, New Jersey	1432	
Ft Monmouth, New Jersey	1436	
Floyd Bennett, NAS, NY	1439	
Suffolk AFB, NY	1449	
New Haven, Conn	1454	
Quonset Point NAS, RI	1506	
Providence, RI	1508	
South Weymouth NAS, Mass.	1514	
Boston, Mass	1517	
Bedford, Mass	1520	
Manchester, New Hampshire	1527	

(Climb and return to home base.)

(b) 91st Field Maint Sq
91st Arm & Elect Sq

(1) Provide (3) RB-47 aircraft plus (1) ground spare, all with operational radar, on 15 May 1954 to accomplish mission setforth herein.

x. GENERAL INSTRUCTIONS:

(1) This plan is effective upon receipt for planning purposes and for operation when directed.

(2) A general briefing for all formation leaders will be held at 1000 hours (EDT), 7 May 1954 in Room 207, Base Operations, Mitchel Air Force Base, New York.

(3) Major John D. Ward, is hereby appointed formation leader for flyover and will attend general briefing at Mitchel. Major Ward will coordinate on all matters pertaining to flyover, especially communications.

(4) Weather minimum:

(a) Metropoliton New York area: 4000 ft and 6 miles visibility.

(b) All other flyover points: 3000 ft and 5 miles visibility.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(c) Aircraft participating in flyover will remain VFR at all times while flying the prescribed routes directed in this plan.

(5) Clearances: All scheduled flyover points listed in paragraph "a" above will be indicated on the Form 175.

(6) Speed between scheduled flyover points will be 350 knots.

(7) Special Instructions for New York area:

(a) New York City air parade aircraft will fly over the city only during their scheduled time block. "Over the City" will include that area along the East Side of Central Park which is Fifth Avenue direct to the Empire State Building t. the Southern tip of Manhattan. (See a New York Local Aeronautical Chart).

(b) No participating aircraft will fly below 2500' while within the New York City Area.

(c) Flight leaders will use the Westchester County Tower altimeter setting while in the New York City Area.

(d) Flight leaders will obtain a clearance from the Air Parade Control over Westchester County Airport prior to entering the New York Area.

(e) All flights participating in the New York City parade flight demonstration will be over the check point of Westchester County Airport within two (2) minutes of their scheduled time. Flights unable to be over this control point at the scheduled time will be given additional instructions as to holding and a new parade entry time.

0119

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(f) Timing. Due to the number of aircraft participating it is imperative that all aircraft commanders are precise in meeting time blocks over designated IP's.

(g) Air Discipline. Due to the absolute necessity of demonstrating the high standards of the Armed Services to the general public, the strictist air discipline will be maintained.

(h) Air Safety. Air safety will be the primary consideration at all times; mechanical condition of aircraft, proficiency of air crews will be in accordance with the highest standards.

4. ADMINISTRATIVE & LOGISTICAL MATTERS:

a. Omitted.

5. COMMAND & COMMUNICATIONS MATTERS:

a. Command:

(1) A Command Post for the New York City Flyover will be established in the Observation Tower of the Empire State Building. Instructions to participating aircraft will eminate from this post, call sign: AIR PARADE CONTROL. It will be manned only from 1400 hours to 1530 hours, 15 May 1954.

b. Communications:

(1) All participating aircraft will be crystalized to transmit and receive on UHF frequency 236.6MF Channel I.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DES PORTES
Colonel
Commanding

DISTRIBUTION:

Comdr, SAC	1 (Air Mail)
Comdr, 2AF	1 (Air Mail)
Comdr, 801A.Div	1
Comdr, 91SRW	10
Comdr, 91FMS	1
Comdr, 1948E	1
Comdr, 323th SRS	4

OFFICIAL:

HAL C CONNER
Colonel USAF
Director of Operations

91SRW 00 202-54
dtd 6 May 1954

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Fredric W. Shook

0125

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
801ST AIR DIVISION
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

MTB 14 May 1954

SUBJECT: Materiel Planning Board Meeting Minutes

TO: SEE DISTRIBUTION

1. The Materiel Planning Board convened at 0900 hours, 11 May 1954, in the office of the Division Director of Materiel, Building S-1. The following personnel were present:

Lt Col W C Ahrens, DEM
Lt Col W J Bausser, 26DLM
Lt Col W C Dodds, 26DM
Maj J G Booker, 31DML
Maj M M Finefrock, DM
Maj T A Mills, DMA
Maj J W Organ, 26DMS
Maj T O Rose, 91DMS

2. The following subjects were discussed by the Board:

a. POL Section

Upon review of the existing situation in the POL Section, the following suggestions were made:

(1) Try to get a waiver of SAC Regulation 66-27.

(2) POL Section schedule refueling during the hours between 0700 and 1200 hours.

(3) Crew members handle the refueling panel which amounts to pressing the actuating button which controls the flow of gasoline into the aircraft from the hydrant refueling pit.

(4) Consolidation of pit usage.

b. Shaw-Estes Test Facility

This facility will be ready to service test some time this week. Lt Col Lawrence, 91st Field Maintenance Squadron, and Maj Atkins, 26th Field Maintenance Squadron will submit a usage plan for subject facility.

EXHIBIT # 104

0126

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Hq 801stADiv, Lockbourne AFB, Columbus 17, Ohio, MTB; Subj: Materiel Planning Board Meeting Minutes

c. Project Igloo

When the few items still required are received, the project will be completed with the exception of the electrical work now being accomplished by Field Maintenance. Painting of the shelters will be the responsibility of the using activity.

d. Castle Maintenance Stands

Since the bid received to move one Castle Maintenance Stand was more than is considered to be economical, the Base Transportation Officer is checking into the possibility of moving it ourselves. If this cannot be done, it will be recommended that it be dismantled and turned in.

e. TOC Program

Second Air Force has advised that more than 10 outstanding Technical Orders per aircraft will not be acceptable. Reference letter this headquarters, file DLM, Subj: Technical Order Compliance, 6 May 1954.

f. Storage of Flyaway Kit Tires

It was recommended that built up tires for both wings be stored in the present tire build up storage area adjacent to Building 532. Non-built up tires will be the responsibility of Base Supply.

g. UHF and VAL Survey

Base Materiel will furnish information on this subject to the two wings for their guidance.

h. Cable Failures

Faulty cables will be turned in on work order through the Ground Power Section for repair. Arrangements have been made to have them repaired on contractual maintenance. We will not be charged for the ones with faulty workmanship.

3. The meeting was adjourned at 1100 hours.

APPROVED:

/s/ HERBERT T. WIELAND
Brigadier General, USAF
Commander

/s/ W C AUBIN
Lt Col, USAF
President, Materiel
Planning Board

"A CERTIFIED TRUE COPY"

FREDRIC W. BROOK,
MAJOR, USAF.

0127

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E-1048 ACTION 91WG

FM COMAF 2 BARKSDALE AFB LA
TO JEDMH/COMSAC OFFUTT AFB NEBR
INFO JEDRO/COMADIV 801 LOCKBOURNE AFB OHIO
INFO JFRHD/COMEMWG 44 SIDI SLIMANE AFB FR MOR
/UNCLASSIFIED/2AFMWG 1601. FOR COMDR, 91ST ARMT-ELCT MAINT SQ, 801ST ADIV. FOR DM6B, SAC. SUBJ: A-5FCS MOD. THIS MSG IN 4 PARTS. PART I. A GREAT DEAL OF CONFUSION EXISTS IN B-47 UNITS EQPD W/A-5 FCS IN REGARD TO METHOD AND ABT TO COMPLY W/GE FCN45 AND 46 SUFF KITS TO MODIFY ALL ACFT USING G.E. A-5 SYS HAVE BEEN PROCURED BY G.E. TECH REPS ASGD TO 91ST SRW, LOCKBOURNE AFB AND 44 BW, LAKE CHARLES AFB; HOWEVER, NO KITS NOR INFO FOR CROSLEY A-5 SYS CROSS CHUTE FEED AND HOPPER MOD ARE AVAL. FURTHER, PARALLEL T.O.S LISTED IN LATEST T.O. INDEX HAVE NOT BEEN DTD. PART II. 44TH BW REPTS THAT OF A TOTAL OF 7 HOPPER JAMS ENCOUNTERED DURING THE MO OF APR, 5 OCCURRED IN UNMODIFIED CROSLEY SYS. FCN 45 AND 46 HAVE BEEN COMPLETED ON G.E. SYS INSTLD 44TH BW ACFT. PART III. 91ST SRW REPTS SUFF KITS HAVE BEEN PROCURED TO COMPLETE G.E. FCN 46 ON 7 AFFECTED ACFT AND G.E. FCN 45 ON ALL AFFECTED ACFT ASGD. PART IV IN VIEW OF THE FOREGOING, AND IN AN EFFORT TO RAISE THE FIRE-OUT PERCENTAGE OF B-47 UNITS W/I THIS COMD, REQ ATTN TO COMPLY W/G.E. FCN 45 AND FCN 46, PRIOR TO PUB OF PARALLEL T.O., BY ASGD A-5 FCS TECH REPS. TECH INFO IS AVAL. BECOM END TECH ASST FR AN AF DEP OR MOD CTR TO FACILITATE MOD BE CONSIDERED. FURTHER REQ ACTION BE TAKEN TO MAKE LIKE KITS FOR CROSLEY SYS CROSS CHUTE FEED AND HOPPER MOD AVAL ASAP.
11/2206Z MAY JWPKL

"A CERTIFIED TRUE COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

EXHIBIT # 107

0128

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E-1728 ACTION DDM INFO 91ST WG

M COMDRAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/UNCLASSIFIED/FROM: 2AFMWG 2614. SUBJ: IMPROPERLY MARKED AMMO CHUTES A-5 FCS. REQ THIS HQ BE ADVISED ATTN: 2AFMWG, IF DEFECTIVE AMMO CHUTES ARE STILL BEING RECD AS OUTLINED IN OUR MSG 2AFMWG 3469, 24 FEB 54. REQ THIS INFO BE BROUGHT TO THE ATTN OF ALL A-5 MAINT SQ C MS AND WG GUNNERY OFFS UR COMD. 17/2249Z MAY JWFNL

"A CERTIFIED TRUE EXTRACT COPY"

Fredric W. Shoon

FREDRIC W. SHOON,
MAJOR, USAF.

EXHIBIT # 108

0129

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E-1347 ACTION DISPO

FM COMAF 2 MAYSDALE AFB LA
** * **
JEDSO/COMADIV 601 LOCKBOURNE AIR OHIO
** ** **
/UNCLASSIFIED/2ARMNG 2692. SUBJ: A-5 FOS MOD. HQ SAC ADVISES IN THEIR MSG DASA 32589, 15 MAY 54, THAT AUTH TO COMPLY W/FCN'S IN THE 40 SERIES CANNOT BE GIVEN UNTIL 80 PERCENT OF THE REC KITS ARE DELIVERED, WHICH IS ESTIMATED TO BE 90 DAYS. NEW ORDERS ARE BEING WRITTEN THAT PERTAIN TO BOTH GENERAL ELECT AND CROSLEY SYS. UPON RECEIPT OF ADDL INFO HQ USAF ADVISED. REQ THIS INFO BE BROUGHT TO THE ATTN OF ALL A-E MAINT SQ COMS AND NO STRICTLY OPNS UN COMD. THIS ANSWERS THE 31ST A-E MSGS 225 AND 226, BOTH DTD 10 MAY 54. THIS ALSO ANSWERS THE 44TH A-E MSG 250, 10 MAY 54.
18/2026Z MAY JWPKL

"A CERTIFIED TRUE EXTRACT COPY"

Jessie W. Shook

JESSIE W. SHOOK,
MAJOR, USAF.

EXHIBIT # 109

0130

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

E-2282 ACTION 91SRW

FM COMDRAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMDRADIV 801 LOCKBOURNE AFB OHIO
** ** **
/UNCLASSIFIED/2AFMWG 3517. FOR A-B MAINT SQ COMS. SUBJ: A-5 FCS MOD. OURMSG 2AFMWG 2692, 18 MAY 54, SUBJ SAME. AUTH IS GR TO COMPLETE INSTL OF GE ECP 1 0213, CROSLEY 105A (FCS 45, 46, 48) AND GE ECP 10220 (FCS 47) FEED AND EJECTION SYS MOD FOR B/RB-47 ACFT. T.O. 11-70-AAB 37, 38, 39, 40 APPLY. RECOMMEND KIT INSTL BE COMPLETED THRU THE USE OF GE AND CROSLEY A-5 FCS TECH REPS IN CONJUNCTION W/FLD MAINT FACILITIES. REQ THIS HQ BE ADVISED OF ANY EXISTING KIT SHORTAGES.
22/1614Z MAY JWFKL

"A CERTIFIED TRUE EXTRACT COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

EXHIBIT # 110

0131

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAX. GROSS WT. VS. TEMP*

FUEL LOADS*

70° OR COOLER, ALL INTERNAL FULL

80° 173,000
FWD B.B. 5500*

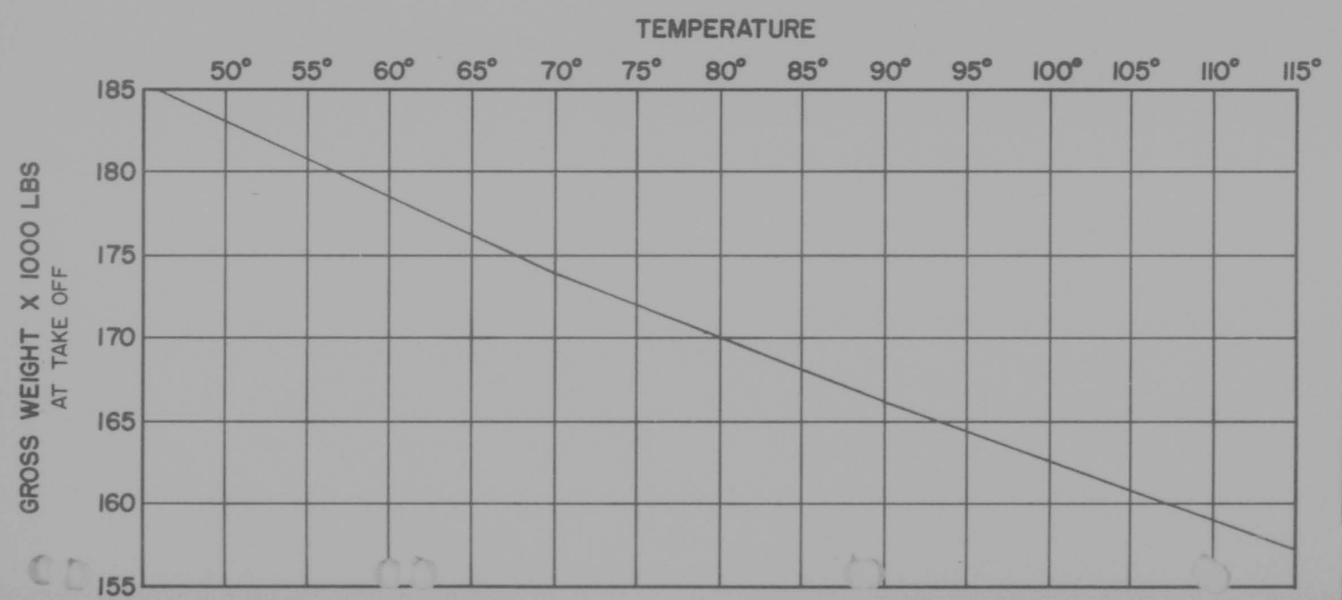
90° 169,000
FWD B.B. EMPTY

100° 165,000
FWD B.B. EMPTY, AFT B.B. 12,000*

110° 161,000
FWD B.B. EMPTY, AFT B.B. 8000*

* BASED UPON:
10,400' CRIT. FIELD LENGTH
750 FT. PRESSURE ALTITUDE

REFUEL FIGURES INCLUDE 3000 LBS MORE THAN TAKE OFF WTS FOR GROUND OPERATION



0132

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

For Immediate Delivery to _____
Referred to in Paragraph _____

HEADQUARTERS
801ST AIR DIVISION (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

SPECIAL ORDERS)
NUMBER 100)

E X T R A C T

30 April 1954

** ** **

20. COL JOHN A DES PORTES 8199A is REL from ASG HQ 91st STRAT RECON WG (M) (SAC) this STA; ASG HQ 2AF Barksdale AFB LA REPT NLT 25 May 54. DALVP. TDA W/4 days TVL time AUTH. If POV is not used, TVL time W/B the time of the CARR used. WP. PCS. TDN: 5743500 467-6900 P533 (.6)-02 03 833-617. EDCSA: 25 May 54. AUTH: AFR 35-59 and 2AFTDA 3766 dated 24 APR 54.

** ** **

BY ORDER OF THE COMMANDER:

OFFICIAL:

RICHARD E. JONES
Major, USAF
Adjutant

/s/t/ D J WALDOSKI
1STLT, USAF
ASST ADJUTANT

*

"A CERTIFIED TRUE EXTRACT COPY"

Fredric W. Shook
FREDRIC W. SHOOK,
MAJOR, USAF.

EXHIBIT # 112

0133

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Classified: SECRET
Auth: Comdr Second AF
Name: Buckner
Date: 7 January 1954

HEADQUARTERS
SECOND AIR FORCE
Barksdale Air Force Base, La.

2AFODP

7 January 1954

SUBJECT: (Unclassified) Proposed Readiness Inspection Criteria

TO: Commander
801st Air Division
Lockbourne Air Force Base
Ohio
ATTN: Commander, 91st Strategic Reconnaissance Wing

1. The attached proposed readiness inspection criteria for jet reconnaissance units as prepared by the office of the Inspector General, USAF, is forwarded for information and planning purposes.

2. When the inclosures are withdrawn or not attached, the classification of Secret on this document will be changed to Unclassified in accordance with AFR 205-1.

BY ORDER OF THE COMMANDER:

1 Incl
ORT Criteria

/s/t/ ZEAK M. BUCKNER, Jr.
Capt, USAF
Assistant Adjutant

SECRET

EXHIBIT # 113

0134

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

PROPOSED READINESS INSPECTION CRITERIA

(Jet Reconnaissance Units)

1. Sustained Operations - Units must be capable of flying a total of 70% of their authorized TO&E aircraft or possessed aircraft not on TDY on missions for three consecutive days. These missions will be profile missions based on the unit's assigned war plan mission, if applicable. Each aircraft and crew will be used for only one of the three missions required. The commander concerned may delay the dispatch of any daily increment when the forecasted weather for the scheduled mission is photographically prohibited. However, all three daily missions will be completed within a seven day period commencing with the scheduled dispatch of the first daily mission as specified in the operations order directing the missions. Aircraft do not necessarily have to be flown in the three equal increments but must be flown as specified in the operations order directing the mission. Aborts or early returns without completion of assigned mission for either maintenance or operations reasons will be analyzed and deducted from the scoring. Demonstration of unit proficiency in the various items listed below will be made on actual tactical problems when possible; second choice will be demonstrated of proficiency on training type missions; last resort will be examination of records for evaluation of proficiency.

2. Aerial Photography - Units must be capable of securing aerial photography, as required by the unit's assigned war plan and commensurate

SECRET

INCL #1

0135

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

with the type of cameras with which the unit aircraft are equipped, considering procedure and results. Below 50% acceptability for aerial photography, as evaluated by current SAC evaluation standards, will be considered excessive and deduct from the scoring.

3. Radar Scope Photography - Units must be capable of securing radar scope photography, as required by the units assigned war plan mission and commensurate with the type of radar and cameras with which the unit aircraft are equipped. An acceptance rate below 70% as evaluated by current SAC evaluation standards will be considered excessive and deduct from the scoring.

4. Air Refueling Operations - Refueling operations will be scheduled on each of the three missions conducted during the progress of the inspection. Both electronic and geographic means for rendezvous will be scheduled with primary emphasis being placed on electronic rendezvous supported by selected geographical points to be used in event contact is not made through employment of electronic prodedures. Maximum score will be awarded if all aircraft scheduled to refuel complete this rendezvous and receive the required amount of fuel.

5. Navigation - It is essential that all crews be proficient in navigation through utilization of pilotage, DR, celestial, and radar; on individual navigation flights both day and night and that they are capable of navigating in polar regions using the grid system. For testing purposes, at least one leg on one of the planned missions will be a "night

0136

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

celestial navigation leg." This leg will start from a celestial fix and will extend to a prescribed "destination" not less than 700 NM distant. "Destination" may be any prominent and easily recognizable point enroute. Estimated time of arrival, based on celestial data only must be furnished to the inspectors not less than 5 minutes prior to expiration of ETA. Maximum score will be awarded for a CEA of 20 NM or less from "destination" at expiration of ETA.

6. Flight Performance - A minimum of at least one mission will be scheduled as a long range cruise control mission. A detailed flight plan will be based on the mission plan and include fuel load requirements, predicted fuel consumption in relation to ground distance covered, and computation of fuel reserve. An inflight cruise control log including a "fuel used vs miles flown" curve will be maintained and turned in with the flight plan at mission interrogation for post-flight analysis. The crew's ability to obtain best possible performance from the aircraft under existing atmospheric, temperature, and engine conditions will be analyzed by extracting the actual atmospheric conditions encountered in flight from the log. Using this information and technical order data, a best performance fuel vs miles curve will be plotted for each flight condition. The resultant curve will then be compared with the curve which was drawn in flight by the crew member. The variation between actual performance and desired performance may then be observed and flight performance proficiency evaluated. The performance obtained and the technique used to obtain it

0137

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

will be considered equally in determining crew capability.

NOTE: (ITEMS 2 thru 5) The above criteria may be applied against an individual crew as well as the entire unit. Inspectors will insure that select crews are not used exclusively while conducting the test. To allow such a practice would destroy the effectiveness of the test in that the final results would not reflect the overall average capability of the unit being tested.

7. Aerial Gunnery - Crews must be thoroughly familiar with the operation of installed aircraft gunnery systems including preflight, in-flight, and post flight procedures. The crew member (co-pilot) assigned gunnery duties will have a thorough knowledge of the high speed gunnery problems and applicable standing operating procedures. Inspectors will select crews at random and check these items. If at all possible during the period of the inspection, an air to air gunnery mission will be flown at operational altitude, with a full combat load of ammunition, firing the maximum possible of that load after a minimum "cold soak" period of one hour at or above 25,000 feet. Scoring will be based on percentage of ammunition fired vs ammunition loaded. In event it is not possible to schedule air to air firing, an inspection will be made of records of air to air firing missions. This check will involve an inspection of at least 30% of assigned crews and cover a period 60 days prior to this inspection. Training records of APG-T1A gunnery trainers will be checked to determine (1) rate of utilization and (2) rate of utilization and

0138

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

training progress of individual gunners.

8. Instrument Flying - All pilots must possess a current AF Form 8 or 8A instrument card and must be proficient in the flight test re uirements therefor, as prescribed in AFR 60-4. Crews must be proficient in the use of all means available for position orientation, jet penetration and landing under instrument conditions. The inspection team will check the instrument proficiency of pilots selected at random at any time practicable during the conduct of the ORT.

9. Communications - All crews must possess a thorough operational knowledge of the communications equipment installed in the aircraft and demonstrate proficiency in air-to-air, air-ground communications, and use of the authenticator code.

10. Emergency Procedures - Crew training in practice ditching, bail-out, and crash landing should be simulated both in the air and on the ground. Inspectors will check to insure that records are on hand to indicate that this practice has been conducted and that all crew members are current. Inspectors will select and check crews at random in order to determine that crew members possess a thorough knowledge of the operational charateristics and engineering features of the aircraft under any condition where an emergency might be encountered in the particular type aircraft being operated.

11. In-Flight Feeding - Good quality food in the proper quantity is essential in any mission in excess of four hours duration. All means

0139

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

of dispensing hot food should be fully utilized.

12. Intelligence -

a. Training. All units must have in progress an effective intelligence training program for aircrews. This program will include such phases of instruction as aircraft recognition, escape and evasion for both current and potential combat operations areas, procedures and conduct in the event of capture, flak identification, recognition and combat essential elements of information and importance of combat crew obtained information. An effective OJT program for all personnel assigned to the intelligence section must be in progress. This should include cross-training of intelligence specialists within the unit to prepare for the increased workload imposed during combat.

b. Target Materials. Intelligence Section will be judged for the maintenance, distribution, and procurement of target materials. All units must have a well-organized system in the filling and issuance of target information (maps and charts with related domestic target materials, radar-scope photographs, etc.). These publications should be available in sufficient operational quantities, organized into systematic files, and be periodically inventoried to replace obsolete issues.

13. Briefing Interrogation and Critique - The analysis of this phase will reflect the degree of proficiency in mission planning along with the procedures used in briefing and interrogation. Mission planning must be very thorough and accurate and be reflected in the briefing of combat crews.

0140

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Every unit must have an effective system of briefing interrogation, and critique in accordance with applicable SAC manuals. Unit guides dealing with briefing and interrogation will include instructions regarding all items which might be necessary or peculiar to a particular operation. Adequate facilities must exist and all briefing and interrogation personnel must be proficient in briefing and interrogation procedures along with being capable of making it then interesting to the combat crew. Combat reporting procedures must be in keeping with instructions outlined in pertinent directives or combat reporting guides. Specific EEI's described during the pre-mission briefing must be followed up during interrogation, and should be checked for inclusion in the unit's post-mission reports.

14. General Factors Affecting Operational Effectiveness - Inspectors will evaluate the unit with regard to command leadership, operational organization, combat crew coordination, flying safety, standardization crews and procedures, E-1 Survival Kits (one per crew member) and such other factors as affect the over-all operational effectiveness. Inspectors will ascertain that unit directives are not in conflict with current applicable directives or technical orders.

15. When a reconnaissance technical squadron is assigned to the wing, the following criteria will be used in the inspection of this squadron:

a. General - Unit must be capable of processing film, printing, evaluating and reporting at a sustained rate consistent with the average daily sortie rate of the supported wing based on established war planning factors.

0141

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Film Processing - Unit must be capable of processing selected priority film (no more than five rolls of aerial and one roll of radar per sortie) within the time necessary to permit preparations of P-1 reports as prescribed by the SAC Combat Reporting Guide; and of completing the remaining film, including required duplication, in time to permit submission of required reports and dispatch of completed materials as specified in the operations order.

c. Printing - Unit must be capable of the timely production of acceptable prints from selected radar and aerial negatives. Mass production of radar scope illustrations is required only in sufficient valume to meet 25% of the requirement for this material.

d. Interpretation - Unit must be capable of interpreting and rendering P-1 reports and the selection and interpretation of pre-strike radar target photography priority film (paragraph 14b above) within the time limitations prescribed in the combat reporting guide, and of evaluating the aerial and radar photography by the reconnaissance units. In addition, each interpreter (7044) must be proficient in the accomplishment of P-3 reports and must be familiar with all other P series combat reports. Analysis of electronic interpretation, when applicable, will be based on the capability of the unit to complete the reports called for in the SAC Combat Reporting Guide.

e. General Factors Affecting Operational Effectiveness - Inspectors will evaluate the unit with regard to command leadership,

0142

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

smoothness of operation, coordination between sections, packaging and shipping of completed materials and such other factors as affect the over-all operational effectiveness.

"A CERTIFIED TRUE COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91st STRATEGIC RECONNAISSANCE WING (H)
Lockbourne Air Force Base
Columbus 17, Ohio

2 June 1954

SUBJECT: Preparation for 91st "ORT"

TO: Director of Materiel

FROM: Wing Inspector

1. The following items were discussed during 91st Strat-Recon Wing's "ORT". They are submitted for action you deem necessary for like areas in our Wing.

a. Maintenance Control

(1) Procedures

(2) Records
(Exam: Use of radio parts truck)

b. Quality Control Section

(1) Procedures

(2) Records

(3) Quality of Maintenance in Wing
(Exam: Number of URs submitted in 1953. Number of replys received)

c. T. O. Compliance

(1) Number of T.O.s not complied with

(2) Procedures
(Exam: Number of T.O.s not complied with that necessary kits are available in supply)

d. Publications

(1) Control

(2) Shortage

e. Flight Test Section

(1) Records

(2) Procedures

(3) Polici

EXHIBIT #114

0144

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

n. Bad Maintenance Practice

Exam: Improper handling of control surfaces - No daily inspection of Eculids - Excessive speed of Euclids Condition of Crew Chief Stands, etc. - Torque wrenches out of date - Use of screw drivers on aircraft cowling.

o. Tool Cribs

(1) Orderly

(2) Status of equipment

p. Maintenance OJT Program

q. Supply

(1) Current UPREALS

(2) ECLs (Complete)

(3) All Records

r. Personal Equipment

(1) Care and storage

(2) T.O. Compliance
(Exam: T.O. 20-B-5A-21 dt 6 Nov 53, not complied with)

s. Flight Line Maintenance

NOTE: This is all inclusive - morale - gigs on aircraft - procedures - instructions available for crew chiefs - use of ground power equipment - use of tools - ground safety program.

WILLIAM G. RYAN
Major USAF
Wing Inspector

0145

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

91ST STRATEGIC RECONNAISSANCE WING (M)
Office of the Wing Inspector
Lockbourne Air Force Base
Columbus 17, Ohio

2 June 1954

TACTICAL AND AIR REFUELING SQUADRON CHECK LIST

1. Current Mobility Roster and Alert Plan
2. Is personal equipment properly stored and inspected?
3. Operations and Training Records:
   a. Are 51-19 records complete?
   b. Status of 50-6 (Ground Training)
4. Instrument Cards:
   a. Pilots should have current instrument cards
5. Personnel Control
6. Tool Cribs:
   a. Are torque wrenches current?
   b. Storage and care of Test Equipment
7. Aircraft Records:
   a. Have Commanders signed Block 50 Part IV?
   b. Has excessive remarks been carried forward to Part III?
8. Status of Maintenance Stands:
   a. Are stands operational?
   b. Are railings used?
   c. When in use are stands secure?
9. Ground Handling Equipment:
   a. Do drivers conduct daily inspection of Euclids?
   b. Do drivers observe speed limits?

0146

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BRIEF HISTORY OF 91ST STRATEGIC RECONNAISSANCE WING (M)

The 91st Bombardment Group (B-17) was activated in early 1942 (date unknown). It was transferred to Eight Air Force 11 September 1942, operated from England throughout World War II and returned to the ZI in late 1945. It was inactivated in November 1945 at MacDill AFB, Florida.

The 91st Strategic Reconnaissance Wing was activated 10 December 1948 by General Order 67, Hq SAC, dated 22 October 1948 at McGuire Air Force Base. It was composed of:

91st Air Base Group

91st Medical Group

91st Maintenance and Supply Group

91st Reconnaissance Group

16th Photo Reconnaissance Squadron
324th Strategic Reconnaissance Squadron (ECM)
11th Photo Technical Unit

The Reconnaissance Group was equipped with RB-17 and RB-29 aircraft.

The 91st Strategic Reconnaissance Squadron was assigned to the Wing on January 1949 from Waller AFB, Trinidad. On 1 June 1949 the 323rd Strategic Reconnaissance Squadron was assigned to the Wing upon deactivation of the 16th Photo Reconnaissance Squadron. The 323rd Squadron was attached to the 55th Wing at Topeka, and was manned at that station, from personnel of the 55th Reconnaissance Group. The 91st Wing w as transferred to Barksdale AFB in October 1949. Concurrently, the 55th was inactivated at Topeka, the 323rd Squadron, the 7th Geodetic Squadron and the 1st Computations Technical Squadron was assigned to the 91st Wing and transferred to Barksdale Air Force Base.

On 16 April 1950 the 91st Air Refueling Squadron was activated and equipped with KB-29M aircraft.

On 24 May 1950 the 4211th Organization Maintenance Squadron was activated and assigned to the 91st Wing.

On 6 July the 7th Geodetic Squadron was inactivated, its personnel and equipment were assigned to the newly activated 322nd Strategic Reconnaissance Squadron.

On 1 November 1950 the conversion of the Wing to a Jet Reconnaissance Wing was begun. Personnel and equipment comprising the RB-50 and RB-29 capability were transferred to the 55th Wing at Ramey Air Force Base.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The 322nd and 323rd and 324th Squadrons were redesignated Medium (Jet) Squadrons and the equipping of the Wing with KB-29P, RB-45C and B-45A aircraft was begun. The Wing was completely re-equiped by 1 March 1951 and was combat ready in July 1951.

On 1 November 1950 the 1st Computations Technical Squadron was transferred to Ramey Air Force Base. The 91st Strategic Reconnaissance Squadron was transferred, less personnel and equipment, to Yokota AFB on 16 November 1950. The 4211th Armament & Electronics Squadron was activated on 19 February 1951.

From January 1951 through May 1952 the Wing maintained a detachment in England. This detachment consisted of a squadron s trength of RB and B-45 aircraft (averaging 10 aircraft) and five to six KB-29P aircraft.

From July 1951 through December 1952 this Wing maintained another detachment in Japan, flying reconnaissance missions over Korea. The strength varied from two to four RB-45 aircraft.

On 22 August 1951, the 91st Wing commenced its move to Lockbourne AFB, completing it by 11 September.

On 28 May 1952 the 91st Maintenance Squadron, the 4211th Organizational Maintenance Squadron and the 4211th Armament & Electronics Squadron were reorganized as the 91st Field Maintenance Squadron. the 91st Periodic Maintenance Squadron and the 91st Armament and Electronic Squadron.

On 20 January 1953 the Wing was reorganized under B-47 Table of Organizations. Equipping of the Wing with 30 YRB-47 aircraft commenced 25 April 1953 and was completed by 31 August 1953. The 91st Air Refueling Squadron was re-equipped with KC-97 aircraft commencing on 31 March 1953 and was fully equipped by June 1953. This squadron retained 12 crews and 12 KB-29 aircraft until May 1953, when the 100th Air Refueling Squadron was assigned this Wing to support KB-29 operations. This squadron was transferred to Turner AFB in November 1953.

On 20 June 1953 the Wing was reorganized under RB-47 Table of Organizations. The Wing began replacing YRB-47 and RB-45 aircraft with RB-47E aircraft during October 1953 and was completely equipped in April 1954.

Since July 1953 this Wing participated in five TDY Projects overseas:

July 1953 - Project "Greenhorn" in Alaska
November 1953 - Project "Jack Frost" in Alaska
January 1954 - Project "Ebony" in North Africa
March 1954 - Project "Green Garter" in England
April 1954 - Project "Double Dip" in Alaska

The 91st Wing was declared combat ready (an index of 7 on the V-2 report) effective 1 May 1954.

0148

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91st STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

2 June 1954

SUBJECT: Preparation for 91st "ORT".

TO: Director of Operations

FROM: Wing Inspector

1. The following are items that were discussed during the 91st Strat-Recon Wing's "ORT". They are furnished for your information and action you deem necessary for like areas in our Wing.

a. Operations and Training:

(1) Standard training records in all squadrons.

(2) Training program outlined for all crew positions. (SAC Reg 51-19)

(3) Procedures and methods for maintaining all training programs. (SAC Reg 51-19, 50-8, 50-6 etc.)

(4) Reports Control File.

(5) Review all forms accomplished by Flight Crews - combine if possible.

(6) Personnel Control (Squadrons)

(7) Trainer Utilization.

b. Tactical Operations:

(1) Mission planning procedures (KC-97and B-47)

a. Flight Plans
b. Fuel Logs
c. T.O. Data
d. Flimsys
e. Briefing preparation & presentation
f. Critique

(2) Emphasis was placed on use of proper fuel logs and cruise control procedures. (SAC Reg 60-18)

c. Observers Section:

(1) Complete and detailed Observer's records at Wing & Squadron level.

(2) Training program outlined (SAC Reg 51-19)

EXHIBIT # 115

0149

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) Standard forms in all squadrons.

(4) Procedures for taking shots. (This includes Co-pilot)

(5) Trainer Utilization:

a. Are trainers adequate?
b. All all facilities being utilized?

(6) Wing's recommendation on CE criteria (20 NM) established by SAC.

(7) Grid Procedures:

NOTE: This was a major topic. Lack of charts, procedure, and training program was pointed out.

d. Communications Section:

(1) Training program

(2) ECM program

(3) Has unit secured ECM data on equipment to be installed in aircraft?

e. Intelligence Section:

(1) Training program outlined for all phases applicable to Wing

(2) Training records.

(3) Information for all crews.

(4) Aircraft identification program.

f. Ground Training:

(1) Method of scheduling

(2) Records

(3) Accomplishments

(4) OJT Program - NOTE: This was a major topic. A clearly outlined program for squadrons and careful monitoring by Wing is required.

g. ABC training and activities.

2. In addition to the above the following were "Special Subjects" covered in the Inspection:

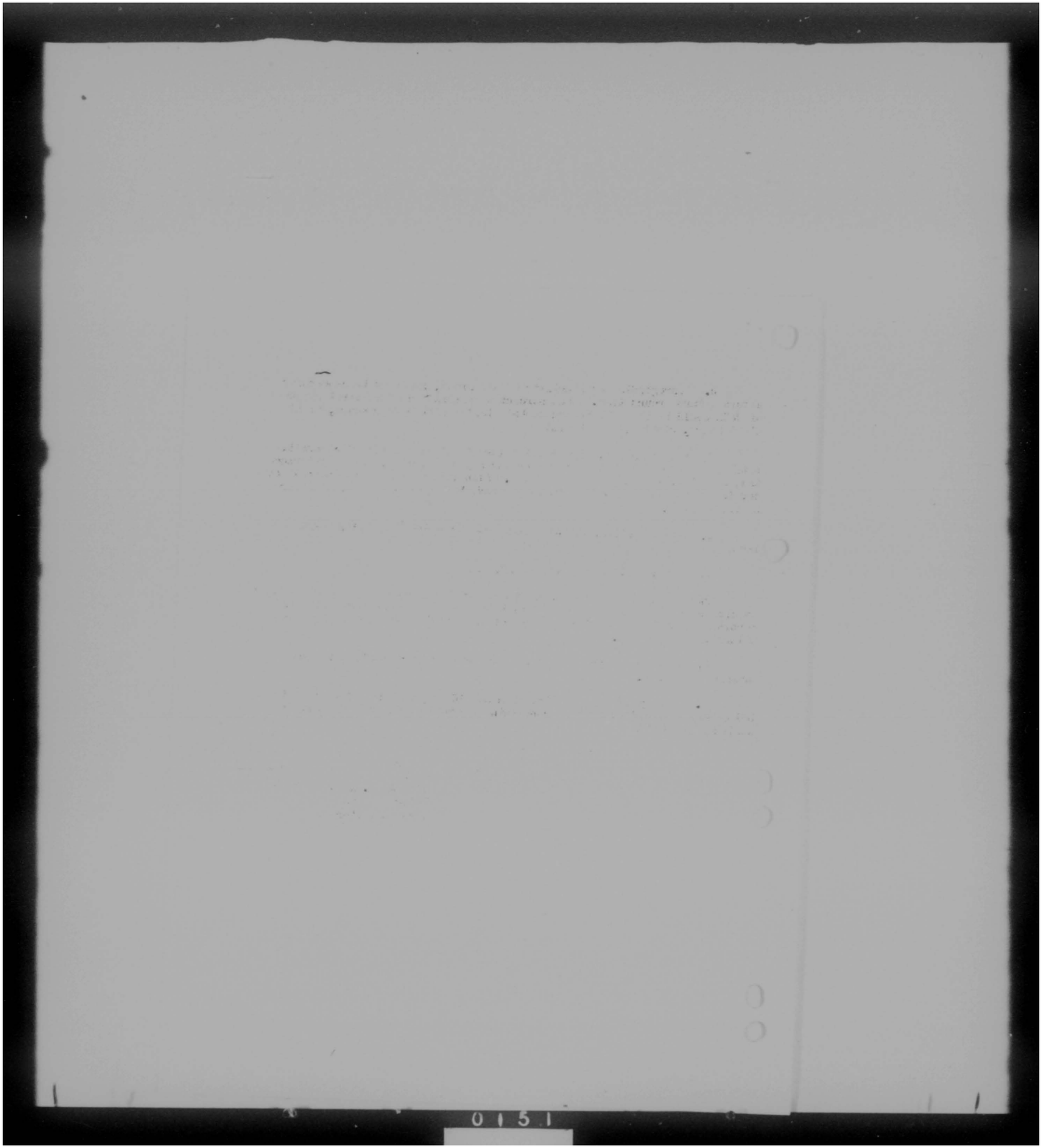
a. Unit and/or base capability to repair fuel leaks.

b. Status of T/O compliance.

0150

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. Disregarding availability of air crews, report data concerning aircraft turn around time. What percent of aircraft used in first strike of USCM could be used for second combat mission within four hours, within eight hours, within twelve hours?

d. Unit and/or base capability for structural repair of aircraft. Details to related information concerning any structural repair maintenance that have been performed at Base Level. Also report quality and details concerning any structural repair which may have been performed on unit aircraft by the factory.

e. Is the Collins 18 S-4 communications equipment meeting interim requirements pending availability of ARC 21?

f. Reliability of UHF equipment, ARC 27

g. Accumulation BF moisture in aircraft alternators has been reported as causing K system malfunction. Has this problem been solved? If not, report information concerning history of such malfunction and any recommendations for correction.

h. Adequacy of ground power equipment on hand; particularly the Gremco Power Unit.

i. What guidance or policy from Hq SAC and/or Second Air Force is being implemented in this wing concerning flight of four crew members in assigned aircraft?

WILLIAM G. RYAN
Major USAF
Wing Inspector

0152

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

0162

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

7. Representatives from 7th Air Division arrived on 12 April to brief flight crews on operating procedures in the U.K. and also on 7th Air Division Operations Order 109-54. Flying on this project commenced 13 April and continued for the duration of the TDY period. Approximately one-half of the total sorties were devoted strictly to this project. The balance were used for SAC Reg 51-27 and 50-8 training missions.

8. On 9 May 1954 one RB-47E departed Fairford for Lockbourne on a direct flight with aerial refueling over ocean station vessel Juliette. On 11 May 1954 two RB-47E aircraft departed Fairford for Lockbourne and were scheduled for aerial refueling south of Ireland. One of these failed to rendezvous because of weather in the refueling area and landed at Harmon Air Force Base for fuel. On 12 May 1954 the remainder of the RB-47E aircraft and one KC-97 departed for Lockbourne. Aerial refueling of the jets was south of Ireland by 3 tankers of Flight B. Each jet received 3,000 gallons of JP-4. On 13 May 1954 three more tankers of Flight B departed and the last tanker departed on 15 May 1954. Each tanker crew rested overnight at Harmon Air Force Base, Newfoundland.

SECTION II: PERSONNEL AND ADMINISTRATION.

1. A detachment was organized to accomplish the mission, by General Order 11, Hqs, 301st Air Division, dated 2 April 1954. This detachment was composed of two flights. Flight"A", possessing RB-47 aircraft was assigned to duty station at Fairford. Flight "B", possessing KC-97 aircraft was assigned to duty station at Mildenhall.

2. The flight crews were augmented by necessary supply, maintenance and administrative personnel to support this mission. Only a minimum of records were taken, and no particular problems were encountered.

SECTION III: OPERATIONS AND TRAINING.

1. On the flight to the U.K. the night refueling over Presque Isle was generally satisfactory except that some tankers departed the rendezvous point too soon and at too high an airspeed, which resulted in a long stern chase.

2. It was impossible to make required aircraft position reports from Gander to Brize Norton due to a lack of UHN facilities enroute. However, contact was maintained between airborne aircraft. The current let-down book contained neither the Omni letdown nor the UHF frequencies in use at Fairford. This information was obtained informally from 7th Air Division earlier in the year by personnel of this Wing when TDY on Project "Ebony".

0163

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECTION VII: MISCELLANEOUS.

No comment.

SECTION VIII: RECOMMENDATIONS.

It is recommended that:

1. Organizations of less than complete Wing strength should not be deployed on rotational tours except in rare instances.

2. A suitable number of light vehicle drivers accompany future detachments.

3. Thirty and fifty ton jacks be taken with each B-47 detachment. One Cal Test unit should also be included.

4. Let down books be revised to include current UK Jet Let Down procedures.

5. That the adequacy of the present per diem rate in the United Kingdom be re-examined. While on a military station, the rate for officers is $2.70 per day. Meals at the Field Ration Mess cost $2.50 and the Quarters $.33 per day. Additional expenses for laundry, etc, over and above normal expenses, make the present rate inadequate.

6. Flight lines at 25,000 ' with 36" cameras should be assigned to conventional, not jet aircraft.

4 Incls
1. Acft Parts Consumption List.
2. A. & E. Parts Consumption List.
3. GO 11, Hq 801ADiv.
4. Wg Oprs Order 201-54 (cy not attached to this cy)

/s/t/ JOSEPH J PRESTON
Colonel, USAF
Commander

"A CERTIFIED TRUE COPY"

Harris C. Andrews

HARRIS C. ANDREWS,
Lt. Col., USAF

0166

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ARMAMENT AND ELECTRONICS PARTS CONSUMPTION LIST

Camera Parts

Stock #	Nomenclature	TDY Stock	303 Supply	Total Used
8400-035130	Camera Body K-17C	8	0	5
8400-098948	Camera A/C K-38 36"	8	0	2
8400-163420	Cone, Lens K-17C 6"	3	0	4
8400-420423	Intervalometer B-9A	7	0	11
8400-420426	Intervalometer B-10A	3	0	2
8400-520065	Magazine A-8B	3	0	16
8400-520322	Magazine A-9B	8	0	7
8400-771392-5	Shaft	2	0	1
8400-773278-7	Shaft	2	0	1
2900-046750	Camera C-1	3	0	4
2900-535005	Mirror	0	2	2

Auto-Pilot

6234-35900-1A-1-B1	Amplifier Electronic Control Compass Signal	0	1	1

K- System Parts

1670-637700	RT-124/APS-23	7	0	7
1670-773000	SN-47/APS-23	3	0	3
1670-377200	ID-213/APS-23	4	0	4
1670-377650	SN-57/APS-31	1	0	1
6400-00835-34	Amplifier, type DH	0	1	1
6400-572225	PP-353/APQ-31	2	0	2
3370-112000-592	F-8681(1A)	1	0	1
3370-112000-672	F-2309	1	0	1
3370-304000-1235	V-1205(122)	0	0	1
3370-401000-4245	4352 (Magnetron)	0	1	1
1660-035-090-100	AC Servo Amp. (T-507)	0	1	1
1670-641200	PP-259/APS-23	2	0	2
6400-008835-3	Amplfier, type BH	0	1	1
3370-286000-6215	V-2201,2,3	0	3	3
**3300-834333700	5FP4(Cathode Ray Tube)	0	1	1

** Not in flyaway kit

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Stock #	Nomenclature	TDY Stock	303 Supply	Total Used
	Radio Parts			
1600-218997125	RT-178-ARC-27	7	0	7
1600-224565344	R-252/ARN-14	1	0	1
**1600-211945170	C-824 AIC	2	0	2
** Not in flyaway Kit.				
	Auxiliary Radar			
1600-218993234	RT-IIA/APN-76A	0	1	1
	Ordnance Parts			
A073-7306609	Belt, Breechblock	1	0	1
A073-7237800	Cable, Firing	12	1	13
A073-7231210	Clip, Cable	1	0	1
A073-7238932	Contact, Breechblock	6	1	7
A073-7307353	Contact, Firing Pin	10	0	10
A073-7238295	Guide, Driving Spring Assy	0	1	1
H101-0137146	Pin, Cotter 1/4x3/4	75	0	75
H001-4417435	Pin, Cotter 3/32x3/4	750	0	750
A073-7238051	Pin, Firing	1	0	1
A047-7237089	Plate, Locking Cradle Mounting Screw	150	0	150
A073-7236223	Plug, firing pin spring	3	0	3
A047-7227771	Retainer, driving spring guide	75	0	75
073-7305900	Spring, extractor	0	3	3
A073-7237644	Slide, Breechblock L.H.	1	0	1
A073-7237645	Slide, Breechblock R.H.	1	0	1
10-5383099-2	Charger, 20MM elect.	1	2	3
A073-7306223	Mech. feed M2E5 R.H.	1	1	2
6800-906571	Wire, S. Phos. Ctd. Antd.	.031 2 rls	2 rolls	4 rls
6800-906567	Wire, S. Phos. Ctd. Anld	.020 1 rl	1 rl	2 rls

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST AIR DIVISION (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDER)
NUMBER 11)

2 April 1954

1. ORGANIZATION OF DETACHMENT 1 - HEADQUARTERS 91ST STRATEGIC RECONNAISSANCE WING, MEDIUM. 1. The units listed below, having been assigned to the 91st Strategic Reconnaissance Wing, Medium, are organized at Lockbourne Air Force Base, effective 6 April 1954, and are further assigned to duty station as indicated :

Unit	APO Number	Assigned
Flight "A"	129	Detachment 1 - 91st Strategic Reconnaissance Wing
Flight "B"	127	Detachment 1 - 91st Strategic Reconnaissance Wing

2. Above units will be composed of elements of the 91st Strategic Reconnaissance Wing. Personnel and equipment for the Detachment will be furnished from the sources under the control of the Commander, 91st Wing.

3. Authority: Paragraph 2c (4), AFR 20-38, dated 17 November 1950.

BY ORDER OF THE COMMANDER:

RICHARD E. JONES
Major, USAF
Adjutant

OFFICIAL:

/s/t/ RICHARD E. JONES
Major, USAF
Adjutant

DISTRIBUTION D

0169

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

CT #8 OF 14

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Detachment 1
Fairford Air Force Base, England

AMENDMENT NO. 2
91SRW DET 1
OPS O NO. 101-54

Class: SECRET
Auth : Comdr 91SRW
Date : 6 May 1954
Init : Pittman

US EYES ONLY. SPECIAL HANDLING REQUIRED. NOT RELEASABLE TO FOREIGN NATIONALS.

Reference Annex C, Targets 17 and 53. Amend to read as follows:

Tgt No	Tgt Name	Coordinates	IP	Coordinates
17	Pasajes-San Sebastian	4319N/0159W	Ammurrio	4303N/0300W
53	Millares	3913N/0044W	La Roda	3912N/0209W

AMENDMENT NO. 2
TO 91SRW DET 1
OPS O 101-54

SECRET

PO-538
EXHIBIT #120

0170

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

cy #13 of ~~27~~ 17

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Detachment 1
Fairford Air Force Base, England

AMENDMENT NO. 1
91SRW DET 1
OPS O NO. 101-54

Class: SECRET
Auth : Comdr 91SRW
Date : 23 Apr 54
Init :

US EYES ONLY. SPECIAL HANDLING REQUIRED. NOT RELEASABLE TO FOREIGN NATIONALS.

Add paragraph 3a(4) as follows: "Provide one (1) KC-97 aircraft on each mission to be located within UHF range of all RB-47 aircraft for the purpose of relaying by HF, reports required of the RB-47 aircraft."

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Detachment 1
Fairford Air Force Base, England

OPERATIONS ORDER)
NUMBER 101-54)

Class: SECRET
Auth : Comdr 91SRW
Date : 15 Apr 54
Init :

US EYES ONLY. SPECIAL HANDLING REQUIRED. NOT RELEASABLE TO FOREIGN NATIONALS.

MAPS AND CHARTS: As Required.

TASK ORGANIZATIONS:

91st Strat Recon Wg (M), Det No. 1, Flight A — Lt Col Archer

91st Strat Recon Wg (M), Det No. 1, Flight B — Major Sawyer

1. GENERAL SITUATION: SAC is in urgent need of adequate target materials on Strategic Western European targets. Headquarters 7th Air Division has directed the 91st Strategic Reconnaissance Wing (M), Detachment No. 1 to obtain coverage of certain targets in PORTUGAL and SPAIN (see Annexes B thru E) as soon as possible. All targets in PORTUGAL have priority over targets in SPAIN. There are three phases for the accomplishment of targets in SPAIN. Phase I targets will take precedence over Phase II targets and Phase II targets will take precedence over Phase III targets.

a. Alien Forces: See Annex A.

b. Friendly Forces: Omitted.

2. MISSION: To procure acceptable aerial and radar photographic coverage of all targets listed in Annexes B thru E.

3. TASKS FOR SUBORDINATE UNITS:

a. Flight A

(1) Flight A will accomplish large and small scale aerial and radar coverage on targets listed in Annexes B thru E in order of priority listed:

SECRET PO-538

0172

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(a) PORTUGAL

(b) SPAIN

1. Phase I targets

2. Phase II targets

3. Phase III targets

(2) Prepare all exposed film and logs for delivery by 3919th Air Base Group courier to the 3921st Reconnaissance Technical Squadron, West Drayton within six (6) hours after the last reconnaissance aircraft lands each day. A transmittal form accompanying film and logs will specify the target area and flight lines covered, sortie and aircraft number, date and hour flown, and reference to 7th Air Division Operations Order 109-54.

(3) Prior to departure from the United Kingdom all project materials and flight folders will be returned to Headquarters 7th Air Division.

b. Flight B

(1) Flight B will provide tanker aircraft for aerial refueling of RB-47 aircraft. Details for refueling requirements will be announced prior to 1200 hours (local) on the day preceeding the operation.

x. General Instructions

(1) Flights over PORTUGAL and SPAIN will be made only after diplomatic clearance has been granted by Commander 7th Air Division.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) RB-47 aircraft will not be flown closer than 225 nautical miles to Soviet held or Satellite territory, excluding YUGOSLAVIA but including ALBANIA.

(3) Maximum use of these flights will be made toward accomplishment of 51-27 and 50-8 minimum training requirements.

(4) Specifications for the accomplishment of Phase I and III pre-strike visual reconnaissance are as follows:

(a) Cameras:

1. Large scale: Multi station with 36 inch lens. Scale must be 1:15,000 or larger.
2. Small scale: Camera with 6 inch lens. Scale must be 1:20,000 or smaller.
3. Flight altitude: Flight line side lap has been computed on an average absolute altitude of 25,000 feet.
4. Direction of flight: From designated IP if radar is to be accomplished simultaneously; otherwise, as desired.
5. Forward overlap: Desired 60 per cent, minimum 55 per cent, maximum 65 per cent.
6. Cloud coverage: One/eighth or less.
7. Navigation: Line of flight must carry aircraft directly over target to center it in photograph to afford maximum coverage of surrounding installations.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8. Aerial photography will be flown to include coverage five miles before and five miles after the designated target. Such photography will be accepted if the distance of cover before and after the target in direction of flight is at least as great as the distance of cover from the center to the edge of the large scale strip.

9. On targets requiring radar coverage one IP target run will be made in accordance with SAC Regulation 95-1 and SAC Manual 50-13.

(5) Specifications for the accomplishment of Phase II aerial reconnaissance requirements is as follows:

(a) Cameras:

1. Vertical: 6 inch focal length.

2. Multi: Three position 36 inch focal length.

(b) Flight altitude: 25,000 feet above mean sea level.

(c) Direction of flight: True east-west or west-east.

(d) Forward overlap: Desired 60 per cent, minimum 55 per cent, maximum 65 per cent.

(e) Sidelap: Desired 20 per cent, minimum 10 per cent.

(f) Crab: Not applicable to fixed mount multi cameras except as required to obtain acceptable overlap and coverage according to specifications.

(g) Cloud coverage: No greater than one/eighth coverage.

0175

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(6) Reports: Flight A

(a) Reports as listed in paragrahp 6A, General Instructions to SAC Manual 55-8 will be submitted, when applicable, on each sortie. Negative reports are not required.

(b) Weekly Report of Reconnaissance Operations, as required by Annex F.

(7) Classification:

(a) Classification of information, logs, and film on targets in PORTUGAL will be for US EYES ONLY. Raw film, logs, and unannotated target materials produced therefrom will be CONFIDENTIAL; annotated will be SECRET.

(b) Classification of information, logs, and film on targets in SPAIN will be for US-UK EYES ONLY. Raw film, logs, and unannotated target materials produced therefrom will be CONFIDENTIAL; annotated will be SECRET.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Omitted.

5. COMMAND AND COMMUNICATIONS: Omitted

ANNEXES:

A. Intelligence

B. Priority 1 Flight Requirements

C. SPAIN: Phase I Flight Requirements

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

D. SPAIN: Phase II Flight Requirements

E. SPAIN: Phase III Flight Requirements

F. Format for Weekly Report on Reconnaissance Operations

OFFICIAL:

Niels G. Peterson
FOR ROBERT M. BEHR LT COL, USAF
Major, USAF
Adjutant

JOSEPH J. PRESTON
Colonel, USAF
Commander

SECRET

0177

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Class: SECRET
Auth : Comdr 91SRW
Date : 15 Apr 54
Init : [illegible]

ANNEX "A" TO 91ST STRATEGIC RECONNAISSANCE WING (M), DETACHMENT NO. 1 OPERATIONS ORDER 101-54

INTELLIGENCE

1. Intelligence Summary. Reference Tab A to 7th Air Division Intelligence Estimates and Procedures; NIS numbers 8 and 9, SPAIN and PORTUGAL, respectively; and USAF Air Intelligence Digest dated January 1953. These documents are available from Base Intelligence Libraries.

2. Intelligence Requirements:

a. Essential Elements of Information.

(1) Were any interceptions made against reconnaissance aircraft by non-US fighters, including pacing tactics and formation flying?

(2) Were any sightings made as listed in JANAP 146B or SAC Manual 55-8 (paragraph 6A, General Instructions)?

(3) Was any jamming and/or interference with radio/radar systems encountered?

(4) Were any other sightings of an unusual nature observed?

b. Means of Obtaining Information.

(1) Crew reports and observations.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. Means of reporting EEI. Information required in paragraph 2a above will be submitted if observed in accordance with SAC Manual 55-8 and JANAP 146B as applicable. In all cases where collected Essential Elements of Information are not transmitted by instructions contained in SAC Manual 55-8 and other existing regulations, this information should be forwarded, as expeditiously as possible, on AF Form 112. Initial "Hot News" information should be passed by telephone during normal duty hours to Headquarters 7th Air Division, ATTN: D/Intel, if security classification permits or to Staff Duty Officer, Headquarters 7th Air Division during non-duty hours.

3. Intelligence Activities:

a. Maps and Target Materials.

(1) Maps. Aeronautical charts and planning charts are stockpiled by Base Operations at each 7th Air Division Operational Base for TDY units. Requisitions for additional map and chart coverage are to be submitted through Base Operations to the USAF Aeronautical Chart and Information Office, APO 124-1, US Air Force, in accordance with Third Air Force Regulation 96-1. Air pick-up is recommended to expedite receipt of maps. Requests for aeronautical charts, scale 1:1,000,000 will specify the WAC series; scale 1:500,000 charts will specify PC or the corresponding GSGS chart; charts at scales of 1:250,000 and 1:100,000 will be ordered under the AMS series.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Target Meterials. Flight folders 1 thru 26 and 28 thru 36 as prepared by the 3921st Reconnaissance Technical Squadron and distributed by Headquarters 7th Air Division are for use in planning missions under this Operations Order.

b. Evasion and Survival.

(1) Procedure if forced down in friendly areas. If forced to land or bail out in friendly territory, normal emergency procedures will be observed. The US Air Attache or Military Attache becomes Commander of downed personnel. As such, he assumes disciplinary control, including special and summary courts martial jurisdiction. He possesses funds for assisting military personnel. Mail and cables are authorized only through his office. The Attaches and Consular offices reside in the national capital and principal cities of these countries and can be contacted through the US Embassy or Consular officials in outlying districts. If US officials cannot be contacted, local officials should be requested to contact them for you.

c. Reports and Distribution.

(1) 91st Strategic Reconnaissance Wing (M), Detachment No. 1

(a) SAC Manual 55-8 reports in accordance with paragraph 6A, General Instructions, plus R-23 and R-24 reports in accordance with 55-8B, "A".

(b) CIRVIS reports in accordance with JANAP 146B.

(c) Weekly report of reconnaissance operations, in accordance with format contained in Annex F.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ANNEX "B" TO 91ST STRATEGIC RECONNAISSANCE WING (M), DETACHMENT NO. 1 OPERATIONS ORDER 101-54

TARGET LIST

PRIORITY 1 FLIGHT REQUIREMENTS:

The following targets and S/C flight lines in PORTUGAL requires large scale aerial photographic coverage:

Tgt No	Tgt Name	Coordinates
IV - 38	Vila Poucade Aguiar	4130N/0740W
III - 23	Seia	4025N/0740W
IV - 18	Gavaio	3924N/0750W

Chart Name	P.E. No	Tab No	Flt Line Nos
Porto	0318-9995	A-505	18 and 19

NOTE: All film, logs, reports and other materials pertaining to PORTUGAL will be clearly marked with the special handling note: "US EYES ONLY. SPECIAL HANDLING REQUIRED. NOT RELEASABLE TO FOREIGN NATIONALS".

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ANNEX "C" TO 91ST STRATEGIC RECONNAISSANCE WING (M), DETACHMENT NO. 1 OPERATIONS ORDER 101-54

TARGET LIST

PHASE I, PRE-STRIKE PHOTOGRAPHY:

The following targets in SPAIN require large and small scale aerial photographic coverage:

Tgt No	Tgt Name	Coordinates
3	Bilbao	4315N/0258W
6	Sevilla	3723N/0559W
7	Gijon	4332N/0541W
9	La Coruna	4320N/0823W
10	El Ferrol	4329N/0815W
12	Cadiz	3631N/0617W
16	Santander	4328N/0348W
21	Huelva	3715N/0657W
26	Ricobayo	4131N/0559W
27	Villalcampo	4128N/0603W

The following targets in SPAIN require large and small scale aerial photographic and radar scope coverage:

Tgt No	Tgt Name	Coordinates	IP	Coordinates
14	Valladolid	4138N/0444W	Bridge	4138N/0554W
15	Gabet-Tremp-Pobla De Segur	4215N/0056W	Huesca	4209N/0025W
17	San Sebastian Pasajes	4319N/0823W	Cape Finisterre	4253N/0917W
25	Ponferrada	4231N/0637W	Orenese	4220N/0751W

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Tgt No	Tgt Name	Coordinates	IP	Coordinates
38	La Fortunada	4234N/0013W	Huesca	4209N/0025W
53	Millares	3913N/0114W	La Roda	3912N/0229W

NOTE: All film, logs, reports and other materials pertaining to SPAIN will be clearly marked with the special handling note: "US-UK EYES ONLY. SPECIAL HANDLING REQUIRED. NOT RELEASABLE TO FOREIGN NATIONALS".

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ANNEX "D" TO 91ST STRATEGIC RECONNAISSANCE WING (M), DETACHMENT NO.1 OPERATIONS ORDER 101-54

TARGET LIST

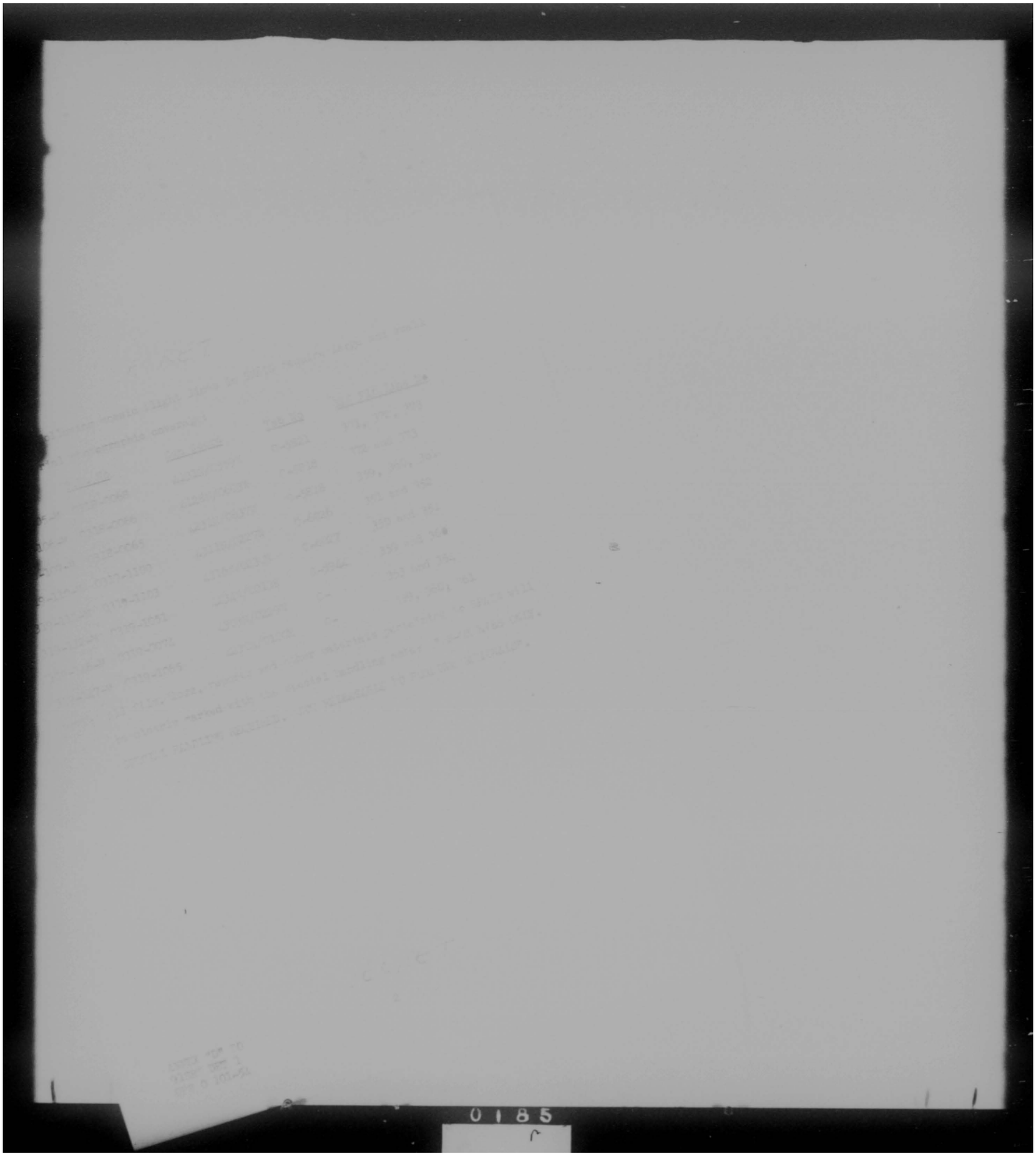
PHASE II, CHART AND MOSAIC FLIGHT LINES PHOTOGRAPHY:

The following chart flight lines in SPAIN require large and small scale aerial photographic coverage:

HTS NO	B.F. No	Cen Coord	Tab No	SAC Flt Line No
318-84-C	0318-9999	4332N/0541W	A-486	345, 346, 347, 348, 349, 350
318-85-C	0318-9997	4320N/0823W	A-490	347, 348, 349, 350, 351, 352, 353
318-86-C	0318-9998	4329N/0815W	A-489	345, 346, 347, 348, 349, 350, 351
318-87-C	0318-9996	4214N/0842W	A-503	361, 362, 363, 364, 365, 366
319-88-C	0319-9966	4122N/0210E	A-483	371, 372, 373, 374, 375, 376
319-90-C	0319-9964	4024N/0343W	A-487	383, 384, 385, 386, 387, 388
319-91-C	0319-9959	4138N/0444W	A-497	368, 369, 370, 371, 372, 373
319-92-C	0319-9960	4215N/0056E	A-495	360, 361, 362, 363, 364, 365, 366
319-93-C	0319-9963	4328N/0348W	A-491	346, 347, 348, 349, 350, 351
319-94-C	0319-9958	4107N/0116E	A-500	374, 375, 376, 377, 378, 379
319-95-C	0319-9962	4319N/0159W	A-492	348, 349, 350, 351, 352, 353
346-103-C	0346-9997	3736N/0059W	A-536	417, 418, 419, 420
346-104-C	0346-9998	3928N/0021W	A-488	394, 395, 396, 397, 398, 399, 400
347-105-C	0347-9993	3608N/0521W	A-538	435, 436, 437, 438, 439
347-106-C	0347-9999	3723N/0559W	A-485	420, 421, 422, 423, 424, 425
347-107-C	0347-9998	3631N/0617W	A-496	430, 431, 432, 433, 434, 435
347-108-C	0347-9997	3642N/0425W	A-539	428, 429, 430, 431, 432, 433
347-109-C	0347-9995	3753N/0446W	A-504	413, 414, 415, 416, 417, 418, 419
347-110-C	0347-9996	3715N/0657W	A-501	421, 422, 423, 424, 425, 426
319-89-C	0319-9957	4315N/0258W	A-484	348, 349, 350, 351, 352, 353, 354

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

The following mosaic flight lines in SPAIN require large and small scale aerial photographic coverage:

RTS No	B.E. No	Cen Coord	Tab No	SAC Flt Line No.
318-105-M	0318-0068	4131N/0559W	C-5821	371, 372, 373
318-106-M	0318-0066	4128N/0603W	C-5818	372 and 373
318-107-M	0318-0065	4231N/0637W	C-5818	359, 360, 361
319-110-M	0319-1100	4311N/0227W	C-6026	351 and 352
319-111-M	0319-1103	4316N/0230W	C-6027	350 and 351
319-112-M	0319-1051	4234N/0013E	C-5944	359 and 360
319-146-M	0319-0074	4303N/0229W	C-	353 and 354
319-147-M	0319-1065	4230N/0100E	C-	359, 360, 361

NOTE: All film, logs, reports and other materials pertaining to SPAIN will be clearly marked with the special handling note: "US-UK EYES ONLY. SPECIAL HANDLING REQUIRED. NOT RELEASABLE TO FOREIGN NATIONALS".

SECRET

0186

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ANNEX "B" TO 91ST STRATEGIC RECONNAISSANCE WING (M), DETACHMENT NO. 1 OPERATIONS ORDER 101-54

TARGET LIST

PHASE III, PRE-STRIKE PHOTOGRAPHY:

The following targets in SPAIN require large and small scale aerial photographic coverage:

Tgt No	Tgt Name	Coordinates
23	Zaragoza	4140N/0053W
24	Boal	4324N/0649W
31	Corcubion	4257N/0912W
64	Penarroya	3818N/0516W

The following targets in SPAIN require large and small scale aerial photographic and radar scope coverage:

Tgt No	Tgt Name	Coords	IP	Coords
29	Monforte De Lemos	4231N/0730W	Chaves	4145N/0729W
30	Las Conchas	4156N/0806W	Esposende	4132N/0848W
37	Seira	4229N/0026E	Huesca	4209N/0025W
39	Seros	4128N/0028E	Huesca	4209N/0025W
40	Flix	4114N/0033E	Huesca	4209N/0025W
41	Sastago	4126N/0021W	Calatayod	4122N/0139W
42	Escatron	4117N/0019W	Calatayod	4122N/0139W
43	Canfranc	4243N/0031W	Panplona	4250N/0138W
44	Sabinanigo	4230N/0046W	Panplona	4250N/0138W
45	Vitoria	4251N/0240W	Burgos	4221N/0343W
46	Bolarque	4022N/0248W	Lake	4053N/0328W
47	Reinosa	4300N/0408W	Osorno	4225N/0423W

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Tgt No	Tgt Name	Coords	IP	Coords
48	Collado-Villalba	4038N/0401W	Medina Del Campo	4118N/0455W
49	Cebreros	4026N/0428W	Medina Del Campo	4118N/0455W
50	Palencia	4202N/0434W	Bridge	4138N/0553W
54	Cortes De Pallas	3915N/0056W	La Roda	3912N/0209W
55	Cofrentes	3913N/0114W	La Roda	3912N/0209W
57	Cardenta	3947N/0147W	Socuellamos	3917N/0247W
61	Puertollano	3840N/0408W	N. tip of lake	3757N/0457W
62	El Pargue	3713N/0333W	Velez Malaga	3647N/0406W
63	Almeden	3848N/0451W	N. tip of lake	3757N/0457W

The following targets in SPAIN require radar scope coverage only:

Tgt No	Tgt Name	Coords	IP	Coords
59	Alcazar De San Juan	3924N/0312W	S. tip of lake	3907N/0400W
60	Toledo	3952N/0403W	El Puento Del Arzabispo	3949N/0510W

NOTE: All film, logs, reports and other materials pertaining to SPAIN will be clearly marked with the special handling note: "US-UK EYES ONLY. SPECIAL HANDLING REQUIRED. NOT RELEASABLE TO FOREIGN NATIONALS".

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ANNEX "F" TO 91ST STRATEGIC RECONNAISSANCE WING (M), DETACHMENT
NO. 1 OPERATIONS ORDER 101-54

A special weekly summary of reconnaissance operations will be submitted by letter. Report will be submitted as of Saturday of each week. Distribution will be as follows: Commander SAC, 2 copies; Commander 2AF, 2 copies; Commander 7th Air Division, ATTN: ODTR, 1 copy; and Commander, 91SRW, 1 copy.

Report will contain the following information, paragraphed as follows:

1. Mission as Planned and Executed (to include):

Overall purpose of the mission.
Operations Order under which missions were performed.
Total number of reconnaissance missions planned during the period of the report.
Total number of reconnaissance missions flown during the period of the report.

Detailed Individual Sortie Reports

A. Reconnaissance Sortie Number.

(1) Mission as Planned (to include):
Aircraft number.
Crew number.
Aircraft Commander (last name).
Date mission was scheduled.
Total flying hours accomplished.
Names, target number and country of targets to be covered by radar photography.
Names, target number and country of targets to be covered by aerial photography.
Names, target number and country of flight lines to be covered by aerial photography.

(2) Missions Executed (to include):

Time aircraft departed (local time).
Date aircraft departed.
Names, target number and country of targets of opportunity planned in flight and covered by radar photography.
Names, target number and country of targets of opportunity planned in flight and covered by aerial photography.
Names, target number and country of flight lines of opportunity planned in flight and covered by aerial photography.
Targets covered by acceptable radar photography, by name, target number and country.
Targets covered by acceptable aerial photography, by name, target number, country and scale.
Targets of opportunity covered by acceptable radar photography, by name, target number and country.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Targets of opportunity covered by acceptable aerial photography, by name, target number, country and scale.

(3) Difficulties Encountered (to include):

Reasons why sortie was not flown and/or accomplished as planned.

B. (Repeat same information as set forth in 1A, above, for each sortie).

2. General Results

A. Radar Scope Photography (to include):

Number of Phase I and III targets covered by acceptable radar photography.

B. Aerial Photography (to include for each camera position):

Number of Priority 1 targets flown.
Number of Priority 1 targets accepted.
Number of Priority 1 targets rejected.
Number of Priority 1 targets unevaluated.

Number of Phase I targets flown.
Number of Phase I targets accepted.
Number of Phase I targets rejected.
Number of Phase I targets unevaluated.

Number of Phase II (flight lines) targets flown.
Number of Phase II (flight lines) targets accepted.
Number of Phase II (flight lines) targets rejected.
Number of Phase II (flight lines) targets unevaluated.

Number of Phase III targets flown.
Number of Phase III targets accepted.
Number of Phase III targets rejected.
Number of Phase III targets unevaluated.

3. Remarks and Recommendations (to include):

a. Factors directly related and affecting the accomplishment of the assigned mission.

b. Items recommended for action by higher headquarters.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

0191

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91ST S RATEGIC RECONNAISSANCE WING (M)
Wing Commander's Remarks
Section I of
Air Training Report for Month of May
RCS 4-SAC-T12

a. Hours flown performing missions ordered by higher headquarters:

(1) Operations Order 2AF 50-1 322:00

(2) Operations Order 2 AF 201-54 167:00
TOTAL 489:00

b. Weather or local conditions which precluded or affected training : None.

c. Restrictions imposed by AMC or SAC Head uarters: None.

d. Remarks on excessive crew changes: Excessive crew changes were necessary during this reporting period due to the following:

(1) Operations officer transferred to Wing Maintenance Control.

(2) One Aircraft Commander transferred PCS to Headquarters SAC.

(3) One Aircraft Commander transferred PCS to flight simulator.

(4) One Navigator PCS to pilot training.

(5) Three (3) navigators in upgrading program for utilization as RB-47E Photo-Navigators.

e. List of crews that were formed after 0001 hours the first day of this month: M30A0 on 10 May 1954.

f. Crews which changed status:

(1) T59C0 to M59D0 - 19 May 54.

(2) T62F0 to M62G0 - 19 May 54.

(3) M67L0 to T67L0 - 5 May 54.

(4) T73C0 deleted, crew transferred 1 May 54.

g. Standardization Board Crew: T1000.

h. Remarks on personnel and materiel problems which adversely affected training:

(1) Shortage of maintenance personnel.

PAFSC 43170	Auth 8	Assigned 1
PAFSC 43171B	Auth 26	Assigned 18

CONFIDENTIAL

EXHIBIT # 12

0194

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Wing Commander's Remarks Cont'd

i. If SAC minimums were not accomplished reasons why other than mentioned above:

(1) SAC minimums were accomplished.

j. Deleted.

k. Comments and recommendations of the Wing Commander:

(1) Non-combat crew training was minimized by use of all crews being TDY for various periods of time on missions ordered by higher headquarters. The training was further hindered by the transfer of two (2) Aircraft Commanders as indicated in d above since both men were instructor pilots.

(2) Reference SAC message DOTRF 10713, dated 3 Aug 53, a total of seven hundred and nineteen (719) hours were flown by KC-97F aircraft.

JOSEPH J. PRESTON
Colonel, USAF
Commander

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
LT COL, USAF.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

915T AIR REFUELING SQUADRON
SQUADRON COMMANDER'S REMARKS
Section H of
Air Training Report Month of May
RCS: 4-SAC-T12 Date: 1 June 1954

a. Hours flown performing missions ordered by higher head uarters:

(1) 2AF Operations Order 50-1 322 hours
(2) 2AF Operations Order 201-54 167 hours
Totals 489 hours

b. Weather or local conditions which preclude or affect training:
(1) None

c. Restrictions imposed by AMC or SAC Headquarters:

(1) None

d. Remarks on excessive crew changes:

(1) Excessive crew changes were necessitated by the transfer of the Operations Officer and two IP Flight Commanders out of the Squadron during the month, and the upgrading pf pilots and aircraft commanders to fill these vacancies.

e. List of crews that were formed after 0001 hours the first day of the month:

(1) M80A0 on 10 May 1954

f. Crews which changed status:

(1) T59C0 to M59D0 on 19 May 1954
T62F0 to M62G0 on 19 May 1954
T73C0 deleted - transferred on 1 May 1954
M67L0 to T67L0 on 5 May 1954

g. Standardization Board Crew :

(1) T1000

h. Remarks on personnel and material problems which adversely affect training.

(1) Shortage of flying personnel
AFSC 1534A Auth 26 Assigned 18
(2) Shortage of Maintenance personnel
AFSC 43170 Auth 8 Assigned 1

i. If SAC minimums were not accomplished reasons why other than mentioned above:

(1) SAC minimums were accomplished.

k. Comments or recommendations of Squadron Commander:

CONFIDENTIAL

EXHIBIT # 123

0196

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) Crew changes were not considered more than necessary.

CREW NO	1	2	3	4	5	6	7	8	9	10
T10	x	x	x	x		x	x		x	x
T30	x	x	x	x		x	x		x	x
M37										
M47	x	x	x	x		x	x		x	x
T53	x	x	x	x		x	x		x	x
T57	x	x	x	x		x	x		x	x
T59										
T60	x	x	x	x		x	x		x	
T61	x	x	x				x		x	
T62										
T65	x	x	x	x		x	x		x	x
T66	x	x	x				x		x	
T67	x	x	x				x		x	
T70	x	x	x				x		x	
T72	x	x	x				x		x	
T74	x	x	x	x		x	x		x	
T76	x	x	x				x		x	
T77	x	x	x				x		x	x
M78										
M79										
M80										

/s/t/ CLIFFORD S. HOVIK
Lt. Colonel USAF
Commander

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS,
LT COL. USAF

0197

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91ST STRATEGIC RECONNAISSANCE WING (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of June
RCS: 3-SAC-T12

1. Hours flown performing missions ordered by higher head uarters:

a.	Project WADC S-426-278-2G	16:35
b.	Project 53-AF-20	74:55
c.	Operations Order 117-54	222:00
d.	3903th SES	92:10
e.	APG/SAA 167-A	10:05
	TOTAL	415:45

2. Weather or local conditions affecting training:

a. Weather 15:30

3. Directives imposed by AMC or SAC Headquarters which restricted flight altitude or interfered with normal training:

a. None

4. Combat crew member gains and losses:

a. Crew members gained:

(1) One (1) Co-pilot from within the command.

5. Crew member changes:

a. Three (3) aircraft commanders.

b. Four (4) co-pilots.

c. Two (2) observers.

6. New crews:

a. NO3AO, 18 June 54.

b. NO4AO, 18 June 54.

CONFIDENTIAL

EXHIBIT # 12

0199

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Wing Commander's Remarks Cont'd

7. Crew status changes:

   a. N64CO dissolved 18 June 54.

   b. N99AO dissolved 18 June 54.

   c. N71CO to R71CO 1 June 54.

   d. R30AO to R30BO 1 June 54.

   e. R79AO to L79AO 3 June 54.

   f. N37AO to R37AO 15 June 54.

   g. N63BO to R63BO 15 June 54.

8. Standardization crews :

   a. L76AO, Wing Standardization Crew.

   b. L81AO, Squadron Standardization Crew.

   c. L69AO, Squadron Standardization Crew.

   d. L60AO, Squadron Standardization Crew.

9. Remarks on materiel and personnel problems which adversely affected training:

   a. Materiel: The materiel problems (MOTL DEFICIENCIES RB -47E) noted in Wing Commander's Remarks for the previous six months continue to have adverse effect on the training accomplishments of this organization. These deficiencies are being given special attention and are being reported upon twice monthly in OCS report 2AF-MR-R2. To date, little alleviation has been experienced.

10. Minimum training requirements in accordance with SAC Reg 51-26 were not met by the following crew :

   a. R74AO, Aircraft Commander Middleton, Observer DNIF for past three (3) months.

11. Analysis of "Special Training Month".

   a. Not applicable.

12. Total number of non-combat ready crews assigned that have been trained to a point where they could be deployed flying unit aircraft if an emergency so dictated :

   a. RB-47E - 6

CONFIDENTIAL

0200

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Wing Commander's Remarks Cont'd

13. Non-combat ready crew training:

a. Maximum training devoted to upgrading of non-combat ready crews and upgrading co-pilots to aircraft commander status.

14. Comments or recommendations of the Wing Commander:

a. During this period approximately five (5) percent of all aircraft were grounded due to fuel leaks. All grounding due to interconnect leaks.

b. The following crews have completed assisted take-offs in accordance with requirements as specified in SAC Reg 50-3, Supplement XI. Crew S31BO, S39AO, S41AO, S5100, L02AO, L32AO, L35AO, L46AO, L56AO, L57AO, L69AO, L76AO, L80AO, L81AO, L83AO, R74AO, R78BO, R98BO. There is no space allotted on SAC Forms 57 or 57A to show this accomplishment.

c. Reference SAC message DOTRF 10713, dated 3 Aug 1954, a total of 1559 hours were flown by RB-47 type aircraft. This time does not include time flown by four (4) crews presently at 3908th SES.

d. Negative report submitted as required by SAC message DMB 35806, dated 29 May 1954.

JOSEPH J. PRESTON
Colonel, USAF
Commander

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS,
LT COL., USAF.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91ST STRATEGIC RECONNAISSANCE WING (M)
Wing Commander's Remarks
Part V of
Air Training Report for Month of July
RCS: 3-SAC-T12

1. Hours flown performing missions ordered by higher headquarters:

a.	Project "Check Point"	30:10
b.	Project 91-54-7	34:40
c.	Operations Order 123-54	139:15
d.	3903th SES	29:05
e.	Project 91-54-5	11:20
f.	Project 91-54-6	13:15
g.	Project 124-54	41:25
h.	Air Show	21:15
	TOTAL	371:25

2. Weather or local conditions affecting training:

Weather 21:00

3. Directives imposed by AMC or SAC Headquarters which restricted flight altitude or interfered with normal training:

a. None

4. Combat crew member gains and losses: None

5. Crew member changes: None

6. New crews: None

7. Crew status changes:

a. LD2AO dissolved 1 July 54.

b. L32AO to S32AO 1 July 54.

c. N35AO to R35AO 1 July 54.

d. R48AO to L48AO 1 July 54.

CONFIDENTIAL

EXHIBIT #126

0202

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

e. R75A0 to L75B0 1 July 54.

f. R98B0 to L98B0 16 July 1954.

g. R03A0 to L03B0 20 July 54.

8. Standardization crews :

a. L76A0, Wing Standardization Crew.

b. L69B0, Squadron Standardization Crew.

c. L81A0, Squadron Standardization Crew.

d. L60A0, Squadron Standardization Crew.

9. Remarks on materiel and personnel problems which adversely affected training:

a. Materiel: The materiel problems (Photo Deficiencies - RB-47E) noted in Wing Commander's Remarks for the previous seven months continue to have adverse effect on the training accomplishments of this organization. These deficiencies are being given special attention and are being reported upon twice monthly in RCS report 2AF-M4- E2. To date, little alleviation has been experienced.

10. Minimum training requirements in accordance with SAC Reg 50-8 were not met by the following crews:

a. L34A0, Aircraft Commander Niles, Aircraft Commander DNIF for past two (2) months.

b. R45A0, Aircraft Commander Kelly, illness of Observer.

c. R74B0, Aircraft Commander Middleton, observer DNIF necessitating crew change during reporting period.

11. Analysis of "Special Training Month".

a. Not applicable.

12. Total number of non-combat ready crews assigned that have been trained to a point where they could be deployed flying unit aircraft if an emergecny so dictated.

a. RB-47E - 5

13. Non-combat ready crew training :

a. Maximum training devoted to upgrading of non-combat ready crews and upgrading co-pilots to aircraft commander status.

0203

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

14. Comments or recommendations of the Wing Commander:

a. During this period approximately five (5) percent of all aircraft were grounded due to fuel leaks. All grounding due to interconnect leaks.

b. The following crews have completed assisted take-offs in accordance with requirements as specified in SAC Reg 50-8, Supplement XI. Crew: S16AO, I60AO, R45AO, R37AO, R21AO, L75AO, R40BO, L59BO, L82AO, L55AO, N30CO, L33AO, L91MO. There is no space allotted on SAC Forms 57 or 57A to show this accomplishment.

c. Effectiveness of this organization is materially reduced due to the shortage of Engineering Officers. Presently the organization has a shortage of two (2) officers and two (2) on extended TDY, which in fact makes a shortage of four (4), necessitating the use of two (2) lead crew Aircraft Commanders as additional duty Squadron Aircraft Maintenance Officer.

d. Reference SAC Message DOTRF 10713, dated 3 Aug 1953, a total of 1438 hours were flown by RB-47 type aircraft.

e. Negative report submitted as required by SAC message DMB 35806, dated 29 May 1954.

CHARLES M. EISENHART
Colonel, USAF
Commander

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS,
LT COL., USAF.

0204

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Wing Commander's Remarks
Section I of
Air Training Report for Month of July
ROS: A-SAC- T12

a. Hours flown performing missions ordered by higher headquarters:

(1)	Operations Order 25-54	127:00
(2)	Operations Order 123-54	60:00
(3)	ROTC Program	44:00
	Total	231:00

b. Weather or local conditions which precluded or affected training: None

c. Restrictions imposed by AMC or SAC Headquarters: None

d. Remarks on excessive crew changes: Crew changes were not considered excessive.

e. List of crews that were formed after 0001 hours the first day of this month: None

f. Crews which changed status: None

g. Standardization Board Crew: T1000

h. Remarks on personnel and materiel problems which adversely affected training: None

i. If SAC minimums were not accomplished reasons why other than mentioned above:

(1) SAC minimums were accomplished.

j. Deleted.

k. Comments and recommendations of the Wing Commander:

(1) Reference SAC Message DOTRF 10713, dated 3 Aug 54, a total of 698 hours were flown by KC-97 type aircraft.

(2) Negative report submitted as required by SAC message DM 3 35806, dated 29 May 1954.

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
LT COL, USAF.

CHARLES M. EISENHART
Colonel, USAF
Commander

EXHIBIT # 127

0205

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91ST AIR REFUELING SQUADRON
SQUADRON COMMANDER'S REMARKS
Section H of
Air Training Report Month of June
RCS: 4-SAC-T12 Date: 1 July 1954

a. Hours flown performing missions ordered by higher headquarters:

(1)	26th Strat Recon Wg 26-54	72 hours
(2)	91st Strat Recon Wing 117-54	122 hours
(3)	ROTC Training Program Higher Hqs	9 hours
	Total	203 hours

b. Weather and local conditions which preclude or affect training:

(1) None

c. Restrictions imposed by AMC or SAC Headquarters:

(1) None

d. Remarks on excessive crew changes:

(1) Changes not considered excessive

e. List of crews that were formed after 0001 hours the first day of the month:

(1) M81AO on 28 June 1954

f. Crews which changed status:

(1) M62GO to T62GO 1 June 1954
(2) M78BO to T78BO 1 June 1954

g. Standardization Board Crew:

(1) T1000

h. Remarks on personnel and material problems which adversely affect training:

(1) None

i. If SAC minimums were not accomplished reasons why other than mentioned above:

(1) SAC minimums were accomplished.

k. Comments or recommendations of Squadron Commander:

(1) None

CONFIDENTIAL

EXHIBIT # 128

0206

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CREW	1	2	3	4	5	6	7	8	9	10
T10	x	x	x	x		x	x		x	x
T30	x	x	x	x		x	x		x	x
M37										
T47	x	x	x	x		x	x		x	x
T53	x	x	x	x		x	x		x	
T57	x	x	x	x		x	x		x	x
M59										
T60	x	x	x	x		x	x		x	
T61	x	x	x				x		x	
T62	x	x	x				x		x	
T65	x	x	x	x		x	x		x	x
T66	x	x	x				x		x	
T67	x	x	x				x		x	
T70	x	x	x				x		x	
T72	x	x	x				x		x	
T74	x	x	x	x		x	x		x	
T76	x	x	x				x		x	
T77	x	x	x				x		x	x
T78	x	x	x				x		x	
M79										
M80										
M81										

In accordance with SAC Message DM 3 35806

(1) Negative report

/s/t/ CLIFFORD S. HOVIK
Lt. Colonel, USAF
Commander

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS,
LT COL, USAF.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91st Strategic Reconnaissance Wing (M)
Division Commander's Remarks
Air Training Report for Month of August 1954
RCS: 4-SAC-T12

1. Concur with the remarks of the Wing and Squadron Commanders.

2. The 54 :05 hours as reported in paragraph 9(1) in the Wing Commander's remarks reflects time utilized in support of SAC Reconnaissance Competition.

/s/t/ HEWITT T. WHELESS
Brigadier General, USAF
Commander

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
LT COL, USAF.

CONFIDENTIAL

EXHIBIT # 127

0208

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91ST AIR REFUELING SQUADRON
SQUADRON COMMANDER'S REMARKS
Section H of
Air Training Report Month of July
RCS: 4-SAC-T12 Date: 1 August 1954

a. Hours flown performing missions ordered by higher headquarters:

(1)	ROTC Training Program Higher Headquarters	44 hours
(2)	Ops Check Point 25-54	127 hours
(3)	91st Strat Recon Wg 123-54	60 hours
	Total	231 hours

b. Weather and local conditions which preclude or affect training:

(1) None

c. Restrictions imposed by AMC or SAC Headquarters:

(1) None

d. Remarks on excessive crew changes:

(1) Changes not considered excessive

e. List of crews that were formed after 0001 hours the first day of the month:

(1) None

f. Crews which changed status:

(1) None

g. Standardization Board Crew:

(1) T1000

h. Remarks on personnel and material problems which adversely affect training:

(1) None

i. If SAC minimums were not accomplished reasons why other than mentioned above:

(1) SAC minimums were accomplished.

k. Comments or recommendations of Squadron Commander:

(1) None

CONFIDENTIAL

EXHIBIT # 130

0209

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Squadron Commander's Remarks (Cont'd)

CREW	1	2	3	4	5	6	7	8	9	10
T10	x	x	x	x		x	x		x	x
T30	x	x	x	x		x	x		x	x
T37										
T47	x	x	x	x		x	x		x	x
T53	x	x	x	x		x	x		x	
T57	x	x	x	x		x	x		x	x
M59										
T60	x	x	x	x		x	x		x	
T61	x	x	x				x		x	
T62	x	x	x			x	x		x	
T65	x	x	x	x		x	x		x	x
T66	x	x	x				x		x	
T67	x	x	x				x		x	
T70	x	x	x				x		x	
T72	x	x	x				x		x	
T74	x	x	x	x		x	x		x	
T76	x	x	x				x		x	
T77	x	x	x				x		x	x
T78	x	x	x				x		x	
M79										
M80										
M81										

/s/ / CLIF ORD S HOVIK
Lt Colonel, USAF
Commander

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

1st INCLOSURE TO SAC T-12 1 June 54

In accordance with SAC Message DM3 35806

( ) Negative Report

/s/t/ CLIFFORD C. HOVIK
Lt Colonel, USAF
Commander

"A CERTIFIED TRUE COPY"

[signature]
DENNIS C. ANDREWS
LT COL, USAF.

3

CONFIDENTIAL

0211

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91ST AIR REFUELING SQUADRON
SQUADRON COMMANDER'S REMARKS
Section H of
Air Training Report Month of August
RCS: 4-SAC-T12 Date: 1 August 1954

a. Hours flown performing missions ordered by higher headquarters:

(1)	91st Strat Recon Wing 203-54	61 hours
(2)	AFR 35-52 VOCG 801st Air Division	54 hours
(3)	SAC Project No 3C-571	167 hours
(4)	VOCO Commander 91st Strat Recon Wg	19 hours
(5)	ROTC Training Program Higher Head.	42 hours
	Total	343 hours

b. Weather and local conditions which preclude or affect training:
(1) None

c. Restrictions imposed by MAC or SAC Headquarters:
(1) None

d. Remarks on excessive crew changes:
(1) Changes not considered excessive

e. List of crews that were formed after 0001 hours the first day of the month:
(1) None

f. Crews which changed status:
(1) M37VC to T37XC 28 Aug 54

g. Standardization Board Crew:
(1) T1000

h. Remarks on personnel and material problems which adversely affect training:
(1) None

i. If SAC minimums were not accomplished reasons why other than mentioned above: (1) None

k. Comments or recommendations of Squadron Commander:
(1) Eighteen (18) ferry flights to and from Seattle, 12 to and from Lincoln, Nebraska, four (4) to Warner Robbins AFB, and 15 USCM flights affected squadron from meeting training requirements. Change from "F" to "G" model necessitated checking crews out in new model which affected training for month of August. Upon return from Seattle no cruise control charts for "G" model were available and navigators were not familiar with N-1 compass.

CONFIDENTIAL

EXHIBIT #13

0212

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CREW	1	2	3	4	5	6	7	8	9	10
T-10	x	x	x	x		x	x		x	x
T-30	x	x	x	x		x	x		x	x
T-37	x	x	x				x		x	
T-47	x	x	x	x		x	x		x	x
T-53	x	x	x	x		x	x		x	
T-57	x	x	x	x		x	x		x	x
T-59										
T-60	x	x	x	x		x	x		x	
T-61	x	x	x				x		x	
T-62	x	x	x				x		x	
T-65	x	x	x	x		x	x		x	x
T-66	x	x	x				x		x	
T-67	x	x	x				x		x	x
T-70	x	x	x				x		x	
T-72	x	x	x				x		x	
T-74	x	x	x	x		x	x		x	
T-76	x	x	x				x		x	
T-77	x	x	x				x		x	x
T-78	x	x	x				x		x	
M-79										
M-80										
M-81										

In accordance with SAC Message DM 3 35806
(1) Negative report

/s/t/ CLIFFORD S HOVIK
Lt Colonel, USAF
Commander

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS,
LT COL., USAF.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91st Strategic Reconnaissance Wing (M)
Wing Commander's Remarks
Section I of
Air Training Report for the Month of August
RCS: 4-SAC-T12

a. Hours flown performing missions ordered by higher headquarters:

(1)	AFR 35-53 VOOG 301 AD	54:05
(2)	SAC Project 3 C-571	167:00
(3)	ROTC Program	47:00
	Total	268:05

b. Weather or local conditions which precluded or affected training: None

c. Restrictions imposed by AMC or SAC Headquarters: None

d. Remarks on excessive crew changes: Crew changes were not considered excessive.

e. List of crews that were formed after 0001 hours the first day of this month: None

f. Crews which changed status M37VO to T37XO, 28 August 1954.

g. Standardization Board Crew: T1000

h. Remarks on personnel and materiel problems which adversely affected training: None.

i. If SAC minimums were not accomplished reasons why other than mentioned above:

(1) SAC minimums were accomplished.

j. Deleted.

k. Comments and recommendations of the Wing Commander:

(1) Reference SAC message DOTRF 10713, dated 3 August 1953, a total of 541 hours were flown by KC-97 type aircraft.

(2) Negative report submitted as required by SAC message DM 3 35806, dated 29 May 1954.

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
LT COL, USAF.

WILLIAM BURKE
Colonel, USAF
Deputy Commander

CONFIDENTIAL

EXHIBIT #137

0214

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

[illegible] STRATEGIC RECONNAISSANCE WING(S)
Wing Commander's Remarks
Part V of
Air Training Report for Month of August
RCS: 3-CAR-T12

1. Hours flown performing missions ordered by higher headquarters:

a. Project 91-54-6	22:50
b. Project 91-54-8	5:30
c. Project 91-54-9	13:00
d. 3907th SES	115:50
e. AMC [illegible] 672	32:20
f. Project "Wave Meet"	35:35
g. 2AF-124-54	32:50
h. SAC Recon Competition	67:50
TOTAL	333:45

2. Weather or local conditions affecting training:

a. Weather 13:30

3. Directives imposed by AMC or SAC Headquarters which restricted flight altitude or interferred with normal training:

a. None

4. Combat crew member gains and losses: None

5. Crew member changes:

a. L69[illegible] to L69C), 1 Aug 54

b. S32A[illegible] to S32[illegible]C, 1 Aug 54

6 New Crews: None

7. Crew status changes:

a. R21A[illegible] to L21A[illegible], 1 Aug 54

b. R7460 to L7160, 1 Aug 54

c. R7450 to L7450, 1 Aug 54

CONFIDENTIAL

EXHIBIT 133

0215

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Wing Commander's Remarks Cont'd

CONFIDENTIAL

12. Total number of non-combat ready crews assigned that have been trained to a point where they could be deployed flying unit aircraft if an emergency so dictated.

a. RB-47 - Four(4)

13 Non-combat ready crew training:

a. Maximum training devoted to upgrading of non-combat ready crews and upgrading co-pilots to aircraft commander status.

14. Comments or recommendations of the Wing Commander:

a. Effectiveness of this organization is materially reduced due to the shortage of Engineering Officers. Presently the organization has a shortage of two (2) officers and two(2) on extended TDY, which in fact makes a shortage of four(4).

b. Reference S C message DOTTP 10713, dated 3 Aug 1953 a total of thirteen hundred and thirteen (1313) hours were flown by RB-47 type aircraft.

c. Negative report submitted as required by S.C message DPS 36004, dated [illegible] May 1954.

WILLIAM [illegible]
COLONEL, USAF
DEPUTY COMMANDER

"A CERTIFIED TRUE COPY"

Lannes C. Andrews
[illegible] C. ANDREWS
Lt Col USAF

CONFIDENTIAL

0217

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST-919 ACTION 91SRWG

FM COMAF 2 BARNSDALE AFB LA
** ** **
TO EEN/COMOCAMA TINKER AFB OKLA
** ** **
INFO JEDDO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/CONFIDENTIAL/DR4D 8403. ATTN OCMS. FOLG IS THE SCHED FOR FY 55 KC-97
IRAN BY DATE OF INPUT, AGIT S/N AND WING CONCERNED.

DATE	S/N	WING
JUL 54	51-375	91ST SRW
JUL 54	51-376	91ST SRW
**	**	***
AUG 54	51-377	91ST SRW
AUG 54	51-378	91ST SRW
NOV 54	51-379	91ST SRW
FEB 55	51-383	91ST SRW
FEB 55	51-384	91ST SRW
MAR 55	51-385	91ST SRW
MAR 55	51-386	91ST SRW
APR 55	51-387	91ST SRW
APR 55	51-389	91ST SRW
MAY 55	51-390	91ST SRW
MAY 55	51-391	91ST SRW
JUN 55	51-393	91ST SRW
**	**	**

00/22 22 JUN JWPEL

"A CERTIFIED TRUE EXTRACT COPY"

HARRIS C. ANDREWS,
LT. COL. USAF

SECRET

EXHIBIT # 134

0218

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1394 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
TO JEDMH/COMSAC OFFUTT AFB NEBR
INFO JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
/CONFIDENTIAL/CTA 9696 SUBJ IS: REVISION OF SUPPL XI, SAC REG 50-8. RQMTS OF 50-8 FOR RB-47 ACFT AS CONCERNS NIGHT PHOTOGRAPHY ARE NOT COINCIDENCE WITH PRESENT CAPABILITIES OF THE ACFT. A RQMTS CONFERENCE HELD AT UR HQ 5 MAY 54 PRESENTED A NEW CONCEPT OF RECON CAPABILITIES FOR RB-47 ACFT AND INDICATED THAT THIS CONCEPT WOULD BE REFLECTED IN A REVISED RECON TACTICAL DOCTRINE. REPRES-ENTATIVES OF UR TNG DIVISION INDICATED THAT THE PERTINENT SUPPL TO 50-8 WOULD BE REVISED TO COINCIDE WITH THE ACCEPTED DOCTRINE. THE 801ADIV HAS BEEN RELIEVED FR NIGHT PHOTOGRAPHIC RQMTS AS WELL AS OTHER TNG RQMTS WHICH ARE BEYOND THE CAPABILITIES OF PRESENTLY ASGD ACFT. REQ THAT SUPPL XI, SAC REG 50-8 BE REVISED TO REQUIRE ONLY THOSE TNG ITEMS NEC FOR SUCCESSFUL ACCOMPLISHMENT OF THE ASGD EMP OR THOSE ACCOMPLISHMENTS WHICH CAN BE ACCOMPLISHED WITH THE ASGD EQUIP. 30/1957Z AUG JWFKL

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS,
LT COL, USAF.

CONFIDENTIAL

EXHIBIT # 135

0219

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus, Ohio

CLAS: SECRET
AUTH: Condr 91SRW
DATE: 9 Jul 54
INIT: HCConner

DOP

9 July 1954

SUBJECT: Amendment Number Two to 91st Strategic Reconnaissance Wing Operations Order 25-54

TO: See Distribution, Basic Operations Order

1. Amendment Number Two to 91st Strategic Reconnaissance Wing Operations Order 25-54 is effective upon receipt.

2. Item for amendment:

ITEM 1: Page 10, Basic Operations Order, remove and destroy. Insert new page 10.

3. Replaced page will be destroyed in accordance with applicable regulations and Certificate of Destruction forwarded this headquarters.

FOR THE COMMANDER:

/s/ H C Conner

HAL C CONNER
Colonel USAF
Director of Operations

Amnd #2
91SRW O.O. 25-54
dtd 9 Jul 54

THIS DOCUMENT CONSISTS OF ___PAGES.

COPY NO. _____OF _____COPIES.

SECRET

PO-588

EXHIBIT #136

0220

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(10) IFF will not be utilized at anytime by strike aircraft.

(11) In the event of an emergency, exercise will be terminanted by use of the code word "CLEAR DECKS". Air Defense units will require appropriate ground stations to transmit this code word, preceded by "EMERGENCY" on designated military emergency channel. Upon receipt of the code word message, strike aircraft will immediately alter flight path to avoid restricted or heavily populated areas and proceed to home stations.

(12) Clearances: See paragraph 3x(10) this order.

EISENHART
Colonel
Commander

ANNEXES:
"A" - Intelligence
"B" - Air Operations
App I - Mission Assignments

DISTRIBUTION:

Comdr 2AF	4
Comdr 801AD	2
Comdr 26SAW	1
Comdr 91SRW	2
Comdr 91ARS	2
Comdr 322SRS	2
Comdr 323SRS	2
Comdr 324SRS	2
Comdr 91FM Sq	1
Comdr 91FM Sq	1
Comdr 91A&E Sq	1
DO	6
DM	2

OFFICIAL

H.L C CONNER
Colonel USAF
Director of Operations

Annd #2
91SAW O.O. 25-54
9 Jul 54

10

SECRET

0221

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus, Ohio

CLAS: SECRET
AUTH: Comdr 91SRW
DATE: 8 Jul 54
INIT: Conner

DOP

8 July 1954

SUBJECT: Amendment Number One to 91st Strategic Reconnaissance Wing Operations Order 25-54

TO: See Distribution, Basic Operations Order

1. Amendment Number One to 91st Strategic Reconnaissance Wing Operations Order 25-54 is effective upon receipt.

2. Items for Amendment:

ITEM 1: Page 6, Basic Order, add paragraph 3x(19) as follows: "SAC R 55-48 paragraph 4c as concerns H/F equipment will be waived for this exercise. However, every effort will be made to insure that B/RB-47 aircraft scheduled to exceed 150 NM overwater limitation are equipped with H/F liaison radio. Where overwater formation flight is scheduled at least one B/RB-47 aircraft should be so equipped when sets are available. Dumbo/radio relay aircraft will be utilized by B/RB-47 aircraft lacking H/F equipment and as a secondary method of communications by any aircraft with inoperative H/F equipment."

ITEM 2: Page 7, basic order, change so much of paragraph 5b(5)(a) as reads "sings" to read "signs".

ITEM 3: Page 8, basic order, paragraph 5b(5)(c) add sub-paragraph 3, as follows:

3. Dumbo Three:
   a. Orbit Point - 36-30N 71-30W
   b. On Station - 11/10004 to 11/12454
   c. Orbit Altitude - 7,000

ITEM 4: Page 8, basic order, change so much of paragraph 5b(6)(a) as reads "C&I" to read "SAC CEI".

ITEM 5; Page 10, basic order, change so much of paragraph 5b(11) as reads "EMERGEENCY" to read "EMERGENCY".

FOR THE COMMANDER: Hal C. Conner

HAL C CONNER
Colonel USAF
Director of Operations

Amnd #1
91SRW O.O. 25-54
dtd 8 Jul 54

SECRET

PO-581

0222

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

91

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 July 1954

OPERATIONS ORDER

SERIAL NO. 25-54

91SRW O.O. 25-54
dtd 6 Jul 54

SECRET

PO-579

S-648

0223

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

CLAS: SECRET
AUTH: Comdr 2AF
DATE: 6 Jul 54
INIT: Peterson

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 July 1954

OPERATIONS ORDER)
SERIAL NO. 25-54)

TASK ORGANIZATIONS:

91st Air Refueling Squadron	Lt Col Clifford S. Hovik
322d Strat Recon Squadron	Major James T. Chaffin
323d Strat Recon Squadron	Major Frank A. Gshwandtner
324th Strat Recon Squadron	Lt Col John A. Archer

1. GENERAL SITUATION:

SAC will conduct its annual summer exercise during the period 9-11 July 1954. The 91st SRW will provide a portion of the simulated aggressor force penetrating critical air defense areas in the UNITED STATES and in the Northeast Air Command region. The exercise is designated to provide maximum training for air defense forces. SAC tactics and techniques will not be evaluated. This is exercise "Check Point".

a. Intelligence: See Annex "A".

b. Friendly Forces: Omitted.

2. MISSION:

a. Launch simulated diversionary penetrations against friendly air defense systems.

(1) E/ 1 7 RB-47 and 3 KC-97 aircraft.

(2) E/2 7 RB-47 & 9 KC-97 aircraft.

b. Routes, altitudes, and timing are as set forth in Annex "B", Air Operations.

3. TASKS FOR SUBORDINATE UNITS:

a. 91st ARS:

Dispatch 3 KC97 aircraft on E/ 1 and 9 KC-97 aircraft on E/ 2 on missions designated in Annex "b", Air Operations.

SECRET

0224

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. 322d SRS: SECRET

Dispatch 2 RB-47 aircraft on E/1 and 3 RC-47 aircraft on E/2 on missions designated in Annex "B", Air Operations.

c. 323d SRS:

Dispatch 2 RB-47 aircraft on E/1 and 2 RB-47 aircraft on E/2 on missions designated in Annex "B", Air Operations.

d. 324th SRS:

Disptach 3 RB-47 aircraft on E/1 and 2 RB-47 aircraft on E/2 on missions designated in Annex "B", Air Operations.

x. General Instructions:

(1) E-Day is 9 July 1954. All times and dates are expressed in GCT.

(2) Possible 24 hour delay or cancellation of various strike phases due to weather conditions will be mutually determined by SAC and ADC 24 hours prior to start of such strike phase. Unless otherwise directed by SAC or this headquarters, missions will be flown as specified herein.

(3) Fighter attacks may occur at anytime during the period strike aircraft are within the "Unfriendly Area", as defined in Annex "A", Intelligence.

(4) Aircraft running lights will be ON during the hours of darkness.

(5) All strike aircraft on night missions will flash navigation lights off and on upon detection of an interceptor aircraft. In addition, Aldis lamp identification procedures will be employed in accordance with current editions of ACP 158.

91stW O.O. 25-54
dtd 6 Jul 54

SECRET

0225

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(6) Fuel Reserve:

(a) B-47 aircraft - minimum of 12000 pounds over home station.

(b) KC-97 aircraft - as prescribed in AFR 60-16.

(7) Trailing antenna will not be extended at any time while in "Unfriendly" territory or at any other time when fighter interception is anticipated.

(8) IFF equipment will not be operated at any time during the exercise by strike aircraft.

(9) Emergency in/flight communications: See paragraph 5b, Communications.

(10) Clearances:

(a) For clearance purposes, movement of aircraft may be treated as "UNCLASSIFIED".

(b) Participating units will submit flight plans and clearance requests to CAA a minimum of five days prior to execution.

(c) Requirements of SAC R 55-18 are waived for strike aircraft participating in this exercise.

(d) "Military necessity" will be used for all flights of strike aircraft through areas under CAA jurisdiction. For other areas, arrangements for altitude reservations will be made in advance. "Military necessity" cannot be used for areas outside CAA jurisdiction and is not authorized for inflight clearances.

(e) Mission designation contained in Annex "B" will be included in the remarks section of Form 175.

91SAW O.O. 25-54
dtd 6 Jul 54

0226

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

where a group of aircraft start as one raid, but separate into several raids at a designated point or are assigned different raid numbers for different portions of the total route, this procedure will be outlined in the remarks section of the Form 175. For example, 6th and 801st Air Division units will file flight plans which start as Raid 201E. All three forces will be identified as "CHECK POINT SAC RAID 201E" as far as Washington. From that point, separate raids will be identified as "CHECK POINT SAC RAID 201F", " - - - 201G" or " - - -201H", as appropriate.

(f) An aircraft which aborts while still part of a primary raid (201E in the example case) will obtain an appropriate inflight clearance from aborting position to selected destination and will advise Com that aircraft will be cancelled from applicable subsequent raid (201F, 201G or 201H in example case). All other aborting aircraft will cancel existing flight plan with Com and establish new flight plan to selected destination. All aborting aircraft will request that flight plan and position report information be passed to air defense radars. Com has been furnished certain route, mission designation and control time information for familiarization purposes.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(g) Aircraft clearances will have a cover sheet clearly marked "CHECK POINT EXERCISE - DO NOT PASS TO RADAR BETWEEN POINTS INDICATED IN REMARKS SECTION". Remarks section of Form 175 will indicate points of entering and departing "Unfriendly" territory. (See par 1a(1), above.)

(11) Altimeter setting of 29.92 will be used whenever at or above 24,000 feet. Current altimeter setting will be used over land areas whenever at or below 23,000 feet. Over water areas at or below 23,000 feet current ICAO procedures govern.

(12) No press release will be made by participating units. Joint SAC-ADC press statement will be released through ISO's of SAC numbered air forces.

(13) Participating units will accomplish maximum feasible training in conjunction with this mission.

(14) Overlays:

(a) The navigator of each strike aircraft will prepare one overlay showing the route of his aircraft. Wing observer will assist individual navigators as required to insure uniformity and compliance with paragraph 3x(19) of 2nd Operations Order 25-54. The copy of each overlay will be wrapped, addressed to Commander, ADC, and made available to base operations within 24 hours after landing of aircraft concerned. ADC courier aircraft will pick up these overlays.

0229

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) In addition to overlays required in preceding paragraph. Each strike unit will prepare a set of overlays which depict all raids flown by the unit. No specific number of overlays is required; the number of routes depicted on any one overlay will be limited to that number which can be shown without sacrificing clarity. These overlays will be airmailed to this headquarters, ATTN: ODP, not later than 13 July 54.

(15) All activity within danger/warning areas will cease during the period 09/1700Z to 11/2100Z July. SAC aircraft participating in this exercise may overfly danger/warning areas at any altitude during the above period.

(16) The provisions of paragraph 7, SACR 51-6, 15 Feb 54, apply with the exception of sub-paragraph 7c and 7d. Commanders of SAC and ADC units concerned will insure that appropriate camera safety checks are accomplished prior to accomplishment of camera gunnery.

(17) Dates and detailed information related to this exercise are classified SECRET and will be handled on a need to know basis.

(18) Reports: See Annex "A".

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. TDY travel orders will indicate the following purpose: "Air Defense Command Training. TDY travel and per diem expenses are chargeable to Air Defense Command funds". Budget account classification

0230

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to be cited in orders is 5753400 579-4001 F458-02, 03, 07, 08 S05-603. Mail 2 copies of all paid vouchers and transportation requests to Commander 4600 Air Base Group, ATTN: Budget and Accounting Officer, Ent AFB, Colorado Springs, Colo.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command:

(1) Normal.

b. Communications:

(1) SAC CEI, JANAP's, ACP's, SACDAL, AFSAL 5104, Incl 6 to SAC Reg 55-11, ICAO procedures and current radio facility charts apply except as modified herein.

(2) Visual identification and recognition will be in accordance with SAC CEI 2407.3.

(3) Communications Control Stations (for HF equipped):

(a) East Coast Area:

Andrews Airways - Primary

MacDill Airways - Secondary

(b) Midwest Area:

Offutt Airways - Primary

Carswell Airways - Secondary

(c) Any AACS airways may be contacted in event aircraft are unable to work above stations.

(4) Emergency procedures in accordance with ACP 130 and 135, JANAP 300 and radio facility charts.

(5) Call Signs: (SAC CEI 2106.4a, "24 and 25")

(a) Air to air call sings assigned in SAC CEI, expanded as required.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(b) MACS airways call signs as shown in current radio facility charts.

(c) KC-97's acting as HF relay aircraft for RB-47's will be "DUMBO". These aircraft will monitor UHF frequencies 266.2 primary, 284.5 mcs secondary. Orbit area for "DUMBO" aircraft will be as follows:

1. Dumbo One:

a. Orbit Point - 35-30N 72-30W

b. On Station - 10/1030Z to 10/1330Z

c. Orbit Altitude - 7,000

2. Dumbo Two:

a. Orbit Point - 36-00N 74-00W

b. On Station - 10/2330Z to 11/0345Z

c. Orbit Altitude - 7,000

(6) VHF/UHF Channelization:

(a) UHF channelization and frequencies will be in accordance with figures 11-7 and 11-8 CEI, to include 243.0 Military Emergency and 354.2 GCI Common.

(b) VHF channelization will be in accordance with Figures 11-1, 11-6 SAC CEI and as prescribed (Communications Flimsy).

(c) One of the above designated frequencies will be monitored by strike aircraft when not making Con. position reports.

91SRW O.O. 25-54
dtd 6 Jul 54

SECRET

0232

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(7) HF channelization will be as prescribed (normal).

(8) HF backup for VHF/UHF air to air communications is 4270 kcs.

(9) Reporting:

(a) Procedure "ALFA", Inclosure 6 to SAC Reg 55-11 applies.

1. Position Reporting:

a. The identification portion of standard position report sequence will be made in the following manner for all strike aircraft position reports: "THIS IS AIR FORCE (JET)(SACDAL) CHECK POINT SAC RAID (Applicable number) - -" followed by remaining items of standard reporting sequence. This same identification format will be used for all transmissions to CAA and/or ADC.

b. While in "Unfriendly territory, position reports will be preceded by the phrase "CHECK POINT EXERCISE - DO NOT PASS TO AIR DEFENSE RADARS".

(b) RB-47 aircraft not having HF capability will relay ICAO reports through "DUMBO" aircraft orbiting within UHF range. Subject aircraft will transmit on 266.2 mcs primary, 284.5 mcs secondary.

(c) Where RB-47 aircraft are in formation, one aircraft will be designated to pass ICAO reports to "DUMBO" aircraft for relay via HF.

91SAW O.O 25-54
dtd 6 Jul 54

SECRET

0233

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(10) IFF will not be utilized at anytime by strike aircraft.

(11) In the event of any emergency, exercise will be terminated by the use of the code word _____, authenticated by use of _____. (To be furnished by separate message.) Air defense units will require appropriate ground stations to transmit the code word, preceded by "EMERGEENCY", on designated military emergency channel. Strike aircraft will request authentication word from station, and upon proper authentication, will alter flight path to avoid restricted or heavily populated areas and proceed to home station.

(12) Clearances: See paragraph 3x(10) this order.

PRESTON
Colonel
Commander

ANNEXES:
"A" - Intelligence
"B" - Air Operations
App I - Mission Assignments

DISTRIBUTION:

Comdr 2AF	4
Comdr 801AD	2
Comdr 26SRW	1
Comdr 91SRW	2
Comdr 91ARS	2
Comdr 322SRS	2
Comdr 323SRS	2
Comdr 324SRS	2
Comdr 91FM Sq	1
Comdr 91FM Sq	1
Comdr 91A&E Sq	1
DO	6
DR	2

OFFICIAL:
Arthur L. Alexander, Maj
for HAL C CONNER
Colonel USAF
Directo of Operations
91SRW O.O. 25-54
dtd 6 Jul 54

SECRET
#10

0234

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 25-54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE, OHIO
6 July 1954

ANNEX A

TO

91ST S. R. W. OPERATIONS ORDER 25-54

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation

(1) As stated in basic order

b. Enemy Order of Battle:

(1) Reference Intelligence Brief Number 158, Headquarters SAC, 10 October 1953, as amended.

c. Enemy Territory:

(1) All strike aircraft will be considered to be in "Unfriendly" Territory from the initial point of the SAC-ADC route (as indicated by a single asterisk) until within approximately 200 miles from home station after attacking terminal point (as indicated by double asterisk). If 200 miles does not remain after passing terminal point prior to reaching home station, then, for the purpose of this exercise, enemy territory will terminate over home station. All attacks by fighter aircraft will be reported while in the territory outlined above.

d. Maps and charts: As required.

2. REPORTS:

a. Reports will be submitted in accordance with SAC Manuals 55-8 and

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

55-8A "Target Task Force" or "Task Forces" will be interpreted to mean "raid forces". A "Raid force" is defined as all aircraft assigned a common raid number in this operations order.

b. Non-effective diversionary aircraft are defined as those aircraft not flying the briefed route and timing while in designated unfriendly territory.

c. Submit the following report:

(1) Distribution A:

B-2, B-10, B-11, B-15, B-17, B-23, B-24, B-29, B-81 and reports required in accordance with paragraph 6a, SAC Manual 55-8.

(2) Distribution B:

B-27 and Airborne Communications Analysis Report.

(3) Special reporting instructions will be followed as outlined in 2AF Operations Order 25-54.

OFFICIAL:

Nils G. Peterson
NILS G. PETERSON
Lt Col., USAF
Wg, Intelligence Officer

PRESTON
Colonel
Commander

Annex A to
91SRW O.O.
25-54
6 Jul 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 July 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 25-54

AIR OPERATIONS

91SRW O.O. 25-54
dtd 6 Jul 54

SECRET

0238

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 July 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 25-54

AIR OPERATIONS

1. GENERAL INSTRUCTIONS:

a. The general sequence of operations is divided into four phases as follows:

(1) Phase I - Missions with Control Point Times between 10/08004 - 10/13454.

(2) Phase II - Missions with Control Point Times between 10/15004 - 11/01004.

(3) Phase III - Missions with Control Point Times between 11/01004 - 11/08004.

(4) Phase IV - Missions with Control Point Times between 11/12004 - 11/13304.

b. Routes, timing, altitudes and force requirements for participating units are contained in Appendix I to this Annex.

c. All routes between specified points will be directed, except where necessary to avoid an Air Space Reservation. All Air Space Reservations not listed as a specific route point herein will be avoided.

d. Times shown in relation to route point are shown for the first aircraft only in stream attacks.

Annex "B" to
91SRW O.O. 25-54
dtd 6 Jul 54

SECRET

0239

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

e. Routes, altitudes and Control Point times will be adhered to as closely as possible. Times associated with route point other than the Control Point are approximate, and are intended primary for use of observers and ADC personnel.

f. Assembly and formation for strike aircraft will be in accordance with current SAC Tactical Doctrines.

g. RB-47 aircraft will fly at MACH .74 throughout .

2. DEFINITIONS AND EXPLANATORY REMARKS:

a. First and last route point specified by SAC, in coordination with ADC, have been designated by a single and double asterisk, respectively.

b. First SAC - ADC specified route point is referred to as "Initial Point". This point denotes the start of "Unfriendly" territory.

c. Control Point is designated by the abbreviation (CP).

d. Strike altitudes are shown opposite the initial point for each route. All aircraft will be at these altitudes at or immediately prior to reaching these points. Unless otherwise specified applicable raid route, aircraft will start climb or descent to be at these altitudes at or immediately prior to reaching these points.

PRESTON
Colonel
Commander

OFFICIAL:

KERMIT L BLANTON
Major USAF
Wing Tactical Plans Officer

Annex "B" to
91SRW O.O. 25-54
dtd 6 Jul 54

0240

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 July 1954

APPENDIX I

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 25-54

MISSION ASSIGNMENTS

App I to Annex "B"
to 91SRW O.O. 25-54
dtd 6 Jul 54

SECRET

0241

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
6 July 1954

APPENDIX I

ANNEX "B"

OPERATIONS ORDER

SERIAL NO. 25-54

MISSION ASSIGNMENTS

1. Raid 7A - 3 RB-47 aircraft formation - 324SRS (E/1)

   Lockbourne (Outbound altitude 28,000)(1025Z)

   Cape Fear, N.C. (1130Z)

   35-00N 70-00W (1220Z)

   *38-00N 69-00W (33,000) (1245Z)

   New York City (CP) (10/1330Z)

   Pittsburgh, Pa. (1415Z)

   **Cleveland, Ohio (1425Z)

   Lockbourne (Descend over station) (1445Z)

2. Raid 7B - 2 RB-47 aircraft formation - 323SRS (E/1)

   Lockbourne (Outbound altitude 31,000) (1020Z)

   Cape Fear, N.C. (1125Z)

   35-00N 70-00W (1215Z)

   *38-00N 69-00W (40,000) (1240Z)

   Philadelphia, Pa (CP) 10/1330Z)

   **Pittsburg, Pa (1405Z)

   Lockbourne (Descend over station (1425Z)

App I to Annex "B"
to 91SRW O.O. 25-54
dtd 6 July 1954

SECRET

0242

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

3. Raid 7C - 1 KC-97 aircraft - 91ARS (E/1)

Lockbourne (Outbound altitude 5,000) (0630Z)

Albany, N.Y. (0840Z)

Portsmouth, N.H. (0920Z)

41-00N 66-00W (1030Z) (See special instructions, par 11, below)

*38-00N 69-00W (20,000) (1145Z)

Baltimore, Md (CP) (10/1330Z)

Charleston, W. Va. (1440Z)

**Louisville, Ky (1535Z)

Lockbourne (Descend enroute) (1615Z)

4. Raid 51A - 2 RB-47 aircraft in trail 30 minute separation - 322SRS (E/1)

Lockbourne (outbound altitude - 33,000) (2300Z)

Cape Hatteras, N.C. (0001Z)

*37-00N 72-00W (first aircraft - 30,000) (0025Z)
(second aircraft - 35,000)

Baltimore, Md (CP) (11/0100Z)

37-00N 72-00W (0130Z)

Baltimore, Md (0210Z)

37-00N 72-00W (0240Z)

**Baltimore, Md (0320Z)

Lockbourne (Descend over station) (0405Z)

5. Raid 53 - 2 KC97 aircraft in trail - 30 minute separation - 91ARS (E/1)

Lockbourne (Outbound altitude - 5,000) (1835Z)

Albany, N.Y. (2040Z)

Portsmouth, N. H. (2120Z)

App I, Annex "B"
to 91SAW O.O. 25-54
dtd 6 Jul 54

SECRET

0243

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

*41-45N 63-15W (first aircraft - 20,000) (2240Z)
(second aircraft - 25,000)

New York City (CP) (11/0100Z)

41-45N 63-15W (0250Z)

**New York City (0515Z)
(Descend to 16,000 immediately after crossing New York)

Lockbourne (Descend enroute) (0720Z)

6. Raid 201B - 2 KC-97 aircraft in trail 15 minutes interval - 91ARS (E/2)

Lockbourne (Outbound altitude 5000) (0535Z)

Albany, N.Y. (0745Z)

Portsmouth, N. H. (0825Z)

*38-00N 65-00W (20,000) (1020Z)

New York City (CP) (11/1230Z)

**Pittsburg, Pa (1345Z)

Lockbourne (Descend enroute)(1425Z)

7. Raid 201C - 4 RB-47 aircraft formation - 323d & 324th SRS, 2 a/c each (E/2)

Lockbourne (Outbound altitude - 34,000) (0920Z)

Cape Hatteras, N.C. (Start climb to 37,000) (1020Z)

*37-00N 67-00W (37000) (1120Z)

Philadelphia, Pa (CP) (11/1230Z)

**Columbus, Ohio (1325Z)

Lockbourne (Descend over station) (1325Z)

8. Raid 205A - 3 KC-97 aircraft formation 91ARS (E/2)

Lockbourne (Outbound altitude - 6000) (0415Z)

North Bay Radio (46-20N 79-25W) (0640Z)

*Long Island (55-00N 79-30W) (23,000) (0920Z)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Lake Mistassini (51-00N 73-30W) (1025Z)

Toronto, Canada (CP) (11/1230Z)

Detroit, Mich (1320Z)

**Lockbourne (Descend over station) (1355Z)

9. Raid 205B - 3 RB-47 aircraft formation - 322SRS (E/2)

Lockbourne (Optimum altitude throughout) (0855Z)

North Bay Radio (46-20N 79-25W) (1010Z)

*Long Island (55-00N 79-30W) (1130Z)

Sudbury, Canada (46-30N 81-00W) (CP) (11/1245Z)

(at this point, Raid assumes designation 205C)

Chicago, Ill (Minimum altitude at this point - 37,000) (1345Z)

**St. Louis, Mo (1420Z)

Lockbourne (Descend over station) (1505Z)

10. Raid 205B - 4 KC-97 aircraft in trail 10 minute separation - 91SRS (E/2)

Lockbourne (Outbound altitude - 5000) (0555Z)

North Bay Radio (0805Z)

*Long Island (20,000) (1040Z)

Sudbury, Canada (CP) (11/1245Z)

(At this point Raid assumes designation 205C)

Chicago, Ill (1435Z)

**St. Louis, Mo (1535Z)

Lafayette, Ind (1620Z)

Lockbourne (Descend enroute) (1710Z)

11. SPECIAL INSTRUCTIONS FOR RAID 7C:

a. Aircraft flying this Raid will maintain a listening watch on applicable UHF frequencies during the period 1100Z to 1330Z and will be prepared to relay any transmissions of RB-47 aircraft.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1437 ACTION: 91SRW

FM COMAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMDARDIV 801 LOCKBOURNE AFB OHIO
** ** **
/CONFIDENTIAL/ODD 9772. FOLG SAC MSG IS QUOTED FOR UR STUDY REQ YOUR COMMENTS ASAP. "DOOPO 4152. AS A RESULT OF PREVIOUS RECOMMENDATIONS OF HQ AND UNITS CONCERNED THIS HQ HAS ADHERED TO POLICY OF SCHEDULING 90 DAY UNIT ROTATIONS, EXCLUDING TANKER ROTATIONS TO NEAC, DURING FIRST WK OF MO. RECENT REQS FOR DELAY OF DEPLOY ENT DT UNTIL MID MONTH PD HAVE INDICATION FOR RSCMT OF T IS POLICY."

"A CERTIFIED TRUE EXTRACT COPY"

HARRIS C. ANDREWS,
LT COL, USAF.

EXHIBIT # 137

0246

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1439 ACTION 91SRW

FM COMSAC OFFUTT AFB NEBR
TO JWFKL/COMAF 2 BARKSDALE AFB LA
JWFRH/COMAF 15 MARCH AFB CALIF
INFO JEDBO/COMAIRDIV 301 LOCKBOURNE AFB OHIO
JWFFB/COMAIRDIV 21 FORBES AFB KANS
/CONFIDENTIAL/DOTRFC 4524. PENDING REC OF NEC EQP, TNG RQR SET FORTH IN PAR 7D (3) (A), AND 7D(4)(A), OF SUPPL XI, SAC REG 50-8 ARE WAIVED. EXPLOSIVE PROOF ITEMS OF EQP NOT AVAL AND UNSATISFACTORY A-5 CARTRIDGE EJECTOR NECESSITES EXTENSION OF THIS WAIVER ACT. THE ENTIRE PROBLEM OF NIGHT PHOTO RELATING BOTH TO EWP AND TNG IS UNDER STUDY IN THIS HQ. WHEN A FINAL DETERMINATION IS MADE, EXISTING REGS W/B CHANGED TO CONFORM W/NEW CONCEPT. FOR 2AF ONLY: THIS A/S URMSG OTA 9696 DTD 30 AUG 54.
03/2148Z SEP JEDMH

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS,
LT COL, USAF.

CONFIDENTIAL

EXHIBIT # 136

0247

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-876 ACTION 91SRW

FM COMDRAF 15 MARCH AFB CALIF
TO JWFKL/COMDRAF 2 BARKSDALE AFB LA
ZEN/COMDRADIV 12 MARCH AFB CALIF
JWFBN/COMDRADIV 36 DAVIS MONTHAN AFB ARIZ
JWSHN/COMDRADIV 38 HUNTER AFB GA
JEDBO/COMDRADIV 801 LOCKBOURNE AFB OHIO
JWFSY/COMDRADIV 802 SMOKY HILL AFB KANS
JENC/COMDR HARMON TASK FORCE HARMON AFB NF
JWFJM/COMDRBOMBWG 93 CASTLE AFB CALIF
JFLGZ/COMDRBOMBWG 303 FAIRFORD AB ENG
INFO JEDMH/CMDR SAC OFFUTT AFB NEBR
JWFQB/COMDRAF 8 CARSWELL AFB TEX
JFLGE/COMDRADIV 7 SO RUISLIP ENG
JEXC/COMDRNEAC PEPPERRELL AFB NF
ZEN/COMDRAACS ANDREWS AFB MD
/CONFIDENTIAL/DOOP 2164. THIS IS AMND 2 TO 15 AF OO 23-54. ACT ADEE W/ACK RECEIPT BY OPNL IMMED MSG. ITEM 1: CHANGE SO MUCH OF PARA 1B(3)(F) AS READS "320TH BOMBWG STG EXERCISE ON OR ABOUT 10 JUL" TO READ "320TH BOMBWG STG EXERCISE O/A 5 JUL".
ITEM 2: ADD PARA 3X(19)(D)5 TO READ: "AFTER COMPL RFL AT POINT COCA EA B-47 PLT W/CONTACT SR CON AT LIMESTONE TOWER GIVING AMT OF FUEL RECD AND ETA TO RUSSELL OMNI. SR CON W/RELAY THIS INFO VIA SOCS LINE TO TKR TFCOM AT SMOKY HILL AFB AND COMAF 15, MARCH AFB".
ITEM 3: ADD PARA 3X(19)(D)6 TO READ: "WHEN ABEAM CHICAGO EA 303D BOMWG B-47 PLT W/CONTACT AIRBORNE TKRTFCOM IN SMOKY HILL RFL AREA ON 6738 KCS (PRIM) GIVING ETA AT RUSSELL OMNI AND RFL RQR. SECONDARY CONTACT W/B OFFUTT AIR/GND ANDREWS AIR/GND OR ANY AACS STA. IF SECONDARY CONTACT IS RQR, PLT W/REQ MSG BE ADDRESSED TO "GREAT COAT" AND RELAYED TO SAC CON AT OFFUTT FOR SOCS RELAY TO SMOKY HILL. VHF CONTACT W/AIRBORNE TKRTFCOM W/B ACCOMP MAX DIS OUT".
29/0005Z MAJ JWFRH

"A CERTIFIED TRUE COPY"

Frederic W. Shoof

FREDRIC W. SHOOF,
MAJOR, USAF.

CONFIDENTIAL

EXHIBIT # 139

0248

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

0250

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-853 ACTION 91SEW

FM COMDRAF 2 BARKSDALE AFB LA
TO JESHN/COMDRADIV 38 HUNTER AFB GA
JEDBO/COMDRADIV 801 LOCKBOURNE AFB OHIO
JESKM/COMDRADIV 806 LAKE CHARLES AFB LA
ZEN/COMSSSQ 3 BARKSDALE AFB LA
INFO JEDMH/COMSAC OFFUTT AFB NEBR
JWFQB/COMAF 8 CARSWELL AFB TEX
JWPRH/COMAF 15 MARCH AFB CALIF
JFRHD/COMDADIV 5 SIDI SLIMANE FR MOR
JFLGB/COMDADIV 7 RUISLIP ENG
ZEN/COMDR MATS ANDREWS AFB CAMP SPRINGS MD
ZEN/COMDR ARDC BALTIMORE MD
ZEN/CONC NEAC PEPPERRELL AFB
ZEN/CONC USAFE WIESBADEN GERMANY
ZEN/COMAACS ANDREWS AFB CAMP SPRINGS MD
JEPLM/COMEWWG 42 LIMESTONE AFB ME
JFRHD/COMDREWWG 44 SIDI SLIMANE ER MOR
ZEN/COMARS 40 HARMON AFB NFLD
/CONFIDENTIAL/2AFODD 5248. TRANSMISSION 1 OF 5. FOR: COMBWG 68 AND 308.
HQ SECOND AF
BARKSDALE AFB LA
25 MAY 54
OPORD 26-54
TASK ORGNS: (SEE PAR 3)
1. GENERAL SITUATION: RQMT EXISTS FOR DEPLOYMENT OF MED BW TO UK AND TRK SQ TO NA FOR PURPOSE OF TNG AND FAMILIARIZATION W/FWD AREAS.
A. INTEL:
(1) ENEMY FORCES-REF VOL I, BIPG, HQ SAC, 1 FEB 54.
(2) MAPS AND CHARTS:
(A) 68BW AND 308ARS: AS REQUIRED FOR PLANNING AND NAV.
B() 68BW: 5 CYS OF ANOTATED, 5 CYS UNANNOTATED, 5 CYS TEXTUAL OF AOFP MAT ON ASGD TGTS; 2 CYS UNANNOTATED ON EA GZ; 1 CY AOF, A AND 1 CY EA ROF, AND 1 CY EA TAA-R FOR AREA WEST OF 100 DEGS EAST.
(3) INSURE THAT APPLICABLE INSTRS CONTAINED IN SEC V, VOL I, BIPG ARE COMPLIED WITH, AND THAT CREW MBRS ARE FAMILIAR W/PROVS SAC REG 200-8, 29 OCT 53.
B. FRIENDFLY FORCES:
(1) 5ADIV:
(A) DEPLY 44 BW ACFT, CREWS AND SPT PERS TO ZI ON X PLUS 1, 2, 3, AND 4. B-47 TIPPERS W/B REFLD OVER POINT BRAVO (PT LYAUTEY, FR MOR) AND POINT COCA (SYDNEY). CLEAN B-47 ACFT W/B REFLD OVER POINT COCA ONLY. B-47 ACFT W/B DIBCHD ONLY AFTER REC OF 2AF EXECUTION ORDER. REF PARS 3K(5).
(B) DEPLOY 44BW ADV PARTY TO HOME STA O/A X MINUS 10 IN ONE 44BW KC-97 ACFT.
(C) DEPLOY 44BW KC-97 E/R MAINT TM TO HARMON AFB ON X MINUS 1 IN MATS E/R SPT ACFT.
(C) MAINTAIN OPNL CON OF 68BW KC-97 ACFT AND 44 BW ACFT EAST OF 35 DEGS W LONGITUDE.
(2) 7 ADIV:
(A) ASSUME OPNL CON OF 68BW B-47 ACFT EAST OF 35 DEGS W LONGITUDE.
(B) INSURE 68BW RECEIVES EQUITABLE USE OF 320 ARS DURING TDY IN UK BOTH 320BW AND 68BW TO MAKE OPTIMUM UTILIZATION OF 68ARS DURING LATTER'S TDY IN NA.

CONFIDENTIAL

EXHIBIT # 173

0252

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) MATS W/PROV A/L AS OUTLINED IN PAR 4.
(B) SEARCH AND RES FACS OVER APPLICABLE PORTIONS OF DEPLOYMENT ROUTES.
(C) PROV NEC BASE AACS LAIRS, IF REQUIRED.
(D) PROV 2AF AND 5ADIV, INFO HQ SAC, W/STATUS OF RWY AND CONSTRUCTION AT LAIRS DURING PDS PARTICIPATING ACFT SCDD TO OVERFLY LAIRS.

(4) 15AF:
(A) INSURE 40ARS HAS MIN 18 CAPABLE CREWS AND ACFT AT HARMON AFB TO SPT OF 44BW AR.
(B) PROV CLASS AX CON TM FR RESOURCES 40ARS AT HARMON AFB TO FUNCTION FOR ALL MVS THRU HARMON DURING THIS OPR.
(C) RELINQUISH OPNL CON OF 40ARS TO 308ARS TKR FORCE CMDR DURING THIS OPR, REF PAR 3E(2).

(5) 8AF W/PROV:
(A) NEC BASE FACS AT LIMESTONE AFB DURING OPR.

(6) USAFE W/PROV:
(A) NEC SEARACH AND RES FACS OVER APPLICABLE PORTIONS OF DEPLOYMENT ROUTES.

(7) NEAC W/PROV:
(A) SEARCH AND RES FACS OVER APPLICABLE PORTIONS OF DEPLOYMENT ROUTES.
(B) NEC BASE FACS AT HARMON AFB AND GOOSE AFB.

(8) ARDS W/PROV:
(A) BASE FACS AT GRIFFIS AFB FOR 801ADIV KC-97 ACFT, IF REQUIRED REF PAR 3C(1).

2. MISSION:
A. DEPLOY 68BW TO UK FOR APROX 45 DAYS TDY.
B. DEPLOY 68ARS TO NA FOR APRX 45 DAYS TDY.
C. RET 308ARS TO ZI SUBSEQUENT TO 44BW B-47 ACFT DEPLOYMENT.

3. TASKS FOR SUBORDINATE UNITS:
A. 38ADIV:
(1) SUPERVISE AND MONITOR EXECUTION OF 308ARS MSN OUTLINED HEREIN

B. 806ADIV:
(1) SUPERVISE AND MONITOR EXECUTION OF 68BW MSN OUTLINED HEREIN.
(2) PLACE SR CON OFF IN CON TWR AT LIMESTONE DURING PD 44TH AND 68TH BW B-47 ACFT PASS THAT STA. CON OFF W/DIRECT EA B-47 ACFT COMDR TO PROC TO DEST OR LAND AT LIMESTONE OR OTHER DESIGNATED ALTERNATE DEPENDING UPON LATEST FORECAST WX FOR DEST AND FUEL RES.
(3) PROVIDE NEC SPT FOR MATS CON TMS IAW MATS TRANS OPR SOP NO 2 DTD MAY 53.

C. 801ADIV:
(1) PROV SUFFICIENT KC-97 ACFT OPR FR LOCKBOURNE AFB TO PROV AR OVER POINT ALFA FOR 68BW B-47 ACFT FLYING NON-STOP FR LAKE CHARLES TO UK IAW PROCEDURES OUTLINED IN ANNEX "A". ACFT MAY REFUEL AT GRIFFIS AFB IF UNABLE TO RET TO LOCKBOURNE W/ ADEQUATE FUEL RES.
(2) PROV CLASS X CON TM AT GRIFFIS AFB, IF PLANS REQUIRE USE. ADVISE COMDR ARDC, BALTIMORE, MD OF UR RQMTS AT GRIFFIS.
(3) PROV TKR FORCE COMDR AT LOCKBOURNE FR CON OF 26ARS AND 91ARS.
(4) PROV B-47 MAINT SPT SHOULD 68BW B-47 ACFT LAND AT LOCKBOURNE AFB. REF PAR 2H(2), ANNEX "A".

D. 68BW:
(1) DEPLOY 45 B-47 ACFT, NEC CREWS, SPT PERS AND EQUIP TO FAIRFOR FOR APRX 45 DAYS TDY IAW SCD CONTAINED IN PAR 3X(3). B-47

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ACFT W/FLY NON-STOP AR OVER POINT ALFA IAW ANNEX "A".

(2) DEPLOY 20 KC-97 ACFT, NEC CREWS, SPT PERS AND EQUIP TO NOUASSEUR FOR APRX 45 DAYSTDY IAW SCD CONTAINED IN PAR 3X(3). MAX NO OF KC-97 ACFT AVAL X DAY W/B DEPLOYED W/AUTH GR TO DEPLOY ADD ASCD ACFT UPON COMPLETION OF IRAN MODIFICATION.

(3) DEPLOY 68BW AND 68ARS ADV PARTIES TO UK AND NO AFRICA RESPECTIVELY O/A X MINUS 10 IN TWO TDY 68ARSKC-97 ACFT.

** ** **

(4) CONTACT APPROPRIATE ATC AGENCIES MIN 10 DAYS PRIOR TO X DAY TO OBTAIN 68BW ALT RESERVATIONS AND TO BRIEF ATC AGENCIES ON B-47 PSN RPTG PROCS.

(5) DETAILED NAV AND ACFT PERS FLY PLANS W/B FWDD TO REACH HQ SAC, ATTN: DOOPO, W/ONE EA INFO CY THIS HQ, NLT 7 JUN 54.

(6) WG COMDR W/PRESENT EWP BRIEFING OF UNIT ASGMT TO COMDR 7ADIV. THIS BRIEFING W/AID IN MAINTAINING CURRENT KNOWLEDGE OF THE BASIC CONCEPT OF OPRS AND SERVE AS THE BASIS FOR FORMULATION OF NTC CON PROCEDURES. REPRODUCTION OF ANY PORTION OF SAC EWP UNIT BRIEFING MATERIALS OR ASGMT BY 7ADIV IS NOT AUTHD.

E. 308ARS.

(1) PROV MIN 8 ACFT AND CREWS AT GOOSE BAY FOR AR OF 44BW B-47 ACFT. REF 2AF OPORD 23-54.

(2) ASSUME OPNL CON OF 40 ARS AT HARMON AFB DURING PD 44BW B-47 ACFT RETG TO ZI. 308ARS AND 40ARS TO PROV AR OVER POINT COCA IAW ANNEX "A", FOR 44BW B-47 ACFT RETG NON-STOP FR NA TO LAKE CHARLES AFB.

(3) PROV TKR FORCE COMDR AT HARMON AFB FOR CON OF 44ARS AND 308ARS.

(4) RET 308ARS KC-97 ACFT FR GOOSE BAY TO HOME STA O/A X PLUS 5 AND 6 IN TWO APRX EQUAL INCREMENTS UPON COMPLETION AR RQMTS THIS OPRORD.

(5) ASSUME OPNL CON OF 3SSS ACFT UPON ARR GOOSE AFB AND UNTIL OFF-LOADING COMPLETED AT HUNTER AND/OR MACDILL AFB. REF PAR 3F(1).

F. 3SSS:

(1) PROV 3 C-124 ACFT GOOSE AR ON X PLUS 4 TO SPT RET OF 308ARS TO HUNTER AND/OR MACDILL AFB O/A X PLUS 5. RET TO HOME BASE AFTER OFF-LOADING COMPLETE.

** ** **

X. GEN INSTRS:

(1) X DAY COMMENCES 0001Z 14 JUN 54. ALL TIMES HEREIN Z.

(2) 68TH BW DEPLOYMENT ROUTE:

(A) B-47 ACFT: LAKE CHARLES-SYRACUSE MIN (AR) BANGOR (OVERFLY)-ST JOHNS, NFLD (OVERFLY)-ST EVAL (OVERFLY)-FAIRFORD.

(B) KC-97 ACFT: LAKE CHARLES-GOOSE AB(RON-LAJES (OVERFLY)-NOUASSEUR.

(3) 68TH BW ACFT DEPARTURE SCD FR LAKE CHARLES:

(A) X PLUS 1: 15 B-47 AND 6 KC-97 ACFT.

(B) X PLUS 2: 15 B-47 AND 6 KC-97 ACFT.

(C) X PLUS 3: 15 B-47 AND 6 KC-97 ACFT.

(4) THIS HQ W/ASSUME OPNL CON OF ALL 2AF ACFT WHILE WEST OF 35 DEGREES W LONGITUDE.

(5) AN EXECUTION O W/B DSPCHD BY THIS HQ FOR EA MVMT OF B-47 ACFT AND FOR TKR ACFT ON AR OPNS, TO REACH ALL CONCERNED NLT 4 HRS PRIOR TO SCD DEPT TIMES. ACFT W/NOT BE DSPCHD PRIOR TO REC OF EXECUTION O. THIS RESTION W/NOT APPLY TO DEPLOYMENT OF AR TKRS TO STAGING BASES OR TO MVMT OF 68 OR 44 REFS ACFT.

(6) WX MINIMUM FOR CLEARANCE OF DEPLOYING B-47 ACFT ARE AS OUTLINED IN 2AF MSG 2APODD 6173, 14 JUN 54. WX MINIMUM FOR ZI DESTS AND ALS W/B ESTBD BY LOCAL REG OR AFR 60-16, WHICHEVER IS HIGHER. STAS,

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

USED AS ALTERNATES IN EVENT OF MISSED AR MUST HAVE MINS FOR ALTERNATE AIRFIELDS PRESCRIBED BY AFR 60-16.

(7) FOR CLEARANCE PURPOSES, 68TH BW B-47 ACFT MUST BE CAPABLE OF MIN 22,000 LBS FUEL RES AT ALT OVER UK DEST. ACFT COMDRS W/B BRIEFED TO PROCEED TO ALTERNATE LDG FIELD IF INSUFFICIENT FUEL ONLOADED TO MEET THIS MIN BASES ON LATEST FORECAST WINDS.

(8) CLEARANCE OF KC-97 AND C-124 ACFT W/B IAW AFR 60-16.

(9) ALL PARTICIPATING SAC PILOTS W/B BRIEFED THOROUGHLY ON LETDOWN PROCS AT E/R BASES AND DEST PRIOR TO DEPT FR HOME OR TDY BASES.

(10) FOR PURPOSE OF COORD W/CAA AND OCAO ON CLEARANCE AND REPTG PROCS, ESSENTIAL ELEMENTS OF ACFT MVMT MAY BE HANDLEDD AS UNCL INFO. HOWEVER, SUCH W/B HELD TO ABSOLUTE MIN.

(11) PILOTS ON ACFT SCDD TO OVERFLY LAJES DURING THIS EXER W/B BRIEFED ON STATUS OF RWY AND CONSTRUCTION AT LAJES. INFO W/B FWDD UPON REC BY THIS HQ.

(12) ACFT W/NOT FLY LOWER THAN 2000 FT IN UK, EXCEPT DURING LDG AND TAKE-OFF.

(13) DIR COMM AUTH BTWN TDY UNIT/TDY BASE (WHEN ABSOLUTELY NEC) AND PARTICIPATING UNITS FOR COORD THIS OPN. THIS AND HQ SAC INFO ALL MSGS.

(14) B-47 ACFT COMDRS W/CONTACT LIMESTONE TWR IN PASING FOR PERTINENT INSTRS. REF PAR 3B(2).

(15) REPORTS:

(A) IAW PAR 6A SAC MANUAL 55-8.

(B) IAW SAC REG 55-18, 4 NOV 53.

(C) IAW SAC REG 55-11, 3 NOV 53, INCLS 1 THRU 6 AND 8. B-47 PSN REPTS PER PROC BRAVO, ADDRESS SHE WOLF. TKR AND OTHER SPT ACFT PER PROC ALFA.

(D) REFUELING REPT: AFTER COMPLETION OF EA AR, TKR W/XMIT IN CLEAR LANGUAGE A REFLG REPT TO APPROPRIATE AACS STA ADDRESSED TO FLOOD GATE FOR 44TH BW ACFT AND HOUSE BOY FOR 68TH BW ACFT TEXT OF REPT: "(TKR VOICE TACT CALL SIGN) OFFLOADED (NBR OF LBS FUEL) TO (RECVR VOICE TACT CALL SIGN) AT (TIME/ZONE Z." ADD ANY PERTINENT REMARKS TO EXPLAIN STATUS AND INTENTIONS OF UNREFUELED ACFT.

(E) WX REPT: WX SCOUT ACFT W/XMIT IN CLEAR LANGUAGE, A WX REPT UPON ARR IN REFLG AREA. WX REPT W/B XMITTED TO APPROPRIATE AACS STA ADDRESSED TO 44th BW-FLOOD GATE, 68BW-HOUSE BOY. REPT W/CONTAIN INFO ON PRESENT WX CONDITIONS AT REFLG ALT AND ANY COND AFFECTING REFLG OPNS. SUBSEQUENT REPTS W/X XMITTED AT 30 MINS INTERVALS AFTER INITIAL REPT.

(16) 68TH BW W/DEPLOY 15 B-47 ACFT EQUIPPED W/EXT TANKS.

** ** **

4. ADMIN AND LOG MATTERS: ADMIN AND LOG INSTRS CONTAINED IN SAC REG 400-3, DTD 1 MAR 54 W/APPLY EXCEPT AS FOLS:

A. 68TH BW:

(1) REF SEC II:

(A) PARS 5B, D(1), D(2), E AND F DO NOT APPLY.

(B) PAR 6 IS CHANGED TO READ: "NINE (9) EA J-47 POWER PACKS ON DILLIES W/ACCOMPANY UNIT."

** ** **

(C) CONSUMPTION DATA W/B RECORDED AND REPTD TO THIS HQ AND HQS SAC W/I 10 DAYS AFTER RETURN TO HOME STA.

(D) PAR 7B DOES NOT APPLY.

(2) REF SEC III:

(A) ADD: BOMBER ACFT W/B EQUIPPED W/BOMB HOISTS AND SLINGS FOR NUCL WEAPON.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) REF SEC IV:
(A) PAR 15 DOES NOT APPLY.
(4) REF SEC V:
(A) PAR 21: TOTAL PERS-1736. TOTAL CARGO-143.14 TONS.
(B) PAR 22: A/L W/B PROVIDED BY MATS FR LAKE CHARLES TO FAIRFORD UK FOR 1568 PERS AND 86.89 TONS CARGO. CARGO TO INCLUDE 9 EA J-47 ENGS. INCLUSIVE DTS OF MATS A/L - 14 THRU 26 JUN 54.
(C) PAR 25A DOES NOT APPLY.
(5) REF XXX SEC VI:
(A) PAR 26: UNIT W/DEPLOY W/PERS AND EQUIP AUTH ONE TIMES PART 2D AND PERS AUTH ONE TIMES PART II AE, T.O. 1-9022.
(6) REF SEC VII:
(A) ADD: ONE (1) EA 2524 WEA OFF W/ACCOMPANY UNIT.
(7) REF SECT VII:
(A) XXXXXXX PAR 43C DOES NOT APPLY.
(8) REF SEC IX:
(A) PAR 48: SAC FUNDING SERIAL NO. RO-36 W/APPLY.
(9) REF SECTION XI:
(A) PAR 57: ADD: "DEPLOYED AIR POLICE W/B INTEGRATED W/PERS PSND AIR POLICE AND W/B UTILIZED TO SECURE ACFT ON THE ROTATING UNIT."

B. 68TH ARS:
(1) REF SEC II:
(A) PARS 5B, D(1), D(2), E AND F DO NOT APPLY.
(B) PAR 6 IS CHANGED TO READ: "UNIT W/DEPLOY W/2 R-4360 ACFT POWER PACKS ON ROLL-OVER DOLLIES OR STANDS AND W/RECEIVE 3 R-4360-35 ACFT POWER PACKS ON ROLL-OVER DOLLIES OR STANDS FR THE 44TH ARS".
(C) EXCHANGE OF LARGE ITEMS OF PAK SPARES, ENGS AND EQPMT W/44 ARS W/B ACCOMPLISHED TO MAX EXTENT POSSIBLE TO REDUCE A/L RQMTS.
(D) A LISTING OF SPARES AND EQPMT WHICH ARE TO BE TRFD BTWN US W/B SUBMITTED TO THIS HQS FOR AFVL 10 DAYS PRIOR TO DEPLOYMENT.
(E) CONSUMPTION DATA W/B RECORDED AND RETD TO THIS HQS AND HQ SAC W/I 10 DAYS AFTER RETN TO HOME STA.
(F) PAR 7B DOES NOT APPLY.
(2) REF SEC IV:
(A) PAR 15 DOES NOT APPLY.
(3) REF SEC V:
(A) PAR 21: TOTAL PERS-566. TOTAL CARGO-114.99 TONS.
(4) REF SEC V:
(A) PAR 22: A/L W/B PROVIDED FOR 10 PERS AND 75.64 TONS CARGO FR LAKE CHARLES TO NOUASSEUR. INCLUSIVE DTS OF MATS A/L 14 THRU 26 JUN 54. HVY TYPE CARGO ACFT W/B PROVIDED TO A/L 8.4 TONS CONSISTING OF 2 EA BUILT-UP R-4360 POWER PACKS. ONE (1) HVY TYPE CARGO ACFT W/B PROVIDED FOR ENROUTE SUPPORT.
(B) PAR 25A DOES NOT APPLY.
(5) REF SEC VI:
(A) UNIT W/DEPLOY W/PERS AND EQUIP AUTH ONE TIMES PART 2AD, T.O. 1-9022.
(6) REF SEC VII:
(A) ADD: 1 EA 2524 WEA OFF W/ACCOMPANY UNIT.
(7) REF SEC VIII:
(A) PAR 43C DOES NOT APPLY.
(8) REF SEC IX:
(A) PAR 48: SAC FUNDING SERIAL NO RO-36 W/APPLY.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(9) REF SEC XI:

(A) PAR 57: ADD: "DEPLOYED AIR POLICE W/B INTEGRATED W/PREPOSITIONED AIR POLICE AND W/B UTILID TO SECURE ACFT OF THE ROTATING UNIT."

C. THE FOLG ARE SUPPLEMENTAL INSTRS:

(1) 68TH BW AND 68TH ARS:

(A) SURVIVAL AND PERS EQUIP ITEMS REQUIRING REPLACEMENT DUE TO AGE W/B EXCHANGED PRIOR TO DEPARTURE TO TDY STA.

(B) UPON COMPLETION OF TDY, W/D FR TDY STAS W/B ACCOMPLISHED IAW 2AF REG 400-2, DTD 23 OCT 53.

(C) TWO (2) UNIT PERS WHO ACCOMPANY EA SPT ACFT CARRYING CARGO W/B BRIEFED ON PRIORITY OF EQUIP ABOARD IN EVENT OFF-LOADING IS REQD E/R.

(D) 68TH ARS: A CONSOLIDATE RECORD OF PERS SECURITY CLEARANCES APPLICABLE TO DEPLOY PERS W/ACCOMPANY THE AIR PROVOST MARSHAL OR HIS REP.

5. COMMAND AND COMM MATTERS:

A. COMMAND: NORMAL:

B. COMMUNICATIONS:

(1) SAC DEI, WAMAP'S, ACP'S INCL 6 TO SAC REG 55-11 DTD 3 NOV 53, SACDAL CURRENT RADIO FACILITY CHARTS, AFSAL 5104, AND ICAO PROCEDURES APPLY AS MODIFIED HEREIN.

(2) COMMUNICATION CONTROL STAS ARE:

(A) 90 DEG W. LONGITUDE TO 70 DEG W. LONGITUDE.
ANDREWS-PRIMARY.
HARMON-SECONDARY.

(B) 70 DEG W LONGITUDE TO 30 DEG W LONGITUDE.
HARMON-PRIMARY
GOOSE-SECONDARY
LAJOR OR ANDREWS-ALTERNATES

(C) 30 DEG W LONGITUDE TO PRIME MERIDIAN:
CROUGHTON-PRIMARY (68TH BW)
LAJES-SECONDARY

(D) ANY AACS STA MAY BE USED AS ALTERNATE TO ABOVE CONTROL STAS.

** ** **
NEED LAST WORDS IN LINE 33 AND 40
LINE 33 STAT LIKE THIS
TWO (2) R-436 THAT IS LALL I GOT OF THAT NBR
LINE 40 BTWN THOSE OR THE LAST WORD R WORDS I GOT
LAST THREE GPS IN LINE 33
TWO (2) R-4360-35
LINE 40 LAST TWO GPS
BTWN UNITS
BO
** ** **

(3) HQS SAC W/ACTIVATE FULL PD DIRECT TT CIRCUITS FR OFFUTT TO LAJES AND FR LIMESTONE TO EGBEST HARMON AND GOOSE BAY AS REQUIRED TO SUPPORT THIS OPN.

(4) THIS HQS W/ALERT US COAST GUARD TO PROVIDE VOICE COMMS ON 243 MCS AND HOMING BEACON ON 385 KCS WHILE B-47 ACFT ARE IN RANGE OF OCEAN STA VESSEL COCA. HQ 7AD HAS BEEN REQUESTED TO ARRANGE FOR OCEAN STA VESSEL JULIET TO PROVIDE HOMING BEACON ON 370 KCS AND MONITOR HF 3023.5 KCS AND TRANSMIT ON 118.1 MCS FOR COMMS W/B-47 ACFT WHILE IN RANGE OF THIS VESSEL.

(5) HQ SAC AND THIS HQS W/B INFO ADDEES ON ALL MSGS CONCERNING COMMS ASPECTS OF THIS DEPLOYMENT.

(6) IFF W/B IAW SAC REG 55-23 DTD 4 AUG 53.

CONFIDENTIAL

0257

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(7) IDENTIFICATION AND RECOGNITION W/B IAW SAC CEI 2407.3.
(A) AUTHENTICATION W/B IAW AFSAC 5104().
(8) HF CHANNELIZATION FOR B-47 ACFT W/B IAW SAC CEI FIG 11-13.
(9) UHF CHANNELIZATION AND FREQS FOR ALL ACFT W/B IAW SAC CEI FIGS 11-7 AND 11-8.
(10) HF CHANNELIZATION FOR KC-97 ACFT W/B AS PRESCRIBED BY WG COMDR.
(11) VHF CHANNELIZATION FOR KC-97 ACFT W/B IAW FIGS 11-1, 11-5, 11-6, SAC CEI AND AS SPECIFIED BY WG COMDR WHERE CHOICE OF CHANNEL AND/OR FREQ IS AUTHD.
(12) AIR REFUELING COMMS:
(A) AIR REFUELING COMMS W/B IAW ANNEX A AND AS PRESCRIBED BY THE WG COMDR.
(13) ENEMY PROCEDURES W/B IAW ACP 130, 135, JANAP 300 AND RAD PAC CHARTS
(14) CALL SIGNS: (SAC CEI 2106.4A "24 & 25")
(A) SACDAL W/B USED FOR ALL REPTS.
(B) AIR TO AIR VOICE CALL SIGNS ASGD IN SAC CEI EXPANDED AS REQUIR BY WG COMDR.
(C) GROUND STA CALLS AS LISTED IN CURRENT RAD PAC CHARTS.
(15) HF BACK-UP FOR VHF/UHF AIR TO AIR COMMS W/B IAW FIG 11-14, SAC CEI.

ARMSTRONG
MAJ GEN.

ANNEX "A" - AR PROCEDURES.
OPNS O 26-54
SECTION 4 OF 4 SECTIONS
ANNEX "A" AIR REFUELING

1. PROCEDURES APPLICABLE TO BOTH AR AREAS:
A. AR CON ACFT W/B OVER POINTS ALFA AND COCA COMMENCING NLT 1 HR PRIOR TO ETA FIRST B-47 ACFT AND UNTIL FINAL AR COMPLETED EA DAY AT EA AR POINT.
B. CONTINUOUS WX SCOUT ACFT W/B OVER POINTS ALFA AND COCA AND WX REPTS W/B SUBMITTED IAW PAR 3X(15)(E) COMMENCING NLT 2 HRS PRIOR TO ETA FIRST B-47 ACFT AND UNTIL FINAL AR COMPLETED EA DAY AT EA AR POINT.
C. B-47 FLT LEADER INBOUND TO AR AREA W/CONTACT AR CON ACFT ASAP GIVING REFINED ETA AT AR POINT.
D. KC-97 TRK ACFT W/DEPT AR POINT AT REFUELING SPEED 2 MINS PRIOR TO ETA OF B-47 FLT.
E. B-47 ACFT W/ARR AR POINT AT REFUELING ALT AND DESCEND AIRSPEED.
F. ALL RENDEZVOUS EQUIPMENT W/B TURNED OFF AFTER VISUAL CONTACT HAS BEEN ESTBD.
G. TRK ACFT COMDRS W/B PREPARED TO GIVE B-47 ACFT COMDR POS AT COMPLETION OF AR, IF REQUESTED.

2. 68TH BW REFLG PROCS:
A. B-47 ACFT W/DEPT LAKE CHARLES IN FLTS OF 3 ACFT EA, ONE MIN INTERVAL BTWN ACFT, 30 MIN INTERVAL BTWN FLTS. LAST 5 ACFT EA DAY'S INCREMENT W/B EQUIPPED W/EXT TANKS.
B. APPLYING LATEST FORECAST WINDS, FLTS W/DEPT LAKE CHARLES TO AR POINT ALFA AT 0900, 0930, 1000, 1030, AND 100, RESPECTIVELY.
C. AR POINT ALFA:
(1) PRIMARY-SYRACUSE OMNI, REFLD TRACK 85 DEG RADIAL.
(2) ALTERNATE-SCRANTON OMNI, REFLG TRACK 65 DEG RADIAL.
D. AR ALT: 20,000 FT, HOWEVER, REFLG AT 15,000 FT AUTH, WX PERMITTING, PROVIDING 1500 LBS FUEL TRFD IN ADDITION TO AR FUEL RQMTS BELOW AR CONTROLLER W/NOTIFY B-47 FLT LEADER WHEN INITIAL RADIO CONTACT MADE, THE REFLG ALT TO ENABLE HIM TO PLAN DESCENT.
E. AR FUEL TRF RQMT:
(1) 20,000 FT
(A) CLEAN ACFT 40,000 LBS
(B) TIPPED ACFT 48,000 LBS

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) 15,000 FT
(A) CLEAN ACFT 41,500 LBS
(B) TIPPER ACFT 50,000 LBS

F. COMM AND ELECT SETTINGS:

FLT POSITIONS	UHF	APN-12 APN 76 APN-11
B-47 FLY LEADER-AR CON	266.2 MCS (PRIMARY)	
	279.8 (MCS (SECONDARY)	
RECVR-TRK 1	324.2 MCS	T-6 R-8 T-8 R-6 3-1
RECVR-TRK 2	318.0 MCS	T-5 R-7 T-7 R-5
RECVR-TRK 3	308.8 MCS	T-8 R-6 T-6 R-8

HF BACKUP DURING AIR REFLG-4270

G. VOICE TACTICAL CALL SIGNS:
(1) 68TH BW B-47 ACFT "GRANVILLE" 1 THRU 15."
(2) 26TH ARS AND 91ST ARS ACFT "STINGER" (PLUS NUMERICAL SUFFIX AS REQUIRED).

H. ALTERNATE IN EVENT OF MISSED AR:
(1) SHORTAGE OF FUEL ONLY- LIMESTON AFB. ACFT W/REFUEL ASAP AND CONTINUE TO DESTINATION PROVIDED ACFT CAN ARR UK PRIOR TO 2100, OTHERWISE, ANG RON AND DEPT LIMESTONE TO ARR UK BTWN HRS 0900-2100.
(2) MECHANICAL DIFFICULTIES IN ADDITION TO FUEL SHORTAGES: RETURN TO LAKE CHARLES AFB CONSISTENT W/FLYSAFETY ASPECT OTHERWISE LOCKBOURNE AFB. THIS HQ W/CON DEPT OF SUCH ACFT FR LOCKBOURNE AFB.
(3) 44TH BW REFLG PROCS:

** ** **

A. 44TH B-47 DEPT SCD FR SIDI SLIMANE
(1) X PLUS 1: 13 B-47 ACFT (ALL TIPPERS).
(2) X PLUS 2: 15 B-47 ACFT (CLEAN).
(3) X PLUS 3: 15 B-47 ACFT (CLEAN).

B. B-47 ACFT W/DEPT SIDI SLIMANE IN FLYS OF 3 ACFT EA, 1 MIN INTERVAL BTWN ACFT, 40 MIN IN ERVAL BTWN FLYS. LAST FLY ON X PLUS 1 W/CONTAIN 4 ACFT.

C. APPLYING LATEST FORECAST WINDS, FLTS W/DEPT SIDI SLIMANE TO ARR POINT COCA AT 2050, 2130, 2210, 2250 AND 2330, RESPECTIVELY.

D. AR POINT COCA:
(1) PRIMARY-SYDNEY RADIO, REFLG ON CRSE TO LIMESTONE AFB.
(2) ALTERNATE-MONCTON RADIO, REFLG ON CRSE TO LIMESTONE AFB.

E. AR ALT: 20,000 FT.

F. AR FUEL TRF RQMTS AT POINT COCA: 40,000 LBS.

G. COMM AND ELECT SETTINGS:

FLY POSITIONS	UHF	APN-12 APN-76 APN-11
B-47 FLY LEADER-AR CON	266.2 MCS (PRIMARY)	
	279.8 MCS (SECONDARY)	
RECVR-TRK 1	291.9 MCS	T-6 R-8 T-8 R-6 3-2
RECVR-TRK 2	303.2 MCS	
RECVR-TKR-3	308.8 MCS	

HF BACK-UP DURING AIR REFLG-4724.5

H. VOICE TACTICAL CALL SIGNS:
(1) 44TH BW B-47 ACFT "LAPOVER" "1 THRU 15."
(2) 306TH ARS AND 40TH ARS TKRS- "BELLHOP" (PLUS NUMERICAL SUFFIX AS REQUIRED).

I. ALTERNATE IN EVENT MISSED AR-LIMESTONE AFB.
25/2341Z MAY JWFKL

"A CERTIFIED TRUE EXTRACT COPY"

Fredric W. Shook

FREDRIC W. SHOOK, MAJOR, USAF.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-835 ACTION 91CNW

FM COMAF 2 BARKSDALE AFB LA
TO ZEM/COMAD IV 35 (DEFENSE) DOBBINS AFB GA
INFO JEDBO/COMAD IV 801 LOCKBOURNE AFB OHIO
/CONFIDENTIAL/2AFODP 8177. THIS HQ, UNDER FORTHCOMING 2AF OO 117-54, W/SCDD APROX 15 EA RB-47 TYPE ACFT EA DAY ON RECON SORTIES THRU UR AREA. THESE ACFT W/B OF THE 26TH SRW AND 91ST SRW, LOCKBOURNE AFB, OHIO, W/B AT 15 MINUTE INTERVALS EA DAY ON 15, 16, 17, 21, 22 AND 23 JUN 54, INITIAL TAKE OFF TIMES W/B AS DETERMINED BY WG COMDRS. DIRECT COMMUNICATION BTWN PARTICIPATING UNITS AND UR HQS HAS BEEN AUTHD FOR PURPOSE OF COORD. CY OF OO 117-54 W/B DISPATCH TO UR HQ NLT 26 MAY 54.
20/2246Z MAY JWPKL

"A CERTIFIED TRUE COPY"

Frederic W. Shook

FREDERIC W. SHOOK,
MAJOR, USAF.

CONFIDENTIAL

EXHIBIT #114

0260

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-858 ACTION 91SRWG

FM COMDRAF 2 BARKSDALE AFB LA
TO COMDRADIV 801 LOCKBOURNE AFB OHIO
//CONFIDENTIAL//2AFODD 8272. FOR: COMDRS 26 AND 91 SRSGS FOLG INFO CONCERNS MANEUVERS AND ROTATIONS CONTEMPLATED BY HQ SAC AND THIS HQ THRU NOV 54. INFO CONTAINED HREIN CANNOT BE CONSIDERED FIRM; IT IS FOR PLANNING PURPOSES ONLY AND SHOULD BE GIVEN MINIMUM DISSEMINATION.

1. 26TH AND 91ST ARS COMMITMENT FOR AR 320TH BW B-47'S ACFT ON 3, 4 AND 5 JUN 54 IS CANCELLED.
2. A. UNITS: 26TH AND 91ST ARS.
   B. DATE: 14, 15 AND 16 JUN.
   C. MSN: AR 68TH BW B-47 ACFT IN SYRACUSE AREA E/R FR LAKE CHARLES TO UK.
3. A. UNIT: 26TH SRW.
   B. DATE: 29, 30 JUN AND 1 JUL.
   C. MSN: USCM.
4. UNIT: 91ST SRW.
   B. DATE: 13-26 JUN.
   C. MSN: ORT, USCM SCDD 18, 19 AND 20 JUN.
5. A. UNITS: 26TH AND 91ST ARS.
   B. DATE: 3, 4 AND 5 SEP.
   C. MSN: AR 43D BW B-47 ACFT IN ELMIRE AREA E/R FR DAVIS-MONTHAN TO UK.

** ** **

7. A. UNIT: 91ST ARS.
   B. DATE: 25 SEP
   C. MSN: AR 27TH SRW F-84G OVER LOCKBOURNE E/R FR BERGSTROM TO UK.
8. A. UNIT: 91ST SRW.
   B. DATE: 19, 20 AND 21 OCT.
   C. MSN: USCM.

26/2311Z MAY JWFKL

"A CERTIFIED TRUE EXTRACT COPY"

FREDRIC W. SHOOK,
MAJOR, USAF.

CONFIDENTIAL

EXHIBIT # 142

0261

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
31 August 1954

OPERATIONS ORDER

SERIAL NO. 32-54

91SR OPORD 32-54
31 August 1954

CONFIDENTIAL

po-21P.

EXHIBIT #116

0262

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
31 August 1954

OPERATIONS ORDER)

SERIAL NO. 32-54)

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATIONS:

91st Air Refueling Squadron	Lt Col Clifford S. Novik
91st Armament & Elect Squadron	Lt Col Ernest C. Wade
91st Field Maint Squadron	Lt Col David B. Lawrence
91st Periodic Maint Squadron	Major Thomas E. Broughton

1. GENERAL SITUATION:

Requirement exists to air refuel B-47 aircraft deploying from the UNITED KINGDOM, provide B-47 aircraft for an air show back-up and to provide space for SAC bombing competition units at Barksdale Air Force Base, Louisiana.

a. Intelligence: Omitted.

b. Friendly Forces:

(1) 801st Air Division: Provide Class CX Control Team at Lockbourne AFB.

2. MISSION: Provide KC-97 tanker aircraft to air refuel 14 B-47 aircraft per day of the 320th Bomb Wing on 4, 5 & 6 September in the Lockbourne area. The 26th ARS will provide aircraft and crews as required to supplement the 91st ARS.

3. TASKS FOR SUBORDINATE UNITS:

a. 91st Air Refueling Squadron:

(1) Dispatch 7 primary KC-97 tankers and a minimum of 2 spares to air refuel 14 B-47 receivers on the 4, 5 & 6th of September.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Dispatch a KC-97 weather scout to be in the air refueling area two hours prior to scheduled ETA of receivers on 4, 5 & 6th September.

b. 91st Armament & Electronics Squadron:
91st Field Maintenance Squadron:
91st Periodic Maintenance Squadron:

(1) Insure the availability of 12 fully equipped and flyable KC-97 aircraft each day on the 4, 5 & 6th September.

x. General Instructions:

(1) X-Day begins 00014, 3 September 1954.

(2) Nickname for this operation is "GOLD CUP" (Uncl)

(3) Tentative departure schedule for receiver aircraft (320th Bomb Wing) from the UK is as follows:

(a) X plus 1 - 14 B-47 Aircraft

(b) X plus 2 - 14 B-47 Aircraft

(c) X plus 3 - 14 B-47 Aircraft

(4) Anticipate 320th Bomb Wing B-47 aircraft will depart each day between 1100 - 1200Z so as to participate in National Air Show flyby at Dayton approximately 2100Z. Aircraft will be dispatched from UK with less than normal time separation between aircraft and flights to minimize join-formation-time in Lockbourne area for Dayton flyby. Route or tac cell formation will be flown at discretion of commander.

(5) Lockbourne is primary alternate for receivers that miss refueling.

0264

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(6) Security:

(a) For purpose of coordinating with ARTC and/or ICAO on clearances and reporting procedures, essential elements of aircraft movement may be handled as unclassified information, however, this will be held to an absolute minimum.

(b) PIO: Approved press statements will be forwarded by separate message.

(8) Reports:

(a) In accordance with paragraph 6a, SAC Manual 55-8 and 55-8D.

(b) In accordance with SAC Regulation 55-11, 3 November 1953, Inclosures 1 through 6 and 8. Tanker and other support aircraft will submit position reports per procedure "ALFA".

(c) Distribution:

1. Distribution A:(include Comdr 15AF) T-2, T-10, T-15
2. Distribution B: (include Comdr 15AF) T-27
3. Last T-15 report submitted will contain summary of refueling information on each days operation.
4. T-27 report will be submitted as a consolidated report for the entire exercise.
5. Nickname " COLD CUP" will be included in par 1 of all reports submitted.

CONFIDENTIAL

0265

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(d) After completion of each aerial refueling, the tanker will transmit, in clear language, a refueling report to communication control station. Passage will be addressed to "GARTER SNAKE". An AACS air/ground station may be used as alternate to communications control station, if required. Text of report: (Tanker SACDAL) offloaded (number of pounds fuel) to (SACDAL of aircraft refueled) at (time)". Add any pertinent remarks to explain status and intentions of unrefueled aircraft.

(9) For all matters pertaining to Air Operations, see Annex "a", Air Operations.

(10) Tanker aircraft will at all times avoid the DAYTON AIR SHOW AREA, not flying closer than 50NM, except as required by an extreme emergency.

(11) Tanker Task Force Commander is Lt Col Clifford S. Hov

(12) Lt Col Holderness, representative of the 320th Bomb Wing will arrive Lockbourne prior to mission executio to finalize mission details.

(13) If the National Air Show flyby is cancelled the 320th Bomb Wing aircraft will not air refuel in the Lockbourne Area.

(14) National Air Show Weather Minimums. 2500 ft ceiling and 5 miles visibility for all mission aircraft. These minimums will apply to the target areas, points of let-down, and routes to be flown from point of let-down until fly-bys are accomplished over Dayton Munic- ipal Airport.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(d) After completion of each aerial refueling, the tanker will transmit, in clear language, a refueling report to communication control station. Message will be addressed to "GARTER SNAKE". An AACS air/ground station may be used as alternate to communications control station, if required. Text of report: (Tanker SACDAL) offloaded (number of pounds fuel) to (SACDAL of aircraft refueled) at (time)". Add any pertinent remarks to explain status and intentions of unrefueled aircraft.

(9) For all matters pertaining to Air Operations, see Annex "A", Air Operations.

(10) Tanker aircraft will at all times avoid the DAYTON AIR SHOW AREA, not flying closer than 50NM, except as required by an extreme emergency.

(11) Tanker Task Force Commander is Lt Col Clifford S. Hov

(12) Lt Col Holderness, representative of the 320th Bomb Wing will arrive Lockbourne prior to mission executio to finalize mission details.

(13) If the National Air Show flyby is cancelled the 320th Bomb Wing aircraft will not air refuel in the Lockbourne Area.

(14) National Air Show Weather Minimums. 2500 ft ceiling and 5 miles visibility for all mission aircraft. These minimums will apply to the target areas, points of let-down, and routes to be flown from point of let-down until fly-bys are accomplished over Dayton Munic- ipal Airport.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Omitted

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications:

(1) SACCEI, JANAPs, ACPs, AFSAL 5104 and pertinent radio facility charts apply except as modified herein.

(2) Call Signs and Words:

(a) Air/ground - SACDAL

(b) Air/air (afl-only) - Point Whiskey

Tankers - RICKSHAW 1 thru 7

Receivers - HOLLYHOCK 1 thru 7

Point Extra

Tankers - OILCAN 8 thru 14

Receivers - HOLLYHOCK 8 thru 14

(3) Navigational Aids will be in accordance with radio facility charts.

(4) UHF/VHF

(a) Channelization will be normal except as listed in refueling portion of this order.

(b) Normal CAA reports will be submitted.

(5) HF

(a) Communications Control Stations:

Primary - ANDREWS

Secondary - OFFUTT

(b) Channelization will be normal.

(c) Reports:

1. Hourly position reports will be transmitted to MACS.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. Refueling reports will be transmitted to Communications Control Station after completing each air refueling with request to relay to "GARTLA SNAKE". Message will be sent in clear language. Text of report: "(Tanker SAC#/L) off-loaded (number of pounds) to (receiver SAC#/L) at (time ZULU)". Add any pertinent remarks to explain status of intentions of tanker or receiver aircraft. Any AACS air/ground station may be used as alternate if required.

(6) Emergency procedures will be in accordance with AOP 130, 135, JANAP 300 and radio facility charts.

(7) Visual identification and recognition and IFF will be in accordance with SACCEI 2407.3

(8) Recall Word - Nickname to effect recall or diversion of any aircraft involved in this operation is "SWITCHBOARD", i.e., "SWITCHBOARD Lockbourne" means to alter course to Lockbourne. Aircraft will request authentication of recall.

(9) Rendezvous and Refueling:

(a) Upon establishing contact with receiver, tanker will direct receiver to change to primary refueling frequency.

(b) The lead aircraft only of each bomber-tanker cell will operate APN-12, APN-70 and APN-11. If no signals are received by cell Commanders, rendezvous responsibility will pass to deputy cell Commander.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(c) Spare tanker aircraft will not operate rendezvous equipment unless so instructed by receiver aircraft. Spare tanker aircraft will standby on initial contact frequency.

(d) If alternate refueling areas are utilized, call signs and frequencies will be as shown for appropriate area.

(e) HF frequency 4270 kcs will be utilized for UHF ai to air back-up for initial contact at all points.

(f) For call signs and air refueling frequencies see Appendix 1, Annex "A".

(10) Weather Scout: Tanker weather scout will transmit in clear language a weather report upon arriving in air refueling area and a minimum of each 30 minutes thereafter. Report will be transmitted to Communications Control station or designated alternate if necessary, addressed to "CLEAR SMOKE". Other ARCS stations may be used as alternate only. Report will contain complete information on weather conditions at refueling area and any conditions that may effect air refueling operations.

EISENHART
Colonel

ANNEXES:
"A" - AIR OPERATIONS
Appendix 1 - Rendezvous & Afl
Flimsy

OFFICIAL:

HAL C COOMER
Colonel USAF
Director of Operations

91SRW OPORD 32-54
31 August 1954

CONFIDENTIAL

0270

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DISTRIBUTION:

Comdr 2AF	3
Comdr 15AF	2
Comdr 801ADIV	1
Comdr 320BW	2
Comdr 91ARS	5
Comdr 91A&ES	2
Comdr 91FMS	2
Comdr 91PMS	2
Comdr 91SRW	
DO	6
DM	2
DF	1
ADJ	5

CONFIDENTIAL

0271

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
31 August 1954

ANNEX "A"

TO

OPERATIONS ORDER

NUMBER 32-54

(U) OPERATIONS

Annex "A" to
91SRW OPORD 32-54
31 August 1954

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
31 August 1954

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 32-54

AIR OPERATIONS

1. Fourteen (14) receiver aircraft will be refueled each day on the 4th, 5th and 6th of September 1954. They will fly two (2) routes from the UK to the Columbus area.

a. "ALFA" Route:

(1) Two (2) flights of receivers will fly route "ALFA" each day:

Flight "A" - 3 receivers.

Flight "B" - 4 receivers.

(2) Primary tanker orbit point: Akron Radio Range, Code: "WHISKEY".

(3) Alternate tanker orbit point: Morgantown, West Virginia, Omni.

(4) These aircraft will air refuel prior to making flyby at DAYTON AIR SHOW.

b. "BRAVO" Route:

(1) Two (2) flights of receivers will fly Route "BRAVO" each day:

Flight "C" - 3 receivers.

Flight "D" - 4 receivers.

0273

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Primary tanker orbit point: Cincinnati Omni: Code "EXTRA".

(3) Alternate tanker orbit point: Ft Wayne, Indiana Omni.

(4) These aircraft will air refuel after making flyby at Dayton Air Show.

2. Receiver on-load requirement is 20,000# JP-4 fuel.

3. Each tanker aircraft will carry 40,000# of transferable fuel and off-load to two (2) receivers; the first at point "WHISKEY" (Alternate: Morganstown), then proceeding to point "EXTRA" (Alternate: Ft. Wayne) and off-loading to one receiver.

4. Refueling Tracks:

a. From Akron Radio Range (WHISKEY): TC 228 degrees

b. From Morganstown Omni: TC 276 degrees

c. From Cincinnati Omni (EXTRA): TC 268 degrees

d. From Ft Wayne Omni: TC 258 degrees

5. Refueling altitudes will be as follows unless weather dictates otherwise:

Flights "A" and "C": 17,000 feet.

Flights "B" and "D": 18,000 feet.

6. Altimeter settings will be station altimeter settings at orbit point. Tanker Task Force Commander will advise receiver of altimeter setting on first contact.

7. Rendezvous Procedure:

a. Receiver will start descent only after first contact has been established with assigned tanker. This may be electronic, radio, or visual contact. If receiver does not make contact with his tanker, he will contact spare tanker and give his ETA to orbit point.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Tanker will depart orbit point on desired refueling track when receiver aircraft is 50NM distance out and in radar contact. If radar contact is not made, tanker will remain in orbit area until visual contact is made.

c. Tankers will fly a standard race track pattern about orbit point. Mass refueling procedure in SAC TAC Doctrine (Hot Bombardment) will be followed.

d. Any changes dictated by weather of orbit points, refueling altitudes, or headings will be passed to receiver at earliest contact.

8. Initial transfer speed will be 195K indicated.

9. Tankers will be on station at orbit point a minimum of 30 min, prior to receiver ETA.

10. Weather Scout will be in area 2 hours prior to ETA of receivers

11. See Appendix 1, this Annex, for approximate rendezvous times base on latest predicted winds as follows:

a. 12 hours prior to take-off.

b. Upon passing Limestone, for relay to Lockbourne.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
31 August 1954

APPENDIX 1

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 32-54

RENDEZVOUS AND REFUELING PLINSY

CONFIDENTIAL

App 1 to Annex "A" to
91SRW OPORD 32-54
31 August 1954

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

REDEZVOUS AND REFUELING FLIGHT

FLIGHT	RECEIVER CALL	TANKER CALL	APPROX RENDEZ TIME	REFUEL ALT	INITIAL CONTACT	REFUEL PAIR	APR-12 TER REC	APR-70 TER REC	APR-11
"A"	HOLLYCOCK #1	RICKSHAW #1	20:23Z (15:23EST)	17000	279.8 w/in 427Okc	256.0	6 8	8 6	2-2
"A"	" #2	" #2	"	"	"	266.2	Stand By	Stand by	Stand by
"A"	" #3	" #3	"	"	"	279.8	Stand by	Stand by	Stand by
"B"	" #4	" #4	21:38Z (16:38EST)	18000	"	291.9	5 7	7 5	1-3
"B"	" #5	" #5	"	"	"	303.2	Stand by	Stand by	Stand by
"E"	" #6	" #6	"	"	"	256.0	"	"	"
"E"	" #7	" #7	"	"	"	266.2	"	"	"
"C"	" #8	CIL CAN #8	21:23Z (16:23EST)	17000	303.2 w/in 427Okc	279.8	6 8	8 6	2-2
"C"	" #9	" #9	"	"	"	291.2	Stand by	Stand by	Stand by
"C"	" #10	" #10	"	"	"	303.2	"	"	"
"D"	" #11	" #11	"	18000	"	256.0	5 7	7 5	1-3
"D"	" #12	" #12	"	"	"	266.2	Stand By	Stand by	Stand by
"D"	" #13	" #13	"	"	"	279.8	"	"	"
"D"	" #14	" #14	"	"	"	291.9	"	"	"
		Spare Tankers				256.0	7 5	5 7	3-1

app 1 annex "A" to 91SRW
OPORD 32-54, 31 Aug 54

CONFIDENTIAL

0278

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

RENDEZVOUS AND REFUELING FLIMSY

FLIGHT	RECEIVER CALL	TANKER CALL	APPROX RENDEZ TIME	REFUEL ALT	INITIAL CONTACT	REFUEL PRIM	APR-12 TKR REC	APR-76 TKR REC	APR-11
"A"	HOLLYHOCK #1	RICKSHAW #1	20:23Z (15:23EST)	17000	279.8 (Altn 4270kc)	256.0	6 8	8 6	2-2
"A"	" #2	" #2	"	"	"	266.2	Stand By	Stand By	Stand By
"A"	" #3	" #3	"	"	"	279.8	Stand By	Stand By	Stand By
"B"	" #4	" #4	20:38Z (15:38EST)	18000	"	291.9	5 7	7 5	1-3
"B"	" #5	" #5	"	"	"	303.2	Stand By	Stand By	Stand By
"B"	" #6	" #6	"	"	"	256.0	"	"	"
"B"	" #7	" #7	"	"	"	266.2	"	"	"
"C"	" #8	OIL CAR #8	21:23Z (16:23EST)	17000	303.2 (Altn 4270kc)	279.8	6 8	8 6	2-2
"C"	" #9	" #9	"	"	"	291.2	Stand By	Stand By	Stand By
"C"	" #10	" #10	"	"	"	303.2	"	"	"
"D"	" #11	" #11	"	18000	"	256.0	5 7	7 5	1-3
"D"	" #12	" #12	"	"	"	266.2	Stand By	Stand By	Stand By
"D"	" #13	" #13	"	"	"	279.8	"	"	"
"D"	" #14	" #14	"	"	"	291.9	"	"	"
Spare Tankers						256.0	7 5	5 7	3-1

CONFIDENTIAL

App 1 Annex "A" to 91SRW OPORD 32-54, 31 Aug 54 (U) CONFIDENTIAL

0279

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1. Tanker orbit point for flights "A" & "B"

   a. Primary: Akron Radio, Code WHISKEY, refueling T.C. 228°

   b. Alternate: Morgantown, W Va, Code WHISKEY, refueling T.C. 276°

2. Tanker orbit point for flights "C" & "D".

   a. Primary: Cincinnati OMNI, Code "LYTRA", refueling T.C. 268°

   b. Alternate: Ft Wayne OMNI, Code "EXTRA", refueling T.C. 258°

3. Initial refueling Speed: 195k

CONFIDENTIAL

App 1, Annex "A" to
91SRW OPORD 32-54
31 August 1954

2

0280

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-820 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
TO COMADIV 301 LOCKBOURNE AFB OHIO
/CONFIDENTIAL/2AFODF 8136. FOR: 26SRW, 91SRW. THIS HQ IS PLANNING USCMS FOR THE 26TH SRW AND THE 91ST SRW UNDER FORTHCOMING 2AF OO 11754, DTD 19 MAY 54. THE 91ST SRW W/FLY USCM ON 15, 16 AND 17 JUN 54 IN CONJUNCTION W/ ORT WHICH IS PRESENTLY SCDD FOR PD 13 THRU 26 JUN 54. THE 26TH SRW W/FLY USCM ON 21, 22 AND 23 JUN 54. COPIES OF 2AF OO 117-54 W/B RECD BY UR ORGN NLT 22 MAY 54.
17/2245Z MAY JWFKL

"A CERTIFIED TRUE COPY"

FREDRIC W. SHOOK,
MAJOR, USAF.

CONFIDENTIAL

EXHIBIT # 147

0281

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1293 ACTION 91SRW

FM COMDR SAC OFFUTT AFB NEBR
** ** **
JEDBO/COMDR ADIV 801 LOCKBOURNE AFB OHIO
** ** ***
/CONFIDENTIAL/DPLT 3660. FOLG IS AMENDMENT TO SAC MANUAL 55-5, TACTICAL DOCTRINE, JET BOMBARDMENT. SUBJ AMENDMENT REPLACES PRESENT SECTION G. NEW TITLE IBDA TACTICS. 1. GENERAL. IN ORDER TO PROVIDE DATA FOR ANALYSIS OF MSN EFFECTIVNESS AND TO REDUCE THE RQMT FOR POST-STRIKE RECON, WG CMDRS WILL TAKE ACTION TO INSURE THAT PHASE I IBDA (SAC REG 200-9) IS ACCOMPLISHED ON ALL COMBAT BOMBING MSNS, BOTH DAY AND NIGHT. THEY WILL FURTHER INSURE THAT AIRCREW PERS ARE THOROUGHLY FAMILIAR WITH THE EQUIPMENT AND TECHNIQUES NEC TO PERFORM PHASE I IBDA, AND THAT PHASE I IBDA IS PERFORMED BY THE MAXIMUM NUMBER OF ACFT. PHASE II IBDA W/B ACCOMPLISHED AT THE EARLIEST POSSIBLE TIME AFTER LANDING FR THE STRIKE MSN. 2. EQUIPMENT. ON ALL BOMBARDMENT MSNS EA ACFT W/B EQUIPPED WITH OPNL RADAR SCOPE CAMERAS. ACFT W/B FURTHER EQUIPPED WITH K-17C CAMERAS WITH SIX INCH CONE, SET FOR 30 DEGREES BACK-TILT O DEGREE RIDE-TILT, AND BHANGMETERS, TO THE MAXIMUM EXTENT AVAL. 3. PROCEDURES. A. RADAR AND AERIAL PHOTO TECHNIQUES W/B IN ACCORD WITH APPLICABLE SECTIONS OF SAC MANUAL 50-38. SPECIFIC RQMTS W/B IN ACCORD WITH PARA 6B OF SAC REGS 95-4. B. IN THE CASE OF SINGLE ACFT, A TURN W/B STARTED IMEDIATELY FOLLOWING BOMB RELEASE, MAXIMUM RATE OF ROLL, WITH THE ACFT ROLLED OUT STRAIGHT AND LEVEL A MINIMUM OF 15 SECONDS PRIOR TO BOMB BURST. THE ANGLE OF BANK W/B THE MAXIMUM OBTAINABLE UNDER EXISTING CONDITIONS, NOT TO EXCEED MILD BUFFETING. THE MAGNITUTDE OF THE RESULTING TURN WILL VARY DEPENDENT UPON RELEASE ALTITUDE, ATF, ETC, BUT SHOULD NOT EXCEED TAIL-ON PSN. A SLIGHT LOSS OF ALTITUDE (ONE TO THREE THOUSAND FT) IS ACCEPTABLE DURING TURN, AND WILL ALLOW A GREATER RATE OF TURN BEFORE ENCOUNTERING STRONG BUFFET. THE RQMT FOR STARTING THE TURN IMMEDIATELY AFTER BOMB RELEASE WITH A HIGH RATE OF ROLL IS IMPOSED BECAUSE THE GREATER THE MAGNITUDE OF TURN ACCOMPLISHED, THE MORE USABLE THE SCOPE PHOTOGRAPHY. C. IN THE CASE OF MORE THAN ONE ACFT PER TGT, THE TWO OUTSIDE ACFT WILL TURN AWAY FR EA OTHER OR THE REMAINDER OF THE FORMATION. THOSE ACFT NOT ON THE OUTSIDE OF THE FORMATION WILL EITHER ACCOMPLISH A TURN OF SMALLER MAGNITUDE OR CONDUCT A STRAIGHT FLY-OVER, DEPENDING UPON THE LOCATION OF DGZ'S. MAXIMUM ADVANTAGE SHOULD BE TAKEN OF WHATEVER LATITUDE IS AVAL FOR TURNING ALL ACFT AFTER RELEASE THROUGH AS GREAT A TURN AS POSSIBLE, BUT NOT TO EXCEED TAIL-ON PSN. ALL ACFT MUST BE ROLLED OUT STRAIGHT (GARBLED) A MINIMUM OF 15 SECONDS PRIOR TO BOMB BURST. D. IN THE EVENT THAT WEAPON EFFECTS REQUIRE A TRUE BREAKAWAY TURN BE MADE FOR PURPOSES OF SURVIVAL, THAT TURN WILL TAKE PRIORITY. HOWEVER, EVERY EFFORT W/B MADE TO MEET THE CONDITIONS SPECIFIED IN PARAGRAPH 3B AND 3C ABOVE IN ORDER TO ACHIEVE ANTENNA STABILIZATION. OBSERVER DUTIES AS SPECIFIED IN SAC MANUAL 50-38 W/B ACCOMPLISHED. EFFECTIVE DT W/B RECEIPT OF AMENDMENT BY UNITS. 12/2330Z AUG JEDMH

"A CERTIFIED TRUE EXTRACT COPY"

HARRIS C. ANDREWS,
LT COL, USAF.

CONFIDENTIAL

EXHIBIT # 148

0282

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1369 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
TO JEDMH/COMSAC OFFUTT AFB NEBR
INFO ZEN/COMMOAMA BROOKLEY AFB ALA
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
/CONFIDENTIAL/DM6C 9650. FOR DM6A, DM3A7, SAC. FOR INFO ADEES MOSCBP, MOMTEP, MOAMA; DDM, 801ST ADIV. SUBJ IS EXPLOSION PROOF K-17C CAMERAS. URMSG DM6B 10693, 12 AUG 54. STATUS AND LOCATION OF NONQUALIFIED K-17C CAMERAS, SER NR BELOW 51-416 IS SBMD AS REQUIRED IN ABOVE CITED MSG: ONE IN AF-2072-SO; 95 INSTLD RB-36 ACFT OF 72D SRW; 104 REMOVED FR RB-47E ACFT OF 91ST SRW RETAINED PENDING RECEIPT OF QUALD EQP. SINCE THERE ARE NO EXPLOSION-PROOF CAMERA RQRS INDICATED FOR RB-36 ACFT, NO ACTION W/B TAKEN TO REMOVE ABOVE CAMERAS FR SV. ON 24 AUG, A TP CONV BTWN MOSCBP AND MOMTEP AT MOAMA AND ARMT-ELCT REP THIS HQ INDICATED NO EXPLOSION PROOF KITS FOR K-17C CAMERAS (T.O. 10A1-5-2-508) ARE AVAL. PROCUREMENT ACTION FOR THESE KITS IS BEING WITHHELD PENDING RESULTS OF THIS SURVEY. FURTHER MR. RATER, MOMTEP, INDICATED AN IMMED SURVEY WOULD BE MADE TO ASCERTAIN WHETHER 104 QUALD K-17C BODIES ARE AVAL FOR REPLACEMENT IN RB-47E ACFT AND THAT THIS HQ WOULD BE NOTIFIED AT AN EARLY DT. IN THE EVENT SUFF QTYS OF QUALD K-17C CAMERAS ARE NOT AVAL FOR RB-47E REPLACEMENT, RECOMMEND CONSIDERATION BE GIVEN TO EXCHANGING NON-QUALD CAMERAS OF 91ST SRW FOR QUALD CAMERAS OF 8TH AND 15TH AF UNITS, PROVIDED QUALD EQP IS POSSESSED BY OTHER RB-36 UNITS. SPEC RECOMMENDATIONS CONCERNING 8AF AND 15AF UNITS WERE MADE SINCE ONLY 7 K-17C CAMERAS INSTLD IN RB-36 ACFT OF THIS COMD ARE QUALD.
26/20000Z AUG JWFKL

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS,
LT COL, USAF

EXHIBIT # 147

0283

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

APPENDIX "C" TO
MAY-JUN-JUL-AUG 54

HISTORICAL REPORT

91st STRAT. RECON. WING

91st STRATEGIC RECONNAISSANCE WING

LOCKBOURNE AIR FORCE BASE

RSI Cont'l No
S09940

S12687
8

8158

S-1031

3-2482-8

SECRET

2D AF BARKSDALE AFB, LA. NOV. 52-8768

0288

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

OT-1070 ACTION 915EW

FM COMAIRTHIRTEEN AFB OKLA
TO COMAIR 915EW BG LOCKBOURNE AFB OHIO
INFO COMAIR SAC OFFUTT AFB NEBR
//CONFIDENTIAL//CITE OCOTA-287.REF SAC 1830,DTG/UTC12-12-10 2202,5EW;
QUOTE HEADQUARTERS USAF DO 915EW LOCKBOURNE AFB UNQUOTE, DID 8 JULY CODE. WILL
MSG IN TWO PARTS; PART ONE SOBN AMA IN VIEW OF THE FOREN AMA PROP OF THIS
HQ,WE ARE CONCERNED WITH RECEIVING AND OBTAIN ING SPE DATA INFO RELATIVE
TO THE RUSSIAN POSSIBLE CONCERNING OUTSTANDING TECH OBJECTS ,INCLUDING STATUS
AND OPTNL HEADINGS OF THE 915EW. TO ACCOMP THIS ACTION WE AT THIS HQ HAVE
OR ARE DISPATCHING P-3C 12 JULY CODE TO LOCKBOURNE AFB, TO OBTAIN ALL
POSS SPECIFIC DATA THAT WILL BE REQUIRED TO SUPPORT THIS OA LEAST POSSIBLE DE-
LAYTION IN SUPPORT OF OUR OWN REQUIRE. WE ALL VERY DESIROUS THAT OUR
P-3 SHOW WITH PERS OF YOUR AMA AT LOCKBOURNE IN AT EARLIEST TO RESOLVE
AND DETERMINE THE EXACT ACTION REQ AND PROVIDE ANY POSSIBLE ASSISTANCE
TO YOUR AMA RELATIVE TO AMOA SUPPORT . PART TWO TO BE SENT OUR MSG
OCOTA-284, DTG 8 JUL CODE CONCERNING REQ FOR SPECIFIC TECH OBJECT STATUS
IF ALL DATA YOUR HQ AND AVAILABLE TO YOUR COMM. REQ THAT ACTION BE
MOST EXPEDITED MEANS POS SUCH TO HAVE THIS REQD INFO AVAL TO P-3 SHD
TO ARRIVE YOUR STA 12 JULY CODE. THIS ACT OF WILL GREATLY EXPEDITE AT
EARLY SOLUTION AND VALUE TO PROGRAM REQ'D EXECUTED BY YOUR HQ.
10/2030Z JUL J 57

"A TRUE COPY"
Hannes Schudrow
HANNES O. SCHUDROW
1ST LT, USAF

CONFIDENTIAL

3-24812-8

SECRET 150

0289

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-945 ACTION MM

FM CONDRAF 2 BARKSDALE AFB LA
TO JEDRC/COMBRNSG 340 SEDALIA AFB MO
INFO JEDRH/COMDRSAC OFFUTT AFB NEBR
JEDRC/CONDRADIV 801 LOCKBOURNE AFB OHIO
/CONFIDENTIAL/DMSAS 8560. FOR: MRS HIRSCH AF3250 AND MAJ CALHOUN 340 WG
CHIEF OF MAINT. REQ NEC ACTION BE TAKEN TO DEMOD REQN 16 SETS 30 HA B-47B
EXTERNAL TIP TANKS FR APPROPRIATE CL OSL DEPOT. EXTERNAL TANKS AT AF8650
W/NOT BE SHIPPED TO UR ACTY AS PREVIOUSLY DESCR INDED. TANKS W/B ACCOUNTED
FOR IN COMPLIANCE WITH 2AF MSG DMSD 1114, 8 JUN 54 NOTE TO HQ SAC. THIS MSG
CONSTITUTES FINAL ACTION ON UR MSG DMSA3B1-12 5302, 25 MAY 54. NOTE TO 801
DIV. THIS MSG IS FINAL ACTION IN CONNECTION WITH UR MSG HMA2354F, 11 JUN
4.
16/2253Z JUN JWFL

"A CERTIFIED TRUE COPY"

Lawrence C. Andrews
LARRIE C. ANDREWS,
LT COL, USAF.

CONFIDENTIAL

EXHIBIT # 151

0290

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1075 ACTION 91SRM

FM COMDRAF 15 MARCH AFB CALIF
TO JWPOC/COMDRSTRATFTRNG 407 GT FALLS AFB MONT
INFO JEDRH/COMDRSAC OFFUTT AFB NEBR
JWPEL/COMDRAF 2 BARKSDALE AFB LA
JEDRO/COMSTRATRECOMNG 91 LOCKBOURNE AFB OHIO
/CONFIDENTIAL/DOOT 2 683 ACFT OF THE 91ST STRAT RECON WG 2AF WILL EXECUTE
A STAGING OPN TO EIELSON AFB THIS NO. X D Y IS 17 JUL 54 . ON OR ABT X-1,
2XC-97 ACFT WILL DEPT LOCKBOURNE, RON GT FALLS AFB PRO TO EIELSON AFB
TO ARR NOT LATER THAN X DAY.
ON X DAY 5 RB-47 ACFT WILL DEPT LOCKBOURNE FOR NON-STOP FLT TO EIELSON,
OVERFLYING GT FALLS AFB REQ YOU PROV RQR SUPP FOR 2 XC-97 ACFT AND APRX
16 OFF AND 75 ANN DURING RON YOUR STA X-1. IN ADD. POSSIBILITY EXISTS OF
ONE SUPP C-124 , AIRLIFTING 9.5 TONS OF CARGO AND 15 [illegible] LDG YOUR STA
EXECUTE LOCKBOURNE TO EIELSON APRX X-2
15/DOROZ JUL JEPRH

"A CERTIFIED TRUE COPY"

ARNIE C. ANDREWS
LT. COL USAF

CONFIDENTIAL

EXHIBIT 152

0291

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
13 July 1954

OPERATIONS ORDER)
NUMBER 123-54)

CHART OR MAP REFERENCES: As required

TASK ORGANIZATIONS:

322d Strat Recon Squadron	Major James T. Chafin
91st Air Refueling Squadron	Lt Col Clifford S. Novik
91st Field Maint Squadron	Lt Col David L. Lawrence
91st Armt & Elect Squadron	Lt Col Ernest C. Wade
91st Tactical Hospital	Lt Col Charles L.S. Evans

1. GENERAL SITUATION: A requirement exists for the 91st Strategice Reconnaissance Wing to deploy a task force to Elelson Air Force Base, Alaska, to support ADC Project 572 in the vicinity of Barter Island.

a. Intelligence:

(1) Enemy forces: See SAC DIPC, dated 1 Mar 1953, as amended.

b. Friendly forces:

(1) Alaskan Air Command:

(a) Provide base facilities, at Elelson Air Force Base.

(2) Air Rescue Service:

(a) Provide necessary search and rescue facilities along deployment route and in Alaskan Area.

(3) Air Defense Command:

(a) Provide appropriate ADC forces to accomplish maximum Big Photo Training.

CONFIDENTIAL

PO-602

EXHIBIT #103

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(4) 15th Air Force:

(a) Provide necessary support and base facilities at Great Falls Air Force Base. This will include approximately 23 officers and 71 airmen for RON on 15 July 1954.

(5) Air Research and Development Command:

(a) Provide necessary liaison at Eielson AFB.

(6) 301st Air Division:

(a) Supervise and monitor the accomplishment of mission outlined herein.

(7) 3rd Strategic Support Squadron:

(a) Provide one (1) C-124 aircraft at Lockbourne Air Force Base on or about 14 July 1954 to airlift personnel and equipment to Eielson Air Force Base, Alaska, in support of mission setforth herein.

(b) C-124 aircraft will return to home station after off-loading and necessary crew rest at Eielson Air Force Base.

(c) Provide one (1) C-124 aircraft to Eielson Air Force Base, upon request of 91st Strategic Reconnaissance Wing Task Force Commander to provide airlift on return trip.

2. MISSION: Deploy five (5) RB-47 and two (2) KC-97 type aircraft with necessary support personnel and equipment to Eielson Air Force Base, Alaska, for approximately ten (10) days TDY, to support ARDC Project 572.

0293

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

3. TASK FOR ORGANIC UNITS:

a. 322d Strategic Reconnaissance Squadron:

(1) Deploy five (5) RB-47 type aircraft with necessary squadron support personnel and equipment to Dielson Air Force Base, Alaska, in accordance with this order.

b. 91st Air Refueling Squadron:

(1) Deploy two (2) KC-97 type aircraft with necessary squadron support personnel and equipment to Dielson Air Force Base, Alaska, in accordance with this order.

(2) Prepare and deploy passenger personnel indicated in Annex "A", Logistics.

c. 91st Field Maintenance Squadron:

(1) Prepare support personnel and equipment for deployment to Dielson Air Force Base, Alaska, in accordance with this order.

d. 91st Armt and Elect Squadron:

(1) Prepare support personnel and equipment for deployment to Dielson Air Force Base, Alaska, in accordance with this order.

e. 91st Tactical Hospital:

(1) Prepare medical support personnel for deployment in accordance with Annex "A", Logistics.

x. General Instructions:

(1) X-Day is 17 July 1954.

(2) Routes and Schedules.

(a) RB-47 aircraft.

1. Route:

Dept: Lockbourne Air Force Base, Ohio

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

to: Chicago (overfly)

to: Edmonton (overfly)

to: Elelson Air Force Base, Alaska

2. Departure Schedule:

Flt #1. Nelson #1 0000Z (0500 EST 17 Jul 54)

Nelson #2 0005Z (0505 EST 17 Jul 54)

Nelson #3 0010Z (0510 EST 17 Jul 54)

Flt #2: Nelson #1 0040Z (0540 EST 17 Jul 54)

Nelson #2 0045Z (0545 EST 17 Jul 54)

3. Altitudes: Optimum Cruise.

4. Visual contact within flights.

(b) KC-97 type aircraft.

1. Route:

Dept: Lockbourne Air Force Base, Ohio

to: Great Falls (RON and Refuel)

to: Edmonton (overfly)

to: Fort Nelson (overfly)

to: White Horse (overfly)

to: Elelson Air Force Base, Alaska

2. Departure schedule:

Herod #1 0515Z (1015 EST 15 July 54)

Herod #2 0530Z (1030 EST 15 July 54)

3. Altitudes: As briefed.

(c) C-124 support aircraft

1. Route: Same as for KC-97 type aircraft.

2. Departure schedule:

A/C #1, 0600Z (1100 EST 15 Jul 54)

3. Altitudes: As briefed.

918 W O.O. 123-54
13 Jul 54

CONFIDENTIAL

0295

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(3) Return routes will be reciprocal of above.

(4) Fuel Reserves:

(a) KB-47 aircraft: 18,000 lbs over high cons.

(b) KC-97 aircraft: In accordance with Standing Operating Procedures.

(5) For purposes of maximum Hi Photo Training enroute to TDY base, the following will be provided with routes, times, and altitudes of all aircraft involved herein:

Commander, AAC, Elmendorf, Alaska

Commander, ADC, Ent Air Force Base, Colorado

(Info) Commander, SAC Offutt Air Force Base, Neb.

(Info) Commander, 2AF, Barksdale Air Force Base, La.

(Info) Western Air Defense Force, Hamilton AFB, Calif

(Info) Central Air Defense Force, Grandview AFB, Mo.

(6) Maximum consideration will be accorded Flying Safety and all participating pilots will be thoroughly briefed on let-down procedures at enroute bases, destination, and primary alternates.

(7) Weather Minimums:

(a) Take-Off minimum: 500 ft and one mile.

(b) Destination minimum: 1,500 ft and three miles.

(c) Primary alternate minimum: 3,000 ft and five miles.

(8) Routes and dates of departure are unclassified for purposes of obtaining weather and clearances only.

(9) Message 2AFOOD 9710, 2 November 1953 applies. Aircraft will avoid unfriendly radar surveillance and will not approach closer than 250 MI of Russian territory.

SAC O.O. 123-54
13 Jul 54

CONFIDENTIAL
5

0296

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(10) All RB-47 aircraft flights to, from, and in TDY area will be made so as to maintain maximum possible UHF contact.

(11) ARDC project officer at Eielson Air Force Base is Major Rose Davidson and will be contacted by task force commander immediately upon arrival.

(12) Reports:

(a) As required by SAC Regulation 55-18.

(b) As required in SAC Regulation 55-11, 3 November 1953, inclosures one through six, and eight. B-47 position reports in accordance with "BRAVO" address "RAD GRANGE". Tanker and other support aircraft in accordance with procedure "ALFA".

(c) In accordance with paragraph 6a, SAC Manual 55-8.

(d) In accordance with SAC Reg 60-9.

(13) RB-47 aircraft will fly profile mission on return flight to Lockbourne Air Force Base in accordance with paragraph six, supplement XI, SAC Regulation 50-8, dated 10 December 1953.

(14) ISO: News releases will not be made on this movement. Queries will be referred to Lockbourne Air Force Base ISO who may state that aircraft are engaged in routine training operations which will involve approximately two (2) weeks TDY OCLUS.

(15) 91st Strategic Reconnaissance Wing Operations will alert Canada weather service and Edmonton Radio of proposed arrival times over Edmonton so that best possible Eielson forecast will be available.

91SRW O.O. 123-54
13 Jul 54

CONFIDENTIAL

0297

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(16) RB-47 flight commanders will contact Edmonton Radio for forecast of Eielson weather. If forecasted weather is below minimums set forth in paragraph seven (7) above aircraft will return to Lockbourne Air Force Base, Ohio.

(17) Survival equipment will be in accordance with SAC Reg 60-8.

4. ADMINISTRATIVE AND LOGISTICS MATTERS:

See Annex "A".

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command:

(1) 91st Strategic Reconnaissance Wing Task Force Commander: Lt Col R. F. Carter.

b. Communications:

(1) SACCEI, JANAPS, ACPS, SACDAL, AFSALS, Radio Facility Charts, SAC Regs 55-11, 55-23 and current directives apply except as modified herein.

(2) Inflight position reporting will be in accordance with Inclosure 6, SAC Reg 55-11, SACCEI 2106.4 and applicable Radio Facility Charts.

(a) Procedure "ALFA" (normal CAA) applies for KC-97 aircraft enroute to and from Alaska.

(b) Procedure "BRAVO" applies for RB-47 aircraft enroute to and from Alaska. Reports will be addressed to "RED GRANGE".

(c) RB-47 aircraft will, when giving position reports to Namao tower, request that information be relayed to Edmonton Radio.

91SWW O. O.
123-54
13 Jul 54

CONFIDENTIAL

0298

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(3) HF Control Stations (AACS):

(a) South of 58 degrees North Latitude;

Offutt - Primary

Great Falls - Secondary

(b) North of 58 degrees North Latitude;

Elemendorf - Primary

Eielson - Secondary

(c) If above stations cannot be contacted, contact with any AACS air/ground station will be established.

(4) UHF channelization will be in accordance with SACCEI Fig 11-7 and current radio facility charts.

(5) VHF channelization will be in accordance with SACCEI Fig 11-1 and 11-26. Channel ECHO, freq 143.10 mcs will be utilized for plane to plane (KC-97) enroute to and from and while in Alaska. FOXTROT channel freq 138.42 mcs will be available in KC-97 aircraft enroute to and from Alaska. While in Alaska FOXTROT channel will have 142.20 mcs installed.

(6) HF channelization for KC-97 aircraft will be normal.

(7) HF channelization for RB-47 aircraft will be in accordance with SACCEI fig 11-13.

(8) Call Signs:

(a) Air/Air Tactical voice call words:

1. RB-47 - NELSON 1, 2, 3, 4 and 5.

2. KC-97 - HAROD 1 and 2.

CONFIDENTIAL

0299

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(9) HF back-up for VHF/UHF air/air and (KC-97 and RD-47, 18SA equipped) will be 4270 kcs in ZI and 4724.5 kcs in Alaska.

(10) IFF will be in accordance with SAC Reg 55-23.

(11) Identification and Recognition will be in accordance with SACCEI 2407.4.

(12) Authentication will be in accordance with AFSAL 5104 in ZI and Canada, AFSAL 5357 in Alaska.

EISENHART
Colonel

ANNEX "A" - Logistics

DISTRIBUTION:

Comdr, 2AF	3	Comdr, 91st Tac Hospital	2
Comdr, AMC	2	Comdr, 91st Task Force	2
Comdr, 80LAD	2		
Comdr, 91SAW			
Adj	5		
DO	8		
DM	3		
Comdr, 322 SRS	3		
Comdr, 91ARS	3		
Comdr, 91FMS	2		
Comdr, 91L&ES	2		

OFFICIAL:

Hal O. Donner

H.L C. CONNER
Colonel, USAF
Director of Operations

CONFIDENTIAL

0300

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
13 July 1954

ANNEX "A" to 91st Strategic Reconnaissance Wing Operations Order 123-54

Administrative and Logistical Instructions for Operations Order

1. Supply.

a. Air Force Installations

(1) Lockbourne Air Force Base

(2) Great Falls Air Force Base

(3) Ellelson Air Force Base

b. Commands and agencies, responsible for logistical support of the above bases through and to which unit will deploy, will furnish supplies and service support required by this unit, to the extent available.

2. The task unit will move with a special kit of spares, assembled from station stocks and UEE as determined by the organizational Commanding Officer. Supply support enroute and during TDY will be from the special kit of spares with daily replenishment requisitions to the theater depot.

3. Administrative and logistical instructions contained in SAC Regulation 400-3, 1 March 1954 will apply except as follows:

a. Reference paragraph 5A and D - Delete

b. Reference paragraph 6 change to read - Engines will not be deployed. Power packs will be available at home station for immediate shipment to TDY Base in event Engine Failure should occur.

c. Reference paragraph 7A, change to read - When F.R. power pack-ups are used to accomplish change, reparable power pack-ups will be returned Lockbourne.

Confidential

0301

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

d. Reference paragraph 7B - Delete

e. Reference paragraph 13 - Delete

f. Reference paragraph 15 - Delete

g. Reference paragraph 21 is changed to read - Unit will deploy with 117 personnel and 10 tons of cargo. Cargo will be prepared for shipment in accordance with SAC Regulation 400-2, as amended.

h. Reference paragraph 22 is changed to read - 3rd SSS will provide airlift for 10 tons of cargo and 19 personnel from Lockbourne Air Force Base to Eielson Air Force Base and return. Two unit personnel, for security purposes, will accompany each support aircraft carrying cargo. 3rd SSS support aircraft will have cargo in place at Eielson Air Force Base on 16 July 1954.

i. Reference paragraph 25 - Delete

j. Reference paragraph 26 - Change to Read: Medical personnel to accompany unit as follows:

1 ea 9356

1 ea 90150

1 ea 90651

k. Reference paragraph 42 - Delete

l. Reference paragraph 43A and B, 44 and 45 - Delete

m. Reference paragraph 48 is change to read - Funding instructions to be forwarded by separate message.

n. Reference paragraph 50, 51, 52 and 53 - Delete

Following are supplemental instructions:

(1) Survival and personal equipment items requiring replacement due to age will be exchanged prior to departure to TDY station.

0302

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

ANNEX "A" to 91st Strat Recon Wing Operations Order 123-43 (Cont'd)

(2) A consolidated record of personnel security clearances applicable to deploying personnel will accompany the Provost Marshall or his representatives.

(3) Deploying unit will advise Commander 5010th Composite Wing, with information to Hq SAC, Alaskan Air Command and Hq 2AF, of complete support requirements.

1 Incl:
2 attachments

EISENHART
Colonel

OFFICIAL:

DAVID B. LAWRENCE
Lt Col USAF
Director of Materiel

0303

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

ATTACHMENT "1" to 91st SMW Ops Order 123-54

Personnel in addition to normal crews to be deployed to Eielson Air Force Base, Alaska, to support 5 RB-47 and 2 KC-97 aircraft.

91st Armament and Electronics Squadron

AFSC	TITLE	TOTAL
3254	Armament Systems Officer	1
30130	Radio Technician	1
30150	Radio Mechanic	1
32150E	K - System Mechanic	4
32130E	K - System Mechanic	1
30171	Auxiliary Radio Technician	1
32350C	Turret Systems Mechanic	3
40453	Auto Pilot Mechanic	1
40370	Camera Repairman	1
40350	Camera Repairman	4
46270	Weapons Supervisor	1
46250	Weapons Mechanic	2
		21

91st Field Maintenance Squadron

43170	Aircraft Maintenance Supervisor	1
42550	Sr Aircraft Hydraulic Mechanic	1
42530	Apprentice Aircraft Hydraulic Mechanic	1
43154A	Sr Aircraft Electrician (AC System)	2
43134A	Apr Acft Electrician (AC System)	1
43131J	Apr Aircraft Mechanic	1
43156	Aircraft Instrument Mechanic	1
43136	Apr Acft Instrument Mechanic	1
42350	Sr Aircraft Prop Mechanic	1
58150	Parachute Rigger	1
43151J	Aircraft Mechanic	1
43151E	Sr Aircraft Mechanic KC-97	1
		13

322rd Strategic Reconnaissance Squadron

0066A	Project Officer	1
1525F	Courier and Security Officer	1
43170	Aircraft Maintenance Supervisor	2
43171J	Aircraft Maintenance Technician	6
43153	Aircraft Jet Engine Mechanic	3
43151J	Aircraft Mechanic	17
92230	Surv and Por Equipment Spec	1
20470	Intell Oper Technician	1
47151	Auto Mechanic	1
64173	Orgn Supply Specialist	1
20450	Radio Technician	1
		35

Confidential

0304

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

ATTACHMENT "1" to 91st SRW Ops Order 123-54 (Cont'd)

Hq Sq Section, 91st Strategic Reconnaissance Wing

0664	Task Force Commander	1
		1

91st Tactical Hospital

9356	Psychiatrist	1
90150	Senior Aero Medical Specialist	1
90651	Senior Medical Administrative Specl	1
		3

91st Air Refueling Squadron

43151B	Senior Aircraft Mechanic (KC-97)	3
43152A	Senior Aircraft Engine Mechanic	6
43170	Aircraft Maintenance Supv	1
43171B	Aircraft Maintenance Tech	2
		12

TOTAL PERSONNEL

91st Armament and Electronics Squadron		21
91st Field Maintenance Squadron		13
Hq Sq Section, 91st Strat Recon Wing		1
91st Tactical Hospital		3
322rd Strategic Reconnaissance Squadron	(Crew)	15
	(Support)	35
91st Air Refueling Squadron	(Crew)	14
	(Support)	12
		114

TOTAL OFFICERS: 26
TOTAL AIRMEN: 88
114

Attachment "1"

Confidential

0305

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

ATTACHMENT "2" to 91st SMW Ops Order 123-54

1. POL Requirements:

Bielson Air Force Base - JP4 240000

Bielson Air Force Base - 115/145 12000 gal

Great Falls Air Force Base - 115/145 20000 gal

2. Oxygen as necessary.

3. Support equipment required from Bielson Air Force Base will include:

a. Power plant type C-26 4 ea or type C-22 or C-21B 8 ea

b. Jack assy, aircraft hydraulic, 30 ton cap type B-4, 4 ea

c. Compressor, air portable, 3 stage dual purpose, 3000 PSI, gas engine driven, 1 ea

d. Maintenance stand, type B-4 or suitable substitute, 12 ea

e. Heater, engine and shelter port ground, type F-4, 5 ea

f. Tractor, towing, gas powered, coleman - 1 ea

ATTACHMENT "2"

Confidential

0306

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1435 REF CT-1391 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/CONFIDENTIAL/ODC 9789. PART 1 of 3 PARTS, FOR ALL. A RQMT EXISTS TO SPT HQ ARDC WITH 3 B-47 STRIKE MSNS IN EVAL EXPERIMENTAL AIR DEFENSE FACILITIES LOCATED IN CAPE COD, MASS., AREA. EA STRIKE MSN TO CONSIST OF 7 B-47 ACFT IN FORMATION AND WILL REQUIRE AN AVERAGE OF 4 HRS OVER TGT AREA. PRIMARY MSN DATES ARE 9-16 AND 30 SEPT 54. IF MSNS CAN OT BE FLOWN ON ABOVE DTS, FRIDAYS, FOLG THE LISTED DATES W/B ALTERNATES. FLTS W/B GROUND CONTROLLED BUT W/NOT BE INTERCEPTED AND W/B WITHIN A 300 NAUTICAL MILE RADIUS OF LEXINGTON, MASS. PART II, FOR COMDR 6ADIV. NO NOTAL. UR HQ ALERTED FOR PARTICIPATION WITH U B-47 ACFT ON 16 SEP 54 MSN. FRAG OPS ORDER W/FOLLOW ASAP OUTLINING COMPLETED DETAILS OF MSN. THIS HQ EXPLORING FEASIBILITY OF COMBINING AIR TRAFFIC CONTROL CTR DEMONSTRATION MSG ODC 3809 DTD 23 AUG 54 WITH THIS MSN. PART III FOR COMDR 806ADIV NOTAL. UR HQ ALERTED FOR PARTICIPATION WITH 7 B-47 ACFT ON 30 SEP 54 MSN FRAG OPS ORDER W/FOLLOW ASAP OUTLINING COMPLETED DETAILS OF MSN. PART IV FOR 801 AD. DISREGARD ACFT COMMITMENTS OUTLINED IN MSG ODC 9695 DTD 30 AUG 54. REQ UR HQ MAKE ARRANGEMENTS TO PARTICIPATE IN O SEP 54 MSN.
03/2249Z SEP JWFKL

"A CERTIFIED TRUE EXTRACT COPY"

HARRIS C. ANDREWS,
LT COL, USAF.

CONFIDENTIAL

EXHIBIT #154

0307

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1432 ACTION 91SRW

FM COMDRBW 320 SAC BRIZE NORTON ENG
TO JEDMH/COMDRSAC OFFUTT AFB NEBR
JWLCOMDRSAC AF 15 MARCH AFB CALIF
JWPHN/COMDRADIV 12 SAC MARCH AFB CALIF
JFLGB/COMDRADIV 7 SAC SO RUISLIP ENG
JWPML/COMDR TANKER TASK FORCE SAC SMOKY HILL AFB KANS
JEDBO/COMDR TANKER TASK FORCE SAC LOCKBOURNE AFB OHIO
JENCR/COMDR TANKER TASK FORCE HARMON AFB NFLD
JWPRH/COMDR DET 320 SAC MARCH AFB CALIF
(GARBLED) SAC NATL AIR SHOW PROJ OFF WRIGHT PATTERSON AFB OHIO
CONFIDENTIAL/'20BC 5437. IN THE EVENT THE UNIT DOES NOT FLY BY THE NAT'L AIR SHOW, FLIGHTS A & B WILL REFUEL AS SCDD WITH XRVO FLT BEING A 360 DEGREE TURN AT INDIANAPOLIS TO PROVIDE A P MINUTE SPACING BTWN FLTS. FLIGHTS C & D WILL REMAIN AT OPTIMUM WITH COCA MAKING ONE 360 DEGREE TURN AT ARON RADIO AMB DELTA MAKING TWO 360 DEGREE TURNS AT ARON RADIO. THIS WILL GIVE A (GARBLED) MINUTE SEPARATION BTWN FLT ARRIVAT AT SALINA AREA. IT WILL BE NEC FOR THE TANKER ACFT IN THE SALINA AREA TOTAKE OFF APROX 40 MINUTES EARLIER THAN WOULD BE NEC IF OUR BOMBERS HAD THE FLYBY AT THE NAT'L AIR SHOW.
03/1600Z SEPT JFLGU

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS,
LT COL, USAF.

CONFIDENTIAL

EXHIBIT # [illegible]

0308

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1474 ACTION: 91SRW

FM COMAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/CONFIDENTIAL/DM3A4 9852. SAC MSG (CONFIDENTIAL) DM3A7HL-7-4512, DTD 3 SEPT 54, IS QUOTED FOR UR INFO AND IMM ACTION: "MSG IN 2 PARTS. PART I FOR 2, 8, 15 AF, 3902 AB G, 7AD AND 5AD. FOR AMC, ATTN MCSR. SUBJ IS AERIAL ROLL FILM IN 390' LENGTHS. SUBJ 390' ROLLS ARE IN RELATIVE SHORT SUP. THE 200' ROLLS ARE AVAL. UNTIL ADVISED, AND PENDING AVAL OF SUFFICIENT 390' ROLLS, THE USE OF THE 390' RL W/B RESTRICTED TO RB-47 ACFT ORGNS. FURTHER, THE RB-47 ORGS WILL LIMIT USE OF THE 390' ROLL TO THE FAK. RB-47 ORGS WILL USE THE 200' ROLL FOR TRAINING MSNS AND USE THE 390' ROLL ONLY FOR EWP OR WHEN REMOVED FR FAK DUE TO PERIODICAL ROTATION TO PREVENT DETERIORATION IN STORAGE REQ ALL NON-RB 47 ACFT ORGS DECLARE AVAL QTYS OF 390' ROLLS WITH STK NBR TO ROME AFD WITH INDICATION OF QTY AND STK NBR OF 200' ROLL DESIRED FOR REPLACEMENT. REQ INFO CY. EXPEDITE. PART II FOR ROME AFD, ATTN: COL FREDRICKS: FOR THE INTERIM SHORTAGE OF 390' ROLLS, OUR ORGS WILL RETAIN THE 390' ROLL FOR RB -47 ACFT ORGS FAK ONLY. OUR NON-RB-47 ACFT ORGS WILL DECLARE AVAL QTYS OF 390' ROLLS BY STK NBRS TO UR DEPOT. REQ ANY REDISTRIBUTION BE FOR RB-47 ACFT ORG FAK ONLY. FURTHER REQ SUCH REDISTRIBUTION BE REPLACED WITH 200' ROLLS AS MAY BE REQUESTED. REQ CY OF ANY REDISTRIBUTION INSTRS. FUTURE FILM RQMTS UNDER STUDY. WHEN FINALIZED, AMC, ATTN: MCSR W/B ADVISED." ACF REC AND UNDERSTANDING. NOTE FOR RAMEY AND TURNER: REQ EXPEDITIOUS ACTION BE TAKEN TO REPT ALL SERIAL ROLL FILM IN 390' LENGTHS TO ROME AFD W/O DELAY. NOTE FOR SAC. UR MSG CITED IN ABOVE.
10/1736Z SEP JWFKL

"A CERTIFIED TRUE EXTRACT COPY"

HARRIS C. ANDREWS,
LT COL, USAF.

CONFIDENTIAL

EXHIBIT # 157

0310

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST-1276 ACTION 91SRW

FM SAC RECON PROJ OFFICER FAIRCHILD AFB WASH
** ** **
JEDBO/COMDR 91ST SRW LOCKBOURNE AFB OHIO
** ** **

/SECRET/4527 SUBJ IS SAC RECON COMP. UNOFFICIAL WG AND CREW STANDINGS AT THE COMPLETION OF THE SECOND MSN ARE: 5TH SRW TOTAL COMBINED SCORE 2488 POINTS A/C GRIFFITH, AERIAL PHOTO 173 POINTS, RADAR PHOTO 162 PTS. TOTAL PHOTO 335 POINTS.NAVIGATION 95 PTS (CE 2NM), TOTAL PHOTO AND NAVIGATION 430 PTS, TOTAL BOM 250 PTS (RADAR RBS CE'S 1050 FT AND 1120 FT, FREE STYLE 800 FT), WEA 267 PTS, ERRERR 277 PTS, CREW TOTAL 1233 PTS, A/C HUDDLESTON, AERIAL PHOTO 177 PTS RADAR PHOTO 162 PTS, TOTAL PHOTO 339 PTS, NAVIGATION 78 PTS (CE 8.5 NM) TOTAL PHOTO AND NAV 417 PTS, TOTAL BOMBING 271 PTS (RADAR RBS CE'S 1350 NM AND 220 FT, FREE STYLE 770 FT) WEA 255 PTS, ERRERR 322 PTS, CREW TOTAL 1219 PTS 28TH SRW TOTAL PHOTO AND NAVIGATION 417.5 PTS, BOMBING 250 PTS (RADAR RBS CE'S 1520 FT AND 870 FT, FREE STYLE 650 FT), WEA 204 PTS ERRERR 298 PTS, CREW TOTAL 1169.5 PTS; A/C MARCHESE, AERIAL PHOTO 177 PTS, RADAR PHOTO 177 PTS. TOTAL PHOTO 354 PTS, NAVIGATION 94 PTS (CE 2.25 NM)TOTAL PHOTO AND NAVIGATION 448 PTS, BOMBING 300 PTS. (RADAR RBS 120 FT AND 250 T, FREE STYLE 1000 FT), WEATHER 172 PTS, ERRERR 284 PTS, CREW TOTAL 1204 PTS, 99TH SRW TOTAL COMBINED SCORE 2127 PTS. A/C SKJERSAA, AERIAL PHOTO 170 PTS, RADAR PHOTO 152 PTS,TOTAL PHOTO 323 PTS, NAVIGATION 87 PTS, (CE 4 NM) TOTAL PHOTO AND NAVIGATION 410 PTS, BOMBING 266 PTS (RADAR RBS CE'S 870 FT AND 1000 FT FREE STYLE 670 FT) WEATHER 147 PTS, ERRERR 285 PTS, CREW TOTAL 1108 PTS; A/C AMBROSE AERIAL PHOTO 178 PTS, RADAR PHOTO 172 PTS. TOTAL PHOTO 350 PTS NAVIGATION 100 PTS (CE 0.5 NM) TOTAL PHOTO AND NAVIGATION 450 PTS, BOMBING 151 PTS (RADAR RBS CE'S 4450 FT AND 470 FT FREE STYLE 1320 FT) WEA 186 PTS, ERRERR 232 PTS CREW TOTAL 1019 PTS, 72D SRW TOTAL COMBINED SCORE 1231.5 PTS; A/C ALLEN, AERIAL PHOTO 162 PTS, RADAR 154 PTS, TOTAL PHOTO 316 PTS, NAVIGATION 68.5 PTS (CE 13.25 NM) TOTAL PHOTO AND NAVIGATION 384.5 PTS, BOMBING 229 PTS (RADAR RBS CE'S 700 FT AND 920 FT, FREE STYLE 1570 FT) WEA 244 PTS, ERRERR 286 PTS, CREW TOTAL 1143.5 PTS; A/C WISE, AERIAL PHOTO 145 PTS, RADAR PHOTO 149 PTS, TOTAL PHOTO 294 PTS, NAVIGATION 86 PTS (CE 4.25 NM) TOTAL PHOTO AND NAVIGATION 380 NM, BOMBING 140 PTS (RADAR RBS CE'S 2670 FT AND 2400 FT FREE STYLE GROUP FT) WEATHER 273 PTS, ERRERR 295 PTS CREW TOTAL 1080 PTS. 91ST SRW TOTAL COMBINED SCORE 791.5 PTS; A/C EMERSON, AERIAL PHOTO 173 PTS, RADAR PHOTO 154 PTS, TOTAL PHOTO 327 PTS, NAVIGATION 67.5 PTS (CE 13.75 NM) TOTAL PHOTO AND NAVIGATION 394.4 POINTS; A/C FETSKO, AERIAL PHOTO 158 PTS, RADAR PHOTO 153, TOTAL PHOTO 311 PTS, NAVIGATION 86 PTS (CE 4.5NM) TOTAL PHOTO AND NAVIGATION 397 PTS, 26TH SRW TOTAL COMBINED SCORE 734.5 PTS; A/C GATCHING, AERIAL PHOTO 162 PTS RADAR PHOTO 138 PTS, TOTAL PHOTO 300 PTS. NAVIGATION 31 PTS (CE 7 NM) TOTAL PHOTO AND NAVIGATION 381 PTS, A/C YINGLING, AERIAL PHOTO 124 PTS RADAR PHOTO 169 PTS, TOTAL PHOTO 293 PTS, NAVIGATION 60.5 PTS (CE 17.25 NM) TOTAL PHOTO AND NAVIGATION 353.3 PTS. TOTAL POSSIBLE SCORE OBTAINABLE RB-36 1430 PTS: RB-46 460 PTS. RB-47 TYPE ACFT DID NOT PARTICIPATE IN THE RADAR RBS AND FREE STYLE BOMBING PHASE, WEA PHASE AND ERRERR PHASE OF COMPETITION. TENTATIVE AWARDS BASED ON UNOFFICIAL SCORES ARE P. T.CULLEN AWARD TO 28 SRW. RICHARD E ELLSWORTH AWARD TO 28TH SRW. WING NAVIGATION AWARD TO 99TH SRW POLIFKA AWARD TO 99TH SRW (AMBRTE) MERLE E PARKS AWARD TO 28TH SRW (A/C MARCHESE) CREW NAVIGATION AWARD TO 99TH SRW (A/C AMBORSE); BEST RB-36 WG TROPHY TO 5TH SRW; BEST RB-36 CREW TROPHY TO 5TH SRW (A/C HUDDLESTON); BEST RB-47 WG TROPHY TO 91ST SRW; BEST RB-47 CREW TROPHY TO 91ST SRW (A/C FETSKO).
14/2330Z AUG JWPPG

E

EXHIBIT #158

0311

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

"A CERTIFIED TRUE EXTRACT COPY"

HARRIS C. ANDREWS
LT COL, USAF.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST-1258 ACTION 91SRW

FM SAC RECON PROJ OFF FAIRCHILD AFB WASH
TO JEDMH/COMDR SAC OFFUTT AFB NEBR
INFO JWFKL/COMDR 2ND AF BARKSDALE AFB LA
** ** **
JEDBO/COMDR 91st SRW Lockbourne AFB Ohio
** ** **

/SECRET/4512. SUBJ IS SAC RECON COMP. OFFICIAL WG AND CREW STANDINGS AT THE COMPLETION OF THE FIRST MSN ARE: 5TH SRW TOTAL COMBINED SCORE 2133 POINTS, A/C GRIFFITH, AERIAL PHOTO 171 POINTS, RADAR PHOTO 152 POINTS, TOTAL PHOTO 323 POINTS, NAVIGATION 95 POINTS (CE 2NM), TOTAL PHOTO AND NAVIGATION 418 POINTS, TOTAL BOMBING 219 POINTS (RADAR RBS CE'S 1050 FT AND 1150 FT, FREE STYLE 1400 FT). WEATHER 276 POINTS, ERROR 250 POINTS, CREW TOTAL 1163 POINTS; A/C HUDDLESTON, AERIAL PHOTO 174 POINTS, RADAR PHOTO 161 POINTS, TOTAL PHOTO 335 POINTS, NAVIGATION 78 POINTS, RADAR PHOTO 161 POINTS, TOTAL PHOTO 335 POINTS, NAVIGATION 78 POINTS (CE 8.5 NM), TOTAL PHOTO AND NAVIGATION 413 POINTS, TOTAL BOMBING 98 POINTS (RADAR RBS CE'S 1350 FT AND 5100 FT, FREE STYLE 2470 FT) WEA 143 POINTS, ERROR 316 POINTS, CREW TOTAL 970 POINTS. 28TH SRW TOTAL COMBINED SCORE 2034.5; A/C CURRY, AERIAL PHOTO 159 POINTS, RADAR PHOTO 156 POINTS, TOTAL PHOTO 315 POINTS, NAVIGATION 86.5 POINTS 7CE 4.25 NM), TOTAL PHOTO AND NAVIGATION 401.5 POINTS, BOMBING 190 POINTS (RADAR RBS CE'S 1520 FT AND 2200 FT, FREE STYLE 950 FT), WEATHER 62 POINTS, ERROR 298 POINTS, CREW TOTAL 951.5 POINTS; A/C MARCHESE, AERIAL PHOTO 174 POINTS, RADAR PHOTO 160 POINTS, TOTAL PHOTO 324 POINTS, NAVIGATION 71 POINTS (CE 12 NM), TOTAL PHOTO AND NAVIGATION 405 POINTS, BOMBING 268 POINTS (RADAR RBS 120 FT AND 350 FT, FREE STYLE 1770 FT), WEA 126 POINTS, ERROR 284 POINTS, CREW TOTAL 1083 POINTS. 99TH SRW TOTAL COMBINED SCORE 1915 POINTS; A/C SKJERSAA, AERIAL PHOTO 163 POINTS, RADAR PHOTO 153 POINTS, TOTAL PHOTO 316 POINTS, NAVIGATION 70 POINTS (CE 12.5 NM), TOTAL PHOTO AND NAVIGATION 386 POINTS, BOMBING 266 POINTS (RADAR RBS CE'S) 870 FT AND 1000 FT, FREE STYLE 670 FT), WEA 114 POINTS, ERROR 242 POINTS, CREW TOTAL 1008 POINTS; A/C AMBROSE, AERIAL PHOTO 176 POINTS, RADAR PHOTO 15, TOTAL PHOTO 331 POINTS, NAVIGATION 67 POINTS (CE 13.5 NM), TOTAL PHOTO AND NAVIGATION 399 POINTS, BOMBING 136 POINTS (RADAR RBS CE'S 4430 FT AND 470 FT, FREE STYLE 1420 FT), WEA 186 POINTS, ERRERR 186 POINTS, CRE W TOTAL 907 POINTS 72D SRW TOTAL COMBINED SCORE 1784.5 POINTS; A/C ALLEN, AERIAL PHOTO 162 POINTS, RADAR POINTS 148 POINTS, TOTAL PHOTO 310 POINTS, NAVIGATION 30 POINTS (CE 30.5 NM), TOTAL PHOTO AND NAVIGATION 340 POINTS, BOMBING 146 POINTS (RADAR RBS CE'S 3400 FT AND 700 FT, FREE STYLE 1570 FT), WEA 174 POINTS, ERRER 152 POINTS, CREW TOTAL 812 POINTS; A/C WISE, AERIAL PHOTO 119 POINTS, RADAR PHOTO 139 POINTS TOTAL PHOTO 258 POINTS, NAVIGATION 84.5 POINTS (CE 5.25 NM), TOTAL PHOTO AND NAVIGATION 342.5 NM, BOMBING 114 POINTS (RADAR RBS CE'S 3170 FT AND 2670 FT, FREE STYPE (GARBED) FT), WEA 273 POINTS, ERRER 243 POINTS, CREW TOTAL 972.5 POINTS. 91ST SRW TOTAL COMBINED SCORE 756.5 POINTS; A/C EMERSON, AERIAL PHOTO 153 POINTS, RADAR PHOTO 154 POINTS, TOTAL PHOTO 307 POINTS, NAVIGATION 67.5 POINTS (CE 13.7 NM) PN TOTAL PHOTO AND NAVIGATION 374. 5 POINTS; A/C FETSKO, AERIAL PHOTO 144 POINTS, RADAR PHOTO 152 POINTS, TOTAL PHOTO 296 POINTS, NAVIGATION 86 POINTS (CE 4.5 NM), TOTAL PHOTO AND NAVIGATION 382 POINTS. 26TY SRW TOTAL COMBINED SCORE 624.5 POINTS; A/C CATCHING, AERIAL PHOTO 162 POINTS, RADAR PHOTO 126 POINTS, TOTAL PHOTO 288 POINTS, NAVIGATION 67 POINTS (CE 14NM), TOTAL PHOTO AND NAVIGATION 355 POINTS ; A/C YINGLING, AERIAL PHOTO 91 POINTS, RADAR PHOTO 118 POINTS, TOTAL PHOTO 209 POINTS, NAVIGATION 60.5

SECRET

EXHIBIT #

0313

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

POINTS (CE 17.25 NM), TOTAL PHOTO AND NAVIGATION 269.5 POINTS. TOTAL POSSIBLE SCORES OBTAINABLE: RB-36 1480 POINTS; RB-47 460 POINTS RB-47 TYPE ACFT DID NOT PARTICIPATE IN THE RADAR RBS AND FREE STYLE BOMBING PHASE, UEA PHASE AND ERRERR PHASE OF COMPETITION
12/1958Z AUG JAPPG

"A CERTIFIED TRUE EXTRACT COPY"

HARRIS C. ANDREWS,
LT COL, USAF

SECRET

0314

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
801ST AIR DIVISION
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

31DOI

3 June 1954

SUBJECT: Staff Study (Soviet AAA Weapons Vs B-47 Type Aircraft)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. Reference messages 2APICT 2380 dated 17 April 1954 and 2APICT 2415 dated 15 May 1954.

2. The inclosed staff study is forwarded for your consideration and recommendations.

3. A need has existed in this wing for consolidated intelligence on the subject of Soviet AAA weapon capability against the B-47 type aircraft for combat crew briefing.

4. It is felt that the inclosed staff study satisfies this need.

FOR THE COMMANDER:

1 Incl:
Staff Study

SECRET

EXHIBIT # 161

0316

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

STAFF STUDY

SUBJECT: Soviet AAA Weapons Vs B-47 Type Aircraft

PROBLEM: To analyze the effectiveness of present Soviet AAA weapons against an aircraft of the B-47 type utilizing intelligence available within this headquarters.

FACTORS BEARING ON THE PROBLEM: Many studies and intelligence documents have been published relative to the effectiveness of AAA weapons against WW II type aircraft such as the B-17 and B-29. However, very little usable information is available which would depict the general capability of Soviet AAA weapons to effectively engage a modern air weapon such as the B-47. SAC Intelligence Brief No. 186 dated 4 August 1954, approaches this need. This document probably presents the picture very clearly to an AAA battery commander. It is, however, much too complicated and its application to Flak Analysis is questionable.

Before the lethality data for a particular aircraft-AAA weapon combination can be determined, it is necessary to determine the vulnerability of the aircraft and it's components to the fragments or blast effects which result from the activation of the projectile fired by the AAA weapon.

In order to determine the aircraft vulnerability, an aircraft engine is suspended in the air by suitable supports. A projectile is the suspended near the engine and detonated. A crew of experts then evalutes the results of the test. This process is repeated for different directions and distances from the bursting projectile to the engine. There is then available a measure of the damage potential of that type of projectile against that type of engine. It would then be possibl to predict the probable damage if the projectile burst at other altitudes and directions from the engine. This method of testing is performed on each of the important components of the aircraft such as engines, fuel systems, airframes, and even dummies representing crew members.

Inasmuch as no information is available at this headquarters with respect to tests of this type utilizing the B-47 type aircraft, this study will only be able to reflect Soviet AAA weapons capability against the B-47 in very general terms. No attempt will be made to present formulas to depict hit expectancy or kill probability against the B-47.

ASSUMPTIONS: The following standard conditions are assumed for the purpose of this study:

1. An altitude block of 35,000 to 45,000 feet.

2. A B-47 type aircraft flying at 435 kts (500 MPH).

3. Ideal conditions of engagement from the standpoint of the AAA crews.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. No AAA material errors or malfunctions.

5. No evasive action and no active or passive jamming by the aircraft.

DISCUSSION:

1. Conventional AAA Weapons: Inclosure number 1 indicates that the Soviet 76.2 mm and the 85 mm M1939 AA guns need not be considered in this study as their maximum vertical ranges fall below the block altitude of 35,000 to 45,000 feet.

The Soviet 85mm M1944 and 100mm M1949, the German 88mm, and the US 90mm and 129mm (which the Soviets received from WW II Lend-Lease and may still be using or may have copied) all have the vertical range capability.

German 88mm defenses have been reported in Satellite countries only and would normally utilize the German "Kommandogerat" type of AAA director. This type of director has a capability of computing target speed and altitudes approximating that of the US M-7 Director, ie, 345 kts at 30,000 feet.

The Soviet 85mm M1944, reported in the defenses of the Soviet Union and the Satellites, is normally associated with the Fuezo type of director which is limited to target spees of approximately 300 MPH at 31,500 feet.

A recent addition to the Soviet AAA organization is the 100mm M1949. Extensive employment of this weapon (a minimum of 700 guns is estimated to be in the Moscow defense and indeterminate numbers in other areas) indicates that the Soviets have probably standardized this weapon. This gun with it's approximate 50,000 foot maximum vertical range capability is believed to be the most potent Soviet conventional AAA weapon when teamed with an equally effective fire control system. The 100mm gun is normally associated with the Soviet Malakhit Fire Control System.

The Malakhit has been given the capability of directing fire against a target flying at 580 kts at 60,000 feet. However, it is possible that the Malakhit has a capability equal to the US M-33 Fire Control System, ie, a target flying at 1,000 kts at 100,000 feet. The Malakhit was designed for and intended for use with all types of heavy AAA weapons. The standard Malakhit controls one battery of eight guns only.

It may therefore be assumed that the Soviets most effective standard conventional AAA weapons, and the only ones capable of effectively engaging the B-47, are the 100mm M1949 and the 85mm M1944 AA guns when controlled by the Malakhit FireControl System. (The US 90mm and 120mm will not be considered as they have not been reported general use in the Soviet Union or the Atellite countries).

A. Capabilities and Limitations - 85mm M1944 AAA gun.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) Horizontal range - 17,600 yards.

(2) Maximum vertical range - 39,400 feet.

(3) Effective ceiling - 30,000 feet.

(4) Time of flight to effective ceiling - 30 seconds.

(5) Rate of fire - 15 to 20 rounds per minute.

(6) Muzzle velocity - 2,950 feet per second.

(7) Estimated status - standard.

B. Capabilities and Limitations - 100mm M1949 AAA Gun.

(1) Horizontal range - 21,500 yards (estimated).

* (2) Maximum vertical range - 50,000 feet.

* (3) Effective ceiling - 40,000 feet.

* (4) Time of flight to effective ceiling - 33 seconds.

* (5) Rate of fire - 25 to 30 rounds per minute.

(6) Muzzle velocity - 3,200 feet per second.

(7) Estimated status - probably standard.

* Estimated capabilities if gun has 3,200 feet per second muzzle velocity.

The maximum vertical range of 39,400 feet for the 85mm M1944 and 50,000 feet for the 100mm M1949 indicates that the projectile of each weapon reaches the end of its trajectory at approximately these altitudes. It is at this point that the self destruction feature incorporated in point detonating and proximity type fuzes activates, causing the projectile to burst. A mechanical time fuze (the type commonly used by the Soviets) is limited to 30 fuze numbers or roughly 30 seconds time of flight depending on the muzzle velocity. A projectile fuzed with a mechanical time fuze will seldom if ever reach the maxim vertical range of gun.

The effective ceiling of 30,000 feet for the 85mm M1944 and 40,000 feet for the 100mm M1949 indicates that this is the maximum altitude that the weapon can effectively engage a target aircraft, assuming that the weapon has an adequate fire control system to compute the target speed and altitude.

Due to the effective range limitations outlined above, it can be assumed that the only Soviet conventional AAA gun that can effectively engage a B-47 type aircraft flying at 435 kts between 35,000 and 45,000 feet altitude is the 100mm M1949 controlled by the Maladhit fire control system.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. AA Guided Missiles: There is no positive intelligence available on an operational AA Guided Missile within the Soviet Antiaircraft Artillery at the present time. Assuming that the maximum capabilities and limitations of a Soviet AA Guided Missile would be equal to the US "Nike" AA Guided Missile, the capabilities and limitations of the Nike are presented for consideration:

A. Horizontal range - 50,000 yards.

B. Vertical range - 60,000 feet.

C. Accuracy - Predicted error of 30 feet at 50,000 feet altitude and 24,000 yards horizontal range.

D. Burst radius - 60 feet initial lethality.

E. Missile speed - Mach 2.5 initial and 1.2 terminal.

F. Target speed - Maximum of 1100 kts.

G. Guidance system - Command guidance. (Modified M-33 Fire Control System).

The Nike missile flying in excess of 1000 MPH could probably engage a B-47 type aircraft up to 60,000 feet altitude in a comparatively short time of flight.

The speed of the B-47 would have very little effect upon the accuracy of the Nike as it has sufficient maneuverability to execute the commands of the guidance system.

CONCLUSIONS:

The only Soviet conventional AA gun, considered in this study, that is capable of effectively engaged against a B-47 flying at 435 kts between 35,000 and 45,000 feet altitude is the 100 mm M1949. This weapon could be considered moderately effective if employed in large numbers as it is in the Moscow area.

The only Soviet AAA fire control system capable of computing target rates of fire, muzzle velocities, and projectile or missile effective powers, any gun or AA weapon is only as effective as the fire control system by which it is controlled.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

A Soviet AAA guided missile with the capabilities and limitations equal to the US Nike would be an effective weapon against a B-47 type aircraft.

With an excess of 1000 MPH missile speed, a 60 feet initial burst lethality and a predicted error of only 30 feet at 50,000 feet altitude, a target defended with an adequate number of these weapons controlled by an effective fire control or guidance system, could be considered an effective defense against the B-47.

1 Incl:
Range Capability AAA Weapons
(Not Listed in this copy)

/s/t/ WILLIAM L. CRAMER JR
Captain, USAF
Operational Intelligence
Branch

"A CERTIFIED TRUE EXTRACT COPY"

FREDRIC W. SHOOK,
MAJOR, USAF.

SECRET

0321

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-667 ACTION 91ST SRW

RM COMDRAF 2 BARKSDALE AFB LA
TO COMDRADIV 801 LOCKBOURNE AFB OHIO
/CONFIDENTIAL 24PODD 721. FOR COMSEW 26 AND 91. FOLD INFO CONCERNS MANEUVERS AND ROTATIONS CONTEMPLATED BY HQ SAC AND THIS HQ THRU OCT 54. INFO CONTAINED HEREIN CANNOT BE CONSIDERED FIRM; IT IS FOR PLANNING PURPOSES ONLY AND SHOULD BE GIVEN MINIMUM DISSEMINATION.

1. A. UNITS: 26TH AND 91ST SRWGS.
   B. DATE: 24 MAY 54.
   C. MSN: MOBILITY TEST.

2. A. UNITS: 26TH AND 91ST ARS.
   B. DATE: 7 - 11 MAY 54.
   C. MSN: PARTICIPATE IN EXERCISE "FULL HOUSE" AS OUTLINED IN 2AF OPR O 50-1.

3. A. UNITS: 26TH AND 91ST ARS.
   B. DATE: 3, 4 AND 5 JUN 54.
   C. MSN: AD 320TH BW B-47 ACFT IN THE BUFFALO AREA R/R FM MARCH AFB TO UK.

4. A. UNIT: 26TH SRW.
   B. DATE: 14 - 18 JUN 54.
   C. MSN: MSCW.

5. A. UNIT: 91ST SRW.
   B. DATE: 13 - 26 JUN 54.
   C. MSN: OPT, MSCW SCED 15, 16 AND 17 JUN 54.

28 1749Z AFB JEFFL

"A CERTIFIED TRUE COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

CONFIDENTIAL

EXHIBIT # 162

0322

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
26TH STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
3 June 1954

OPERATIONS ORDER)
NUMBER 26-54)

CHARTS & MAPS: As required.

TASK ORGANIZATIONS:

26th Air Refueling Squadron	Lt Col Hitchison
26th Armament & Electronics Sqdn	Major Nicholson
26th Field Maintenance Squadron	Major Atkins

1. GENERAL SITUATION: A requirement exists for deployment of Medium Bomb Wing to the UK for purposes of training and familiarization with forward areas.

a. Intelligence - Omitted.

b. Friendly Forces:

(1) 91st Air Refueling Squadron:

(a) Provide 10 KC-97 aircraft and crews to perform AR as directed by Commander, 26th Air Refueling Squadron on X / 1, 2 & 3.

(b) Air refueling will be conducted IAW Annex "A" of this order and as briefed by Commander, 26th Air Refueling Squadron.

2. MISSION: Provide air refueling support of the 68th Bomb Wing at Point Alpha (Syracuse, New York) upon receipt of execution order.

3. TASKS FOR SUBORDINATE UNITS:

a. 26th Air Refueling Squadron:

(1) Provide 11 total KC-97 aircraft and crews to perform directed AR of 68th Bomb Wing over Point Alpha (Syracuse), New York) on X / 1, 2 & 3.

CONFIDENTIAL

EXHIBIT # 105

0323

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Provide weather ship to be in orbit area 2½ hours prior to arrival of first B-47.

(3) Provide airborne Controller to remain in orbit area until refueling is complete.

b. 26th Armament and Electronics Squadron:

(1) Provide necessary maintenance personnal and facilities to assure completion of the mission.

c. 26th Field Maintenance Squadron:

(1) Provide necessary maintenance personnel and facilities to assure completion of the mission.

d. General Instructions:

(1) X-day begins at 0001Z, 14 Jun 54.

(2) Missions will be flown on X / 1, 2, & 3.

(3) Fifteen (15) primary tankers, five (5) air spares and one (1) combined Weather and Control aircraft will be required for each day's operations.

(4) The 26th Strategic Reconnaissance Wing will maintain operational control of all KC-97 aircraft assigned to this exercise.

(5) The Tanker Task Force Commander will be designated by the 26th Strategic Reconnaissance Wing Commander.

(6) KC-97 aircraft will be able to refuel at Griffis Air Force Base if unable to return to Lockbourne with adequate fuel reserve.

(7) An execution order will be dispatched by Second Air Force for each movement of B-47 and tanker aircraft on air refueling operations, to reach all concerned not later than four hours prior to scheduled departure times.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Aircraft will not be dispatched prior to receipt of execution order.

(8) Clearance of EC-97 aircraft will be IAW AFR 60-16.

(9) Air Operations: See Annex "A".

(10 Reports: IAW SAC Regulation 55-11, 3 November 1953, as amended, Enclosures 2 through 6. Tanker position reports as per procedure Alpha.

4. ADMINISTRATION AND LOGISTICS: Normal.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal.

b. Communications: See Annex "B".

H.R.SULLIVAN
Colonel,USAF
Commander

ANNEXES:
A. Air Operations
B. Communications

OFFICIAL:

/s/ ALAN P. ADAMS
Colonel, USAF

Distribution:

Comdr 2AF	2
Comdr 801AD	1
Comdr 26SAW	1
Comdr 915AW	1
26DO	5
91DO	3
26ARS	21
91ARS	5
26MMS	1
26AME	1
26DI	3
26Historian	5

0325

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
[illegible] STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO
3 June 1954

ANNEX A TO OPERATIONS ORDER 26-54 - AIR OPERATIONS

1. ROUTES:

a. Route Alpha (Primary)

Depart: Lockbourne
TO: Zanesville LF Range (275 Kc) (Cross Green 4 at 5,000 f or above)
TO: Bergholz RBN (375 Kc)
TO: Bradford VOR (114.4)
TO: Dansville RBN (269 Kc)
TO: Syracuse VOR (113.3) (Orbit)
TO: South of Lebanon Homer (43°26'N - 72°21'W)(Eno refuel point)
TO: Albany VOR (116.9)
TO: Scranton VOR (116.1)
TO: Phillipsburg VOR (115.8)
TO: Pittsburgh VOR (117.4)
TO: Columbus LF Range (391 Kc) Via Green - 4
TO: Lockbourne Air Force Base (As directed by approach control)

b. Route Bravo (Alternate)

Depart: Lockbourne
TO: Zanesville LF (275 Kc)
TO: Pittsburgh VOR (117.4)
TO:: Phillipsburg VOR (115.8) (Climb)
TO: Scranton VOR (116.1)
TO: Eno refuel (Grenier AFB, Manchester, N. H.)
TO: Albany VOR (116.9)
TO: Syracuse VOR (113.3)
TO: Dansville RBN (269 Kc)
TO: Bradford VOR (114.4)
TO: Bergholz RBN (375 Kc)
TO: Zanesville LF (275 Kc)
TO: Columbus LF (391 Kc)
TO: Lockbourne Air Force Base (as directed by approach control)

c. Altitudes and Climb Points:

(1) Alpha (Primary)

(a) Climb to 5000', cross G-4 above 5,000 ft and climb to assigned initial altitude, between 7 and 9,000 ft.

(b) Cruise to Dansville, climb to 20,500 ft after crossing Dansville, if unable to reach 20,500 ft before

CONFIDENTIAL

0326

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

arriving Syracuse, complete climb over Syracuse.

(c) Orbit approximately 30 minutes before departing on refueling course to end refuel point at 20,000 ft. Return to Lockbourne in route formation at 20,000 ft.

(d) If unable to comply with these instructions, contact appropriate CAA Agency for further clearance.

(2) Bravo (Alternate):

(a) Climb so as to arrive Zanesville 5,000 feet or above, continue climb on course to Pittsburgh to assigned initial altitude between 7 and 9 thousand feet.

(b) Cruise to Phillipsburg, then start climb on course to Scranton to 20,500 feet.

(c) Orbit approximately 30 minutes, then depart on refueling leg at 20,000 feet to end refuel point. Return on prescribed route in route formation at 20,000 feet to Columbus.

(d) If unable to comply with these instructions, contact appropriate CAA Agency for further clearance.

2. TAKE-OFF AND ROUTE TACTICS PRIOR TO ORBIT:

a. Weather aircraft will take-off 2 hours prior to first aircraft of main force. Weather aircraft will file a separate flight plan along prescribed route.

b. Weather scout aircraft will transmit in clear language a weather report on arrival in refueling area. Weather report will be transmitted to appropriate AAC Station addressed to "House Boy".

c. Report will contain information on present weather conditions at refueling altitude and any condition affecting refueling operations.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

d. Subsequent weather reports will be transmitted at 30 minute intevals after initial report until refueling operations are complete.

e. In the event weather precludes the use of the Primary refueling leg, weather scout will advise appropriate AACS Station and request CAA to relay to Lockbourne, and proceed to alternate refueling leg to Scout weather. Same reporting procedure will apply if the alternate leg is used.

f. If tankers are already airborn, they will be diverted to alternate route. Tankers not airborne will be informed by Lockbourne Tower.

g. Weather aircraft will have the Tanker Controller aboard and will remain in the orbit area until refueling is completed.

h. Aircraft will be dispatched in five flights, four aircraft to a flight. Take-off interval will be 5 minutes between aircraft in a flight and 15 minutes between flights.

i. Flights will form at 20,500 feet in a left hand holding pattern at the orbit point.

j. Orbit approximately 30 minutes and depart as a 4 aircraft flight 2 minutes prior to arrival of B-47s. Flight will be composed of 3 primary tankers and one air spare.

k. In the event the air spare is not used, he will contact the Tanker Controller on the initial contact frequency (269.2) for further instructions.

3. REFUELING TACTICS:

a. B-47s will arrive over orbit point in flights of 3 aircraft, 30 minutes between flights. There will be 5 flights making a total of 15 aircraft each day.

b. Applying latest forecast winds, B-47 flights will depart Lake Charles to arrive at air refueling orbit at 0300Z, 0930Z, 1000Z, 1030Z, and 1100Z respectively.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. Air refueling altitude is 20,000 feet; however, refueling at 15,000 feet is authorized if weather necessitates providing 1500 lbs fuel is transferred in addition to original requirement.

d. Fuel transfer requirement:

(1) 20,000 feet

(a) Clean aircraft 40,000 pounds

(b) Tipper aircraft 40,000 pounds

(2) 15,000 feet

(a) Clean aircraft 41,800 pounds

(b) Tipper aircraft 49,300 pounds

e. The first 10 aircraft each day will be clean aircraft, the last five aircraft each day will be "Tipper" aircraft.

f. The B-47 flight leader will contact the Tanker Controller giving refined ETA to point Alpha as soon as voice contact can be established.

g. The tankers will have their ARN-12/76 on with the leader only using ARN-11, (as listed in Incl 1) until visual contact has been definitely established.

h. After visual contact has been established, rendezvous equipment will be turned off. The tanker flight will depart the orbit two minutes prior to the arrival of the B-47 flight.

i. The B-47s will close in a stern chase. When the tankers have the B-47s in sight, they will spread to refueling formation and descend to refueling altitude, drop the boom and pick up refueling airspeed.

j. Tankers will switch to refueling frequency on orders from the Tanker Flight Leader.

k. Refueling procedures will be IAW SAC Tactical Doctrine.

l. If difficulty is encountered establishing voice contact, Tanker and Receiver will switch to initial point frequency.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

m. After completion of air refueling each Tanker Flight Leader will transmit in clear language a refueling report for his flight to the appropriate AACS Station addressed to "House Boy". Text of report "Tanker voice tactical call signs) off-loaded (number of pounds of fuel) to (Receiver voice tactical call signs) at (time Z)." Add any pertinent remarks to explain intentions of unrefueled aircraft.

n. In addition, each tanker will inform the Tanker Controller if his mission did not proceed as briefed. Tankers will give position to D-47 at end of refueling.

o. Reporting Procedures:

(1) The first aircraft and the 20th aircraft each day will open and close the block. SACLAL will be used. Weather ship will make individual position reports.

(2) In the event deviation from the prescribed route is necessary, tanker will obtain individual ATC clearance.

p. Aborts:

(1) Aborts will proceed directly down the runway and clear at the nearest intersection.

(2) Each tanker flight will be prepared to meet the preceeding flights take-off times.

q. Crews will make every effort consistant with aircraft safety to return non-stop to Lockbourne Air Force Base. If it is necessary to land away from home base, crews will return as soon as possible to Lockbourne. If undue delay is encountered, aircraft commanders will call Mangy control for further instructions.

H.R.SULLIVAL
COLONEL, USAF
Commander

OFFICIAL

/s/t/ ALAN P. ADAMS
Colonel, USAF
Director of [illegible]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

ENCLOSURE 1 TO ANNEX "A"

INITIAL CONTACT FREQUENCY - 266.2 (Pri)
279.0 (Sec)

	Ref Freq	AFN 12/76	ARN-11
Rear - Tanker I	324.2	T-8, - R-8	8 - 1
II	318.0	T-7, - R-5	-
III	308.8	T-6, - R-6	-
Spare	266.2		

Above will apply to all five flights.

Rear call sign "Granville" 1 through 15

Tanker call signs: "Stinger" Control and/or Wx
"Stinger" 1 through 15
"Stinger" spare 1 through 5

Ref Airspeed - 195K

IF Backup during Air Refueling - 127OKC

INCL 1
ANNEX A
OPS O 26-54

CONFIDENTIAL

0331

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

ANNEX "B" TO OPERATIONS ORDER 26-54

COMMUNICATIONS

1. General Instructions

a. SACCEI, JAFAP'S, ACP'S, Inclosure 6 to SAC Reg 55-11, 5 November 1953, SACDAL, Current Radio Facility Charts, AFSAL 6104 and ICAO procedures apply except as modified herein.

2. Airborne Communications

a. Air to Ground

(1) 90 degrees west longitude to 70 degrees west longtitude:

(a) Andrews - Primary

(b) Harmon - Secondary

(2) Any AACS station may be used as alternate to above control stations.

b. Air to Air

(1) UHF will be primary means of communication.

(2) H/F backup for VHF/UHF communications during air refueling will be 4270.0 Kcs.

c. Hq SAC and 2AF (call sign Red Orange) will be information addressee on all messages concerning communications aspect of this deployment.

3. Frequencies

a. UHF normal except:

FC-97 Flight Leader	Channel 8	324.2 mcs
No 2 A/C	Channel 9	318.0 mcs
No 3 A/C	Channel 13	308.6 mcs

b. Initial contact frequency - 266.2 mcs primary; 270.8 mcs secondary.

c. VHF - normal.

d. H/F - IAW AACS yellow family of frequencies

ANNEX B
OPS O 26-54

CONFIDENTIAL

0352

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

4. Call Signs

a. Air/Ground - IAW SACDAL

b. Air/Ground use of flag words denoting exercise nickname or word flicon will be discontinued.

c. Air/Air

(1) 26ARS and 91ARS aircraft - "Stinger" plus numerical suffix as required.

(2) 68BW B-47 aircraft - "Granville" 1 through 15.

d. See Operations Annex for radar settings.

5. Identification

a. Identification and recognition IAW SACCEI 2407.3.

6. Authentication - IAW AFSAL 5104

7. Emergency procedure w/b IAW ACP 130, 135, JANAP 200, and Radio Facility Chart.

"A CERTIFIED TRUE COPY"

Fredric W. Shook

FREDRIC W. SHOOK,
MAJOR, USAF.

ANNEX B
OPS O 26-54

CONFIDENTIAL

0333

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST -866

FMCOMAF 2 BARKSDALE AFB LA ACTION 91 SRW
TO JEDDO/COMADIV 801 LOCKBOURNE AFB OHIO
INFO ZEN /DIG USAF OTIG USAF NORTON AFB CALIF
JEDDO/COMSAC OFFUTTAFB NEBR

/SECRET/ 2AFOBP 82396 FOR: 26SRW ,91 SRW, ADC BRANCH-USAF IG RE FORTHCOMING 2AF OPR ORD 117-54 AND FYNSG 2AFOBP 8200, 22MAY 54. USAF IG, NORTON AFB HAS INFORMED THIS HQ THAT DATES FOR FORTHCOMING USCM 22,23 AND 24 JUNE ARE UNSATISFACTORY. SINCE THERE IS A REQUIREMENT FOR THE 91st ARSTO SUPPORT THE 66TH BW'S DEPLOYMENT ON 15, 16 AND 17 JUNE,THE EARLIEST DATE, THE 91ST ARS CAN PARTICIPATE IN THE USCM W/S 18,19,20 JUNE 54. THESE DATES HAVE BEEN APPROVED BY USAF IG AND THE INCLUSIVE DATES FOR OPT WILL REMAIN 13 THRU 25 JUN 54, DURING USCM THE 91ST ARS W/ EXERCISE A MINIMUM OF A) PERCENT OF TANKER ACFT NOT ON TDYORDERED BY SAC HQ AND THIS TOTAL MAY BE PROBED UP INTO THREE DAILY INCREMENTS. EXAMPLE:5-5-4. ALL RE-47ACFT AIR REFUELING UNDER EMP WILL POST-STRIKE REFUEL. REMAINDER OF ACFT THAT REFUEL MAY BE SCHEDULED FOR EITHER PRE OR POST STRIKE REFUELING AS DIRECTED BY WING COMMANDER.
27/2016Z MAY JUNE.

"A CERTIFIED TRUE COPY"

Harris C. Andrews
HARRIS C. ANDREWS
LT. COL USAF

SECRET

EXHIBIT # 166

0336

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Class: Secret
Auth: Comdr 91S.W
Date: 14 June 54
Name: Short

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
15 June 1954

AMENDMENT NO. 1)

OPERATIONS ORDER)

NUMBER 117-54)

Item 1: Reference Basic Order, amend following:

a. Page 3, Par. b(1), delete crew No. L-3LMO and A/C Preston and add Crew No. S-51DO and A/C Austin.

b. Page 5, Par. 3K(3), amend sentence to read "Enemy Territory: Will be as designated in Annex "A".

c. Page 9, add to Distribution "Comdr 91S.W - 10".

Item 2: Reference Annex "B", Appendix I:

a. Page 5, Secondary Route (Y-64), delete "N/A" from TGT (Pine Bluff).

b. Page 12, Secondary Route (Y-75), add "N/A" to TGT (Pine Bluff).

c. Page 23, delete Tertiary Route (Y-66) and add Tertiary Route (Y-509) as follows:

Tertiary Route (Y-509)

Dept: Lockbourne AFB, Ohio

to: 40 56N 98 22W

to: 46 59N 98 45W

to: 47 40N 96 08W

to: 47 44N 94 36W

to: 47 25N 92 56W tgt (Hibbing) N/A

to: 46 47N 92 05W tgt (Duluth) N/A

to: 45 41N 90 24W *tgt (Phillips) N/A

to: 44 57N 89 38W

SECRET

PO-519

167

0337

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 40 46N 82 31W

to: 43 01N 77 35W

to: 33 56N 80 22W

to: 39 50N 82 27W Buckeye Lake, Ohio

to: Lockbourne AFB, Ohio

Total Distance: 3146

Total Time: 7:25

d. Page 23, Primary Route (Y-310), change Crew No. L-3440 to read S-5180 and A/C Preston to read A/C Austin. Amend last scheduled tgt of this Route to read "(Lake Wales) N/A".

e. Page 25, Par. (d), amend "Primary Route" to read: "Primary Route (Y-312)". Amend second Primary tgt to read "(Dunnellon)."

f. Page 26, amend "Tertiary Route" to read: "Tertiary Route (Y-512)".

g. Page 27, amend third Primary tgt to read "(Daytona Beach)".

h. Page 33, reference Secondary Route (Y-82), amend tgt (Hot Springs) to read: tgt (Pine Bluff).

i. Page 34, "Tertiary Route (Y-527), add to coordinates as follows:

"to: 47 40N 96 08W Initial Point

to: 47 44N 94 36W 2nd Initial Point

to: 47 25N 92 56W tgt (Hibbing)

to: 46 47N 92 05W tgt (Duluth) N/A

to: 45 41N 90 24W *tgt (Phillips) N/A"

j. Page 38, add to end of mission after Lockbourne AFB - "Termination Point".

k. Page 40, (b), reference Primary Route (Y-304), add after tgt (Winterhaven), "N/A".

SECRET

0338

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Amend No. 1
Oper O 117-5L
3 Pages
Page 3

1. Page 51, amend Secondary Route (Y-523) to read: "Secondary Route (Y-63)".

m. Pages 57 and 58, add to end of each route after "Lockbourne Air Force Base" - "Termination Point".

Item 3: 1. Reference Annex "D", Appendix "I":

a. Amend last column, "UHF PRI-SEC" to read: "266.2-279.8".

b. Delete all information as pertains to "X / 1 Strike."

c. Amend last column of "X / 2 Strike" to read as in "a" above

2. Reference Annex "D", Appendix "II", delete all information as pertains to "X / 1 Strike".

RALSTON
Colonel
Commander

OFFICIAL:

Wilbur C. Alexander, Maj
per W.L.C. CONNER
Colonel, USAF
Director of Operations

SECRET

0339

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
14 June 1954

OPERATIONS ORDER

SERIAL NO. 117-54

91SRW Opor O
117-54
14 June 54

PO-515

SECRET AMND #1 PO-519

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Class: Secret
Auth: Comdr 913SW
Date: 14 June 54
Name: [illegible]

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
15 June 1954

AMENDMENT NO. 1)

OPERATIONS ORDER)

NUMBER 117-54)

Item 1: Reference Basic Order, amend following:

a. Page 3, Par. b(1), delete crew No. L-3LKO and A/C Preston and add Crew No. S-51DO and A/C Austin.

b. Page 5, Par. 3K(3), amend sentence to read "Enemy Territory: Will be as designated in Annex "A".

c. Page 9, add to Distribution "Comdr 913SW - 10".

Item 2: Reference Annex "B", Appendix I:

a. Page 5, Secondary Route (Y-64), delete "N/A" from TGT (Pine Bluff).

b. Page 12, Secondary Route (Y-75), add "N/A" to TGT (Pine Bluff).

c. Page 23, delete Tertiary Route (Y-66) and add Tertiary Route (Y-509) as follows:

Tertiary Route (Y-509)

Dept: Lockbourne AFB, Ohio

to: 40 56N 98 22W

to: 46 55N 98 49W

to: 47 40N 96 08W

to: 47 44N 94 36W

to: 47 25N 92 56W tgt (Hibbing) N/A

to: 46 47N 92 05W tgt (Duluth) N/A

to: 45 41N 90 24W #tgt (Phillips) N/A

to: 44 57N 89 38W

SECRET PO-519

0341

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 40 46N 82 31W

to: 43 01N 77 35W

to: 33 56N 80 22W

to: 39 50N 82 27W Duckeye Lake, Ohio

to: Lockbourne AFB, Ohio

Total Distance: 3146

Total Time: 7:25

d. Page 23, Primary Route (Y-310), change Crew No. L-3440 to read S-5180 and A/C Preston to read A/C Austin. Amend last scheduled tgt of this Route to read "(Lake Wales) A/A".

e. Page 25, Par. (d), amend "Primary Route" to read: "Primary Route (Y-312)". Amend second Primary tgt to read "(Dunnellon)."

f. Page 26, amend "Tertiary Route" to read: "Tertiary Route (Y-512)".

g. Page 27, amend third Primary tgt to read "(Daytona Beach)".

h. Page 33, reference Secondary Route (Y-82), amend tgt (Hot Springs) to read: tgt (Pine Bluff).

i. Page 34, "Tertiary Route (Y-527), add to coordinates as follows:

"to: 47 40N 96 08W Initial Point

to: 47 44N 94 36W 2nd Initial Point

to: 47 25N 92 56W tgt (Hibbing)

to: 46 47N 92 05W tgt (Duluth) A/A

to: 45 41N 90 24W *tgt (Phillips) A/A"

j. Page 38, add to end of mission after Lockbourne AFB - "Termination Point".

k. Page 40, (b), reference Primary Route (Y-304), add after tgt (Winterhaven), "A/A".

SECRET

0342

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

1. Page 51, amend Secondary Route (Y-523) to read: "Secondary Route (Y-63)".

m. Pages 57 and 58, add to end of each route after "Lockbourne Air Force Base" - "Termination Point".

Item 3: 1. Reference Annex "D", Appendix "I":

a. Amend last column, "UHF PRI-SEC" to read: "266.2-279.8".

b. Delete all information as pertains to "X / 1 Strike."

c. Amend last column of "X / 2 Strike" to read as in "a" above.

2. Reference Annex "D", Appendix "II", delete all information as pertains to "X / 1 Strike".

RALSTON
Colonel
Commander

OFFICIAL:

Hal C. Alexander, Maj
for HAL C. CONNER
Colonel, USAF
Director of Operations

SECRET

0343

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Clas: Secret
Auth: Comdr 91SRW
Date: 14 June 1954
Name: [illegible]

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
14 June 1954

OPERATIONS ORDER)

NUMBER 117-54)

CHARTS OR MAP REFERENCES: As Required.

TASK ORGANIZATIONS:

322nd Strat Recon Sqdn	Major James T. Chafin
323rd Strat Recon Sqdn	Major Frank A. Gshwandtner
324th Strat Recon Sqdn	Lt Col John H. Archer
91st Air Refueling Sqdn	Lt Col Clifford S. Hovik
91st Armt & Elect Sqdn	Lt Col Ernest C. Wade
91st Field Maint Sqdn	Lt Col David B. Lawerence
91st Per Maint Sqdn	Major Charles S. Graham

1. GENERAL SITUATION:

a. Intelligence: See Annex "A"

b. Enemy Forces: The 35th Air Division (Defense) will provid radar and fighter defense to maximum extent possible.

c. Friendly Forces:

(1) 801st Reconnaissance Technical Squadron.

(a) Process and evaluate all radar and aerial film, forwarded by the 91st SRW.

(2) 801st Air Base Group

(a) Provide base support as required to support this mission.

(3) 26-5 Weather Detachment.

(a) Provide weather data as required to support this

91SRW Oper O
117-54
14 June 54

PO-515

SECRET

0344

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

mission.

(4) 1914-2 AACS Detachment.

(a) Provide support as required to support this mission.

2. MISSION:

a. The 91st Strategic Reconnaissance will simulate its current EWI assignment by performing tasks outlined in this operations order. The Simulated Combat Missions will comply with paragraph 6, Supplement XI to SAC Regulation 50-8 dated 10 December 1953, as amended, and as furthe specified in 2AF Operations Order 117-54. This mission will be flown in conjuntion with forthcoming Operational Readiness Test being conducted between 13 June and 26 June 1954.

3. TASKS FOR SUBORDINATE UNITS:

a. 322nd Strategic Reconnaissance Squadron:

(1) Prepare and dispatch the following crews to fly missions, set forth in Annex "B", in accordance with this Operations Order:

MISSION NO.	CREW NO.	A/C
	(X + 1 Strike)	
Y-301	R-75AO	Yancey
Y-306	S-16AO	Chinnock
Y-307	R-45AO	Kelly
Y-311	R-08AO	Minor
	(X + 2 Strike)	
Y-314	N-09AO	Danister
Y-317	N-37AO	Beam
Y-319	S-31BO	Hayslip
Y-320	R-40BO	Johnson

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(X / 3 Strike)

Y-325	R-63A0	Snyder
Y-330	R-21A0	Landess
Y-331	R-48A0	Arlington

b. 323rd Strategic Reconnaissance Squadron:

(1) Prepare and dispatch the following crews to fly missions, set forth in Annex "B", in accordance with this Operations Order.

MISSION NO.	CREW NO.	A/C
	(X / 1 Strike)	
Y-302	L-46A0	Williams
Y-309	L-69A0	Emerson
Y-310	L-34A0	Preston
Y-312	L-35A0	Stone
	(X / 2 Strike)	
Y-313	L-91A0	Smithwick
Y-316	L-32A0	Naftel
Y-318	L-83A0	Valentine
	(X / 3 Strike)	
Y-327	L-98B0	Gammon
Y-333	L-02A0	Brunson
Y-334	S-39A0	Ward

c. 324th Strategic Reconnaissance Squadron:

(1) Prepare and dispatch the following crews to fly missions, set forth in Annex "B" in accordance with this Operations Order:

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MISSION NO.	CREW NO.	A/C
	(X + 1 Strike)	
Y-303	L-77BO	Evans
Y-304	L-76AO	Keller
Y-305	L-80AO	Fetsko
Y-308	L-82AO	Stuempfle
	(X + 2 Strike)	
Y-315	L-59BO	MacCauley
Y-321	L-57AO	Hoerler
Y-322	R-71AO	Holt
Y-323	N-30AO	Gutos
MISSION NO.	CREW NO.	A/C
	(X + 3 Strike)	
Y-326	L-70AO	Hoxie
Y-328	L-81AO	Mummie
Y-329	R-78BO	Falls
Y-332	R-79AO	Perry

d. 91st Air Refueling Squadron.

(1) Prepare and dispatch necessary aircraft and crews to provide aerial refueling support for missions outlined in Annex "B". See Annex "D" for further details.

e. 91st Armament and Electronics Squadron.

91st Field Maintenance Squadron.

91st Periodic Maintenance Squadron.

(1) Insure availability of fully equipped flyable RB-47 aircraft as follows:

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(a) X + 1: 15 RB-47E Aircraft.

(b) X + 2: 14 RB-47E Aircraft.

(c) X + 3: 13 RB-47E Aircraft.

(This requirement includes 3 ground spares per da

(2) Insure availability of fully equipped flyable KC-97 aircraft as follows:

(a) X + 1: 7 KC-97 Aircraft.

(b) X + 2: 7 KC-97 Aircraft.

(c) X + 3: 7 KC-97 Aircraft.

(This requirement includes 2 ground spares per da

(3) Camera installation: The 91st A & E Squadron will be responsible for:

(a) Installing photo equipment in accordance with the Camera Requirement Order, 80lAD Form 27. Flight logs (Form 28) will be provided crews at preflig

(b) Immediately upon aircraft landing, film, flight logs and camera requirement order will be secured film will be canned, and dispatched to the '80lst Reconnaissance Technical Squadron.

X. GENERAL INSTRUCTIONS:

(1) Mission Code Name: "Down South". All forms, communications, and clearances pertaining to this mission will be identified therewith.

(2) X-day is 17 June 1954. All times will be in Greenwich Civil time.

(3) Enemy Territory: Will be as designated in Annex A

(4) Tactics will be as outlined in Reconnaissance

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Tactical Doctrine and as specified in Annex "B".

(5) RB-47 airbourne spares are not authorized.

(6) One (1), KC-97 airbourne spare is authorized X + 3 Day.

(7) Execution Dates:

(a) Phase I (X + 1): 18 June 1954: Minimum of twelv. (12) RB-47 aircraft and five (5) KC-97 aircraft.

(b) Phase II (X + 2): 19 June 1954: Minimum of Elev. (11) RB-47 aircraft and five (5) KC-97 aircraft.

(c) Phase III (X + 3): 20 June 1954: Minimum of ten (10) RB-47 aircraft and five (5) KC-97 aircraft.

(8) Emergency Fields:

(a) Primary: All SAC bases.

(b) Secondary: Any Air Force Base capable of handling RB-47 or KC-97 type aircraft.

(9) Photography and Cameras: See Annex "C".

(10) Routes and targets for each crew are as designated in Annex "B", Appendix One, this Operations Order.

(11) Weather alternates: Will be as briefed.

(12) Ammunition: Complete combat load, however, no rounds will be placed into feedway of guns.

(13) Weather Reconnaissance:

(a) Will be accomplished to the maximum extent possible on all missions.

(14) Air Refueling: See Annex "D".

(15) Security:

(a) All flight crew members will carry side arms.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) Each Squadron Commander will be responsible for providing adequate security for his assigned area of responsibility.

(16) Navigation and Timing: See Annexes "B" and "D".

(17) Operations Concept: See Annex "B".

(18) Force Allocation: See Annex "B".

(19) Flight clearances will be obtained in accordance with SAC Regulation 55-3.

(20) Reports: See Annex "A".

(21) All RB-47 aircraft flight clearances (Form 175's) will have the statement "Do not pass to Radar" in the remarks section and will also be relayed in pilot's position reports to CAA.

(22) Reconnaissance Crews will be briefed on three (3) different routes. Route flown will be dependent upon weather.

4. ADMINISTRATION AND LOGISTICS:

a. Administration:

(1) This operation order may be destroyed thirty (30) days after completion of mission.

(2) Maximum support will be furnished by home station.

b. Logistics: Omitted.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command:

(1) Commander, Second Air Force, is in overall command.

(2) 801st Air Division will monitor and supervise this mission.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) Commander, 91st Strategic Reconnaissance Wing (M) will command.

b. Communications:

(1) SACEI, JANAP's, SACDAL, AFSAL 5104, Inclousure 6 to SAC Reg 55-11 dated November 1953 and pertinent Radio Facility Charts apply except as modified herein.

(2) Visual Identification, Recognition and IFF will be in accordance with SACCEI 2407.3.

(3) Emergency procedures in accordance with ACP 130, 135, JANAP 300 and Radio Facility Charts.

(4) Call Signs: (SACCEI 2106.4a, "24 and 25").

(a) SACDAL will be used for all reporting.

(b) Air/Air Voice call signs assigned in SACCEI expanded in accordance with JANAP 119.

(c) Ground Station calls as listed in current Radio Facility Charts.

(5) Navigation Aids will be as listed in current Radio Facility Charts.

(6) UHF channelization for all aircraft will be as outlined in Figure 11-8 in SACCEI.

(7) VHF channelization for KC-97 aircraft will be in accordance with figure 11-1 in SACCEI.

(8) HF channelization for KC-97 aircraft will be normal wing channelization.

(9) HF back up for VHF/UHF air/air communication will be in accordance with Figure 11-14 in SACEI (KC-97 this Wing only).

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(10) Air Refueling communications will be in accordance with figure 11-7 SACCEI and will include rendezvous equipment settings.

(11) Reporting procedures "AEFA", as prescribed in Incl 6 to SAC Regulation 55-11 will apply.

ANNEXES:
A - Intelligence
B - Air Operations
C - Photography
D - Air Refueling

PRESTON
Colonel
Commander

DISTRIBUTION:

Comdr SAC	5
Comdr 2AF	5
Comdr 35AD, Air Def Command	3
Comdr 801 AD	2
Comdr 801 ABGp	2
Comdr 801 RTS	2
Comdr 26-5 Weather Det	1
Comdr 1914-2AACS Det	1
Comdr 322 SRS	2
Comdr 323 SRS	2
Comdr 324 SRS	2
Comdr 91 ARS	2
Comdr 91 A&CS	2
Comdr 91 FMS	2
Comdr 91 PMS	2

OFFICIAL:

Arthur L. Klingender, Maj
for HAL C. CONNER
Lt Col USAF
Director of Operations

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (H)
Lockbourne Air Force Base
Columbus 17, Ohio
14 June 1954

ANNEX A

TO

OPERATIONS ORDER

SERIAL NO 117-54

INTELLIGENCE

Annex A
91SRW Ops O
No. 117-54
14 Jun 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
14 June 1954

ANNEX A

TO

OPERATIONS ORDER

SERIAL NO. 117-54

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) The current world situation requires that all units of the Second Air Force maintain a constant state of proficiency in their assignments under the Emergency War Plans.

(2) Exercise DOWN SOUTH has been designed with this purpose in mind.

b. Enemy Territory:

(1) For the purpose of simulating fighter and electronic reaction utilizing facilities of the 35th Air Division (Defense), all fighter type aircraft will be deemed unfriendly in an enemy territory designated as that area south of a line starting on the eastern coast of the U. S. at 36-50 N, 76-00W to Roanoke, Va. to Huntington, W. Va to Lexington, Ky., to Louisville, Ky. south to Nashville, Tenn. to Birmingham, Ala to

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Gulfport, Miss.

(2) To allow simulation of EWP in flight planning and cruise control, enemy territory will be that area south of 31-30N.

c. Enemy Order of Battle:

(1) Aircraft Order of Battle

(a) Fighter aircraft known to be located in the general target area are:

Command	Base	Number	Type
EADC	McGhee Tyson (Knoxville, Tenn)	24	F-86A
APG	Eglin AFB, Fla	13	F-86D
		6	F-94C
		10	F-84G
ARTC	Tyndall AFB, Fla.	Unknown	F-94C
		Unknown	F-86D
SAC	Turner AFB, Ga.	18	F-84
CONAC	Dobbins AFB, Ga.	10	F-51
NAVY	Cecil Fld (Jacksonville) Fla	62	F-2H
		63	F-4U
NAVY	Jacksonville Fld, Fla	85	F-2H
		44	F-9F
		17	F-4U
USMC	Cherry Point, N. C.	47	F-9F
		28	F-3D
		17	F-7F
USMC	Edenton, N. C.	23	F-9F
ANG	Dobbins AFB (Marietta) Ga.	20	F-84D
ANG	Congaree (Eastover) S. C.	5	F-51H
ANG	Travis Fld (Savannah) Ga	20	F-84D

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Command	Base	Number	Type
ANG	Thomas Cole Airport (Jacksonville) Florida	5	F-51H
ANG	Morris Fld (Charlotte) N. C.	20	F-84E
ANG	Standiford (Louisville), Ky.	5	F-51D

(2) Radar Order of Battle:

(a) Radars known to be in the general target areas are:

Command	Site	Equipment
30th AD, EADF	Godman AFB, Ky.	FPS-3, FPS-4
35th AD, EAD	Cross Mt., Tenn	FPS-10
TAC	Pope AFB, N. C.	CPS 5, CPS 4, TPS-1
TAC	Shaw AFB, S. C.	MPS 5, TPS-1, TPS-10
APGC	Eglin AFB, Fla.	CPN-6, TPS-10
ATRC	Tyndall AFB, Fla.	CPS-6, TPS-10A
ATRC	Keesler AFB, Miss	CPS-6
USMC	Cherry Point, N. C.	MPN-1
USN	Jacksonville NAS, Fla	TPS-1B

(3) Anti-Aircraft Artillery Order of Battle

Omitted

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

(1) What type fighters were encountered enroute to and from target?

(2) Were there VHF transmissions from controllers during

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

periods of fighter attack?

(3) Did fighter tactics give any evidence of being GCI controlled?

(4) Was there any jamming encountered?

(5) What antennae were observed on attacking fighters?

b. Means of Obtaining Information:

(1) Interrogation of Combat Crews. Immediately after landing, combat crews will report to a designated location for debriefing. Combat crews of reconnaissance aircraft will be interrogated by Wing intelligence personnel augmented by the squadron intelligence personnel. Combat crews of tanker aircraft will be interrogated by the intelligence section of the 91st Air Refueling Squadron.

c. Means of Reporting Essential Elements of Information:

(1) See paragraph 3d, Reports and Distribution.

(2) Information not transmitted in accordance with SAC Manual 55-8 and existing regulations, should be forwarded, as expeditiously as possible, on AF Form 112 (Air Intelligence Information Report) in accordance with USAF Intelligence Collection Instructions.

3. INTELLIGENCE ACTIVITIES

a. Target Materials:

(1) As available and required.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Survival Intelligence:

(1) General

(a) Crew members will be briefed on the best possible evasion route from the target area. Routes should be designated in accordance with routes to and from the target area within simulated enemy territory.

(2) Equipment:

(a) Special Equipment

1. The following equipment will be issued to combat crew members prior to each simulated combat mission.

a. Sustenance kit, Type A-1 and B-2 when available.

2. Simulated appropriate blood chit. Simulated chits will be numbered and picked up at interrogation to determine the number of chits that may be recovered.

3. Crew members will be apprized of other available aids, such as cloth charts, phrase booklets and information booklets. Crew members should be reminded to procure recommended barter items locally.

4. URC/4 radio will be distributed on the basis of one per crew member, when available. Detail-

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ed instructions on the use of this radio will be as outlined in SAC Manual 200-1.

(3) Forced Landings:

(a) Forced landing procedures will be as outlined in SAC Regulation 200-8.

(4) Guide for Conduct of Captured Personnel:

(a) Guide for conduct of Strategic Air Command personnel in the event of capture will be as outlined in Volume I, Section VI, BIPG.

c. Measures for Handling Captured Documents:

Omitted

d. Reports and Distribution:

(1) Submit reports under procedures of SAC Manual 55-8, 55-8B, 55-8C and Second Air Force Supplementary Reporting Instructions (2AFR-SRI).

(a) Reconnaissance

1. Distribution A: R-1, R-3, R-11, R-14, R-16, R-17, R-21, R-22, R-23, R-24, R-36, R-51, and R-81.

2. Distribution B: R-27

3. Distribution C: R-71

4. Report as required by paragraph 6a, SAC Manual 55-8.

(b) Refueling

1. Distribution A: T-1, T-2, T-10, T-14, T-15,

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

T-17, T-21, T-22, T-23, T-24, T-36 and T-81.

2. Distribution C: T-71

3. Report as required by paragraph 6a, SAC Manual 55-8.

(2) Include nickname DOWN SOUTH on all reconnaissance and tanker reports following the report code or TTF identifier.

(3) Include the mission X-day in all reconnaissance reports following the mission nickname (ZIPPO 222 R-16 RY307 DOWN SOUTH X plus 1)

(4) Tanker Task Force Identifier for the first refueling mission will be YT117A. Identifiers for subsequent missions will be YT117B, YU117C, etc.

(5) One R-27 report will be submitted. Due time will be based on landing of last aircraft on the third strike. This report will include information normally submitted in the T-27 report.

(6) 801st Reconnaissance Technical Squadron will include the 2nd Reconnaissance Technical Squadron as addressee on R-51 reports.

(7) Use operations plan numbers as TTF identifiers, prefixed by the letter "R", i. e., Operations Plan 54-Y307, TTF RY307.

Annex A
91SRW Ops O
No. 117-54
14 Jun 54

0360

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
14 June 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO 117-54

OPERATIONS

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
913T STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
14 June 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 117-54

OPERATIONS

1. GENERAL: This annex contains the operational flight planning ground rules which will be applied to the Individual Operations Plans as given in Appendix 1 to Annex "B".

a. All missions will be flown in accordance with paragraph 6, Supplement IX to SAC Regulation 50-8, dated 10 December 1953, as amended and as further specified in this operations order. The missions will also be flown in accordance with "Proposed Readiness Inspection Criteria" guide for jet reconnaissance aircraft.

b. Each individual Operations plan has a secondary and tertiary assignment in the event weather precludes attack on the primary target system.

c. Missions have been divided into three increments and will be scheduled for three (3) consecutive days as further indicated in paragraph 3a through 3c of basic operations order and appendix one (1) of this annex.

d. All individual reconnaissance sorties will terminate over Buckeye Lake, Ohio for purposes of this excersise with the exception of sorties flown by crews S-39AO and R-78BO.

Annex "B"
Appendix 1
913RW Oper O
117-54
14 June 1954

SECRET

0362

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

These two sorties will terminate at points indicated in appendix 1 to Annex "B".

3. FORCE ALLOCATION:

a. Reconnaissance sortie assignments have been based on the entire unit's EWP target commitment. See Appendix One (1) to this annex for assignments.

b. Reconnaissance crews having EWP assignments will have priority in aircraft scheduling.

4. CREW ASSIGNMENT:

a. Crews as established in current SAC V-3 are assigned, as outlined in appendix one (1) to Annex "B", reconnaissance sorties which simulate their EWP assignments.

5. NAVIGATION AND TIMING:

a. Timing:

(1) Take-off times will be assigned at the general briefing for individual reconnaissance sorties.

(2) Aircraft will be dispatched in trail and at fifteen minute intervals.

b. Navigation:

(1) Navigation procedures will be as set forth in SAC Tactical Doctrine, Reconnaissance.

(2) Each individual reconnaissance sortie has been planned to parallel the respective EWP sortie, both in distance and altitudes.

6. AIR REFUELING: See Annex "D".

7. CAMERAS AND PHOTOGRAPHY: See Annex "C".

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
14 June 1954

APPENDIX 1

TO

ANNEX "B"

OPERATIONS ORDER

SERIAL NO 117-54

INDIVIDUAL RECONNAISSANCE SORTIES

91SRW Oper O
117-54
14 June 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
14 June 1954

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS NO 117-54

INDIVIDUAL RECONNAISSANCE SORTIES

1. GENERAL:

a. This appendix contains all of the Individual Reconnaissance Sorties assigned for this excericise.

b. Each reconnaissance crew is assigned a primary, secondary, and tertiary route assignment. Route used will be dependent upon weather on scheduled take-off date.

c. Point over which aircraft's effectiveness will be determined as indicated by asterisk (*). Photo requirements are also indicated by TGT name. (See SAC Tech Pamphlet 170-2)

d. Reconnaissance Sortie assignments:

(1) 322nd Strategic Reconnaissance Squadron:

(X / 1 Strike)

(a) Crew No R-75AO A/C Yancey

Primary Route (Y-301)

Dept: Lockbourne Air Force Base, Ohio

to: 30 50N 83 17W IP

to: 30 11N 28 38W TGT (Lake City)

to: 29 39N 81 39W TGT (Palatka)

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Secret

to: 29 14N 81 03W TGT(Daytona Beach)R/A

to: 28 21N 80 44W *TGT (Coca)R/A

to: 27 40N 80 58W

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 1839

Total Time 4 ≠ 26

Secondary Route: Y-51

Dept: Lockbourne Air Force Base, Ohio

to: 41 32N 88 05W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W TGT (Pine Bluff)

to: 34 47N 90 46W TGT (Marianna)R/A

to: 34 56N 88 31W *TGT (Corinth)R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 37 24N 79 10W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 1839

Total Time 4 ≠ 26

Tertiary Route: (Y-501)

Dept: Lockbourne Air Force Base, Ohio

to: 46 52N 96 47W

to: 47 40N 96 08W Initial Point

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 47 53N 94 17W TGT (Northome)

to: 47 28N 92 33W TGT (Eveleth)R/A

to: 46 35N 90 54W *TGT (Ashland)R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 41 26N 79 43W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 1039

Total Time 4 ✓ 26

(a) Crew No: S-16A0 A/C Chinnock

Primary Route (Y-306)

Dept: Lockbourne Air Force Base, Ohio

to: 30 50N 83 17W IP

to: 30 11N 82 38W TGT (Lake City)

to: 29 03N 82 28W TGT (Dunnellon)R/A

to: 28 01N 82 08W *TGT (Plant City) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 42 05N 76 49W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2416

Total Time 5 ✓ 43

Secondary Route (Y-56)

Annex "B"
Appendix 1
915RW Oper O
117-54
14 June 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Dept: Lockbourne Air Force Base, Ohio

to: 34 30N 93 02W

to: 34 13N 92 01W Initial Point

to: 33 31N 90 10W TGT (Pine Bluff)

to: 33 30N 88 25W TGT (Greenwood)R/A

to: 34 02N 86 02W *TGT (Columbus)R/A

to: 32 50N 83 38W

to: 40 42N 74 10W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2416

Total Time 5 ≠ 43

Tertiary Route (Y-506)

Dept: Lockbourne Air Force Base, Ohio

to: 46 52N 96 57W

to: 47 40N 96 08W Initial Point

to: 46 55N 95 04W TGT (Park Rapids)

to: 46 22N 94 11W TGT (Brainerd)R/A

to: 45 30N 92 58W *TGT (No Branch)R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 01N 77 35W

to: 38 04N 78 28W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2416

Total Time 5 ≠ 43

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

4

SECRET

0568

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(c) Crew No. R-45A0 A/C Kelly

Primary Route (Y-307)

Dept: Lockbourne Air Force Base, Ohio

to: 41 05N 85 08W

to: 30 50N 83 17W IP

to: 30 11N 82 38W TGT (Lake City)

to: 29 39N 81 39W TGT (Palatka)

to: 29 14N 81 03W TGT (Daytona Beach)R/A

to: 28 21N 80 44W *TGT (Cocoa)R/A

to: 27 40N 80 58W

to: 26 38N 81 51W

to: 27 57N 82 26W

to: 39 38N 78 45W

to: 39 50N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2069

Total Time 4 ≠ 49

Secondary Route (Y-64)

Dept: Lockbourne Air Force Base, Ohio

to: 41 32N 88 05W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W TGT (Pine Bluff)R/A

to: 34 47N 90 46W TGT (Marianna)R/A

to: 34 56N 88 31W *TGT (Corinth)R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

Annex "D"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 36 52N 76 00W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2069

Total Time 4 / 49

Tertiary Route (Y-507)

Dept: Lockbourne Air Force Base, Ohio

to: 46 52N 96 47W

to: 47 40N 96 08W Initial Point

to: 47 53N 94 17W TGT (Northome)

to: 47 28N 92 33W TGT (Eveleth)R/A

to: 46 35N 90 54W *TGT (Ashland)R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 42 07N 80 05W

to: 40 37N 77 34W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2069

Total Time 4 / 49

(d) Crew No R-08A0 A/C Minor

Primary Route (Y-311)

Dept: Lockbourne Air Force Base, Ohio

to: 43 05N 89 21W

to: 30 50N 83 17W IP

to: 30 11N 82 38W TGT (Lake City)

Annex "D"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

0370

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 29 11N 82 08W TGT (Ocala)

to: 28 03N 81 57W *TGT (Lakeland) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 40 19N 78 54W

to: 39 51N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2424

Total Time 5 ≠ 45

Secondary Route (Y-68)

Dept: Lockbourne Air Force Base, Ohio

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W TGT (Pine Bluff)

to: 33 47N 89 48W TGT (Grenada)

to: 33 49N 88 33W *TGT (Aberdeen) R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 38 16N 76 26W

to: 39 56N 86 27W Buckeye Lake, Ohio

to: Lockbourne Air Force, Ohio

Total Distance 2424

Total Time 5 ≠ 45

Tertiary Route (Y-511)

Dept: Lockbourne Air Force Base, Ohio

to: 39 46N 94 51W

to: 46 55N 89 45W

Annex "D"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

0371

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to:	47 40N 96 08W	Initial Point
to:	47 06N 94 35W	TGT (Walker)
to:	46 32N 93 42W	TGT (Aitken)
to:	45 30N 91 44W	*TGT (Rice Lake)R/A
to:	44 57N 89 38W	
to:	40 46N 82 31W	
to:	42 07N 80 05W	
to:	39 40N 77 43W	
to:	39 56N 82 27W	Buckeye Lake, Ohio
to:	Lockbourne Air Force Base, Ohio	

Total Distance 2424

Total Time 5 + 45

(X + 2 Strike)

(e) Crew No. N-0940 A/C Canister

Primary Route (Y-314)

Dept: Lockbourne Air Force Base, Ohio

to:	43 53N 89 58W	
to:	30 50N 83 17W	IP
to:	30 11N 28 38W	TGT (Lake City)R/A
to:	29 26N 81 31W	TGT (Crescent City)R/A
to:	29 23N 81 27W	IP
to:	28 33N 81 22W	*TGT (Orlando) R/A
to:	28 38N 81 51W	
to:	27 59N 82 26W	
to:	32 50N 83 39W	

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

0372

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 42 07N 75 55W

to: 39 51N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2917

Total Time 6 ✓ 52

Secondary Route (Y-57)

Dept: Lockbourne Air Force Base, Ohio

to: 34 03N 93 02W

to: 34 13N 92 01W TGT (Pine Bluff)R/A

to: 34 47N 90 47W TGT (Marianna)R/A

to: 34 56N 88 31W *TGT (Corinth)R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 42 48N 73 56W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2917

Total Time 6 ✓ 52

Tertiary Route (Y-514)

Dept: Lockbourne Air Force Base, Ohio

to: 39 01N 96 50W

to: 46 55N 98 45W

to: 47 40N 96 08W Initial Point

to: 47 44N 94 36W 2nd Initial Point

to: 47 25N 92 56W TGT (Hibbing)R/A

to: 46 47N 92 05W TGT (Duluth)R/A

to: 45 41N 90 24W *TGT (Phillips)R/A

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

9

0373

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 10N 77 35W

to: 36 35N 79 22W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2917

Total Time 6 + 52

(f) Crew No. N-37A0 A/C Beam

Primary Route (Y-317)

Dept: Lockbourne Air Force Base, Ohio

to: 46 49N 95 50W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W TGT (Lake City)R/A

to: 29 11N 82 08W TGT (Ocala)R/A

to: 28 03N 81 57W *TGT (Lakeland)R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2902

Total Time 6 + 49

Secondary Route (Y-60)

Dept: Lockbourne Air Force Base, Ohio

to: 45 33N 103 57W

to: 34 30N 93 02W Initial Point

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

to: 34 13N 92 01W TGT (Pine Bluff)R/A

to: 34 12N 90 34W TGT (Clarksdale)R/A

to: 33 59N 88 29W *TGT (Amory)R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 36 43N 78 54W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2902

Total Time 6 / 49

Tertiary Route (Y-17)

Dept: Lockbourne Air Force Base, Ohio

to: 38 05N 103 00W

to: 44 44N 103 42W

to: 47 40N 96 08W Initial Point

to: 47 06N 94 35W TGT (Walker)R/A

to: 46 32N 93 42W TGT (Aitkin)R/A

to: 45 30N 91 44W *TGT (Rice Lake)R/A

to: 44 57N 89 38W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base

Total Distance 2482

Total Time 5 / 50

(g) Crew No. S-31BO A/C Hayslip

Primary Route (Y-319)

Dept: Lockbourne Air Force Base, Ohio

to: 42 31N 92 21W

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W TGT (Lake City)

to: 29 39N 81 39W TGT (Palatka)R/A

to: 29 14N 81 03W TGT (Daytona Beach)R/

to: 28 21N 80 44W *TGT (Cocoa)R/A

to: 27 40N 80 58W

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 32 50N 83 39W

to: 42 36N 72 36W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 3239

Total Time 7 + 33

Secondary Route (Y-75)

Dept: Lockbourne Air Force Base, Ohio

to: 43 32N 96 44W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W TGT (Pine Bluff)

to: 33 47N 89 48W TGT (Grenada)R/A

to: 33 49N 88 33W * TGT (Aberdeen)R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 32 01N 81 08W

to: 43 13N 71 32W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Total Distance 3239

Total Time 7 / 33

Tertiary Route (Y-519)

Dept:	Lockbourne Air Force Base, Ohio	
to:	39 01N 96 50W	
to:	46 55N 98 45W	
to:	47 40N 96 08W	Initial Point
to:	47 53N 94 17W	TGT (Northome)R/A
to:	47 28N 92 33W	TGT (Eveleth)R/A
to:	46 35N 90 54W	*TGT (Ashland)R/A
to:	44 57N 89 38W	
to:	40 46N 82 31W	
to:	43 10N 77 35W	
to:	33 56N 80 22W	
to:	39 56N 82 27W	Buckeye Lake, Ohio
to:	Lockbourne Air Force Base, Ohio	

Total Distance 3239

Total Time 7 / 33

(h) Crew No. R-40BQ A/C Johnson

Primary Route (Y-320)

Dept:	Lockbourne Air Force Base, Ohio	
to:	43 27N 88 50W	
to:	30 50N 83 17W	Initial Point
to:	30 11N 32 38W	TGT (Lake City)R/A
to:	29 26N 81 31W	TGT (Crescent City)R/A
to:	29 23N 81 27W	Initial Point
to:	28 33N 81 22W	*TGT (Orlando)R/A

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 32 50N 83 39W

to: 41 15N 75 52W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2779

Total Time 6 ✓ 30

Secondary Route (Y-70)

Dept: Lockbourne Air Force Base, Ohio

to: 42 29N 96 25W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W TGT (Pine Bluff)R/A

to: 33 31N 90 10W TGT (Greenwood)R/A

to: 33 30N 88 25W *TGT (Columbus)R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 41 12N 73 11W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2779

Total Time 6 ✓ 30

Tertiary Route (Y-520)

Dept: Lockbourne Air Force Base, Ohio

to: 39 22N 94 56W

to: 46 55N 98 45W

to: 47 40N 96 08W Initial Point

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to:	47 44N 94 36W	2nd Initial Point
to:	47 25N 92 56W	TGT (Hibbing)R/A
to:	46 47N 92 05W	TGT (Duluth)R/A
to:	45 41N 90 24W	*TGT (Phillips)R/A
to:	44 51N 89 38W	
to:	40 46N 82 31W	
to:	43 10N 77 35W	
to:	39 24N 74 28W	
to:	39 56N 82 27W	Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio
Total Distance 2779

Total Time 6 ✓ 30

(X ✓ 3 Strike)

(i) Crew No. N-63AO A/C Snyder

Primary Route (Y-325)

Dept: Lockbourne Air Force Base, Ohio

to:	46 49N 95 50W	
to:	30 15N 38 17W	Initial Point
to:	30 11N 82 38W	TGT (Lake City)R/A
to:	29 39N 81 39W	TGT (Palatka)R/A
to:	29 14N 81 03W	TGT (Daytona Beach)R/A
to:	28 21N 80 44W	*TGT (Cocoa)R/A
to:	27 40N 80 58W	
to:	26 38N 81 51W	
to:	27 59N 82 26W	
to:	39 56N 82 27W	Buckeye Lake, Ohio

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: Lockbourne Air Force Base, Ohio

Total Distance 2906

Total Time 6 ✓ 55

Secondary Route (Y-76)

Dept: Lockbourne Air Force Base, Ohio

to:	45 33N 103 57W	
to:	34 30N 93 02W	Initial Point
to:	34 13N 92 01W	TGT (Pine Bluff)R/A
to:	34 12N 90 34W	TGT (Clarksdale)R/A
to:	33 59N 88 29W	*TGT (Amory)R/A
to:	34 02N 86 02W	
to:	32 50N 83 38W	
to:	36 43N 78 59W	
to:	39 56N 82 27W	Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2906

Total Time 6 ✓ 55

Tertiary Route (Y-525)

Dept: Lockbourne Air Force Base, Ohio

to:	38 05N 103 00W	
to:	44 44N 103 42W	
to:	47 40N 96 08W	Initial Point
to:	46 55N 95 04W	TGT (Park Rapids)R/A
to:	46 22N 94 11W	TGT (Brainerd)R/A
to:	45 30N 92 58W	*TGT (No Branch)R/A
to:	44 57N 89 38W	
to:	39 56N 82 27W	Buckeye Lake, Ohio

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET
16

0380

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: Lockbourne Air Force Base, Ohio

Total Distance 2477

Total Time 5 ✓ 52

(j) Crew No. R-21AO A/C. Landess

Primary Route (Y-330)

Dept: Lockbourne Air Force Base, Ohio

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W TGT (Lake City)

to: 29 03N 82 28W TGT (Dunnellon)R/A

to: 28 01N 82 08W *TGT (Plant City)R/A

to: 28 38N 81 51W

to: 27 59N 82 26W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 1142

Total Time 3 ✓ 50

Secondary Route (Y-79)

Dept: Lockbourne Air Force Base, Ohio

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W TGT (Pine Bluff)

to: 34 47N 90 46W TGT (Marianna)R/A

to: 34 56N 88 31W *TGT (Corinth)R/A

to: 34 02N 86 02W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 1142

Total Time 3 ✓ 50

Annex "B"
Appendix 1
918RW Oper O
117-54
14 June 54

SECRET

0381

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Tertiary Route (Y-530)

Dept: Lockbourne Air Force Base, Ohio

to: 46 52N 96 47W

to: 47 40N 96 08W Initial Point

to: 47 04N 94 35W TGT (Walker)

to: 46 32N 93 42W TGT (Aitken)R/A

to: 45 30N 91 44W *TGT (Rice Lake)R/A

to: 44 57N 89 38W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 1142

Total Time 3 ≠ 50

(k) Crew No. R-48AQ A/C Arlington

Primary Route (Y-331)

Dept: Lockbourne Air Force Base, Ohio

to: 30 50N 33 17W Initial Point

to: 30 11N 82 38W TGT (Lake City)

to: 29 39N 81 39W TGT (Palatka)R/A

to: 29 14N 81 03W TGT (Daytona Beach)R/A

to: 28 21N 80 44W *TGT (Cocoa)R/A

to: 27 40N 80 58W

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 1548

Total Time 3 ≠ 50

Annex "D"
Appendix 1
91STW Oper O
117-54
14 June 54

SECRET
18

0382

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Secondary Route (Y-80)

Dept: Lockbourne Air Force Base, Ohio

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W TGT (Pine Bluff)R/A

to: 34 33N 90 38W TGT (West Helena)R/A

to: 34 31N 38 38W *TGT (Baldwyn)R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 35 57N 80 00W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 1548

Total Time 3 / 50

Tertiary Route (Y-531)

Dept: Lockbourne Air Force Base, Ohio

to: 46 52N 96 47W

to: 47 40N 96 08W Initial Point

to: 46 55N 95 04W TGT (Park Rapids)R/A

to: 46 22N 94 11W TGT (Brainerd)R/A

to: 46 30N 92 58W *TGT (No Branch)R/A

to: 44 57N 89 38W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 1548

Total Time 3 / 50

SECRET

Annex "B"
Appendix 1
915RW Oper O
117-54
14 June 54

0383

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(2) 323rd Strategic Reconnaissance Squadron

(X / 1 Strike)

(a) Crew No. L-46A0 A/C Williams

Primary Route (Y-302)

Dept: Lockbourne AFB, Ohio

to: 43 08N 93 14W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W TGT (Lake City)R/A

to: 29 26N 81 36W TGT (Crescent City)R/A

to: 29 23N 81 27W Initial Point

to: 28 33N 81 22W *TGT (Orlando)R/A

to: 28 38N 81 51W

to: 27 59N 82 26W

to: 43 07N 76 07W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 3082

Total Time 7 / 13

Secondary Route (Y-52)

Dept: Lockbourne AFB, Ohio

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W TGT (Pine Bluff)R/A

to: 34 33N 90 38W TGT (West Helena)R/A

to: 34 31N 88 38W *TGT (Baldwin)R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 41 46N 72 43W

Annex "B"
Appendix 1
91SRW 0 0
117-54
14 June 54

SECRET

0384

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne AFB, Ohio

Total Distance: 3082

Total Time 7 / 13

Tertiary Route

Dept: Lockbourne AFB, Ohio

to: 38 47N 99 43W

to: 46 55N 98 45W

to: 47 40N 96 08W Initial Point

to: 47 44N 94 36W 2nd Initial Point

to: 47 25N 92 56W TGT (Hibbing)R/A

to: 46 47N 92 05W TGT (Duluth)R/A

to: 45 41N 90 24W *TGT (Phillips)R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 01N 77 35W

to: 36 38N 78 34W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne AFB, Ohio

Total Distance: 3082

Total Time: 7 / 13

(b) Crew No L-6940 A/C Emerson

Primary Route (Y-309)

Dept: Lockbourne AFB, Ohio

to: 42 30N 90 40W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W TGT (Lake City)R/A

Annex "B"
Appendix 1
913RW 0 0
117-54
14 June 54

0385

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 29 26N 81 36W TGT (Crescent City) R/A

to: 29 23N 81 27W Initial Point

to: 28 33N 81 22W *TGT (Orlando) R/a

to: 27 38N 81 51W

to: 27 59W 82 26W

to: 32 50W 83 39W

to: 42 56W 72 16W

to: 39 51W 82 27W Buckeye Lake, Ohio

to: Lockbourne AFB

Total Distance: 3146

Total Time: 7 ≠ 25

Secondary Route (Y-66)

Dept: Lockbourne AFB

to: 43 11N 95 52W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W TGT (Pine Bluff) R/A

to: 34 22N 90 38W TGT (Friars Pt) R/A

to: 34 16N 88 42W *TGT (Tupelo) R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 32 01N 81 08W

to: 37 02N 80 48W

to: 43 05N 70 48W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne AFB

Total Distance: 3146

Total Time: 7 ≠ 25

Annex "B"
Appendix 1
918RW 0 0
117-54
14 Jun 54

SECRET

0386

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Tertiary Route (Y-66)

Dept:	Lockbourne AFB		
to:	43 11N	95 52W	
to:	34 30N	93 02W	Initial Point
to:	34 13N	92 01W	TGT (Pine Bluff) R/A
to:	34 22N	90 38W	TGT (Friars Pt) R/A
to:	34 16N	88 42W	*TGT (Tupelo) R/A
to:	34 02N	86 02W	
to:	32 50N	83 38W	
to:	32 01N	81 08W	
to:	37 02N	80 48W	
to:	43 05N	70 48W	
to:	39 56N	82 27W	Buckeye Lake, Ohio
to:	Lockbourne AFB		
Total Distance:	3146		
Total Time:	7 / 25		

(c) Crew No. L-34A0 A/C Preston

Primary Route (Y-310)

Dept:	Lockbourne AFB		
to:	39 43N	90 14W	
to:	30 50N	83 17W	Initial Point
to:	30 11N	82 38W	TGT (Lake City) R/A
to:	28 51N	81 41W	TGT (Eustis) R/A
to:	27 54N	81 34W	*TGT (Lake Wales) R/A
to:	26 38N	81 51W	

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 Jun 54

SECRET

0387

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 27 59N 82 26W

to: 32 50N 83 39W

to: 43 18N 73 39W

to: 39 51N 82 27W Buckeye Lake, Ohio

to: Lockbourne AFB

Total Distance 2867

Total Time 6:45

Secondary Route (Y-67)

Dept: Lockbourne AFB

to: 42 44N 92 30W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W Tgt (Pine Bluff) R/A

to: 34 12N 90 34W Tgt (Clarksdale) R/A

to: 33 59N 88 29W *Tgt (Amory) R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 42 23N 71 07W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne AFB, Ohio

Total Distance: 2867

Total Time: 6:45

Tertiary Route (Y-510)

Dept: Lockbourne AFB

to: 40 07N 88 15W

to: 46 55N 98 55W

to: 47 40N 96 08W Initial Point

SECRET

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 Jun 54

0388

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

to: 47 36N 94 45W TGT (Port O Wilds)R/A

to: 47 14N 93 32W TGT (Grand Rapids)R/A

to: 46 43N 92 28W *TGT (Cloquet)R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 10N 77 35W

to: 34 57N 76 56W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne AFB, Ohio

Total Distance: 2867

Total Time: 6 / 45

(d) Crew No. L-3540 A/C Stone

Primary Route

Dept: Lockbourne AFB, Ohio

to: 43 11N 88 43W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W TGT (Lake City)

to: 29 03N 82 28W TGT (Duellon)R/A

to: 28 01N 82 08W *TGT (Plant City)R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 32 50N 82 39W

to: 40 15N 76 52W

to: 39 51N 82 27W Buckeye Lake, Ohio

Total Distance: 2603

Total Time: 6 / 00

Secondary Route: Y-58

Annex "B"
Appendix 1
91SRW 0 0
117-54
14 June 54

0389

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Dept: Lockbourne AFB

to: 42 45N 95 33W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W TGT (Pine Bluff)

to: 34 33N 90 38W TGT (West Helena) R/A

to: 34 31N 88 38W *TGT (Baldwin) R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 42 07N 75 55W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne AFB

Total Distance: 2603

Total Time: 6:00

Tertiary Route:

Dept: Lockbourne AFB

to: 40 49N 96 40W

to: 46 55N 98 45W

to: 47 40N 96 08W Initial Point

to: 46 55N 95 04W TGT (Park Rapids)

to: 46 22N 94 11W TGT (Brainerd) R/A

to: 45 03N 92 58W *TGT (No Branch) R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 10N 77 35W

to: 41 58N 75 17W

to: 39 56N 82 27W Buckeye Lake, Ohio

SECRET

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 Jun 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: Lockbourne Air Force Base, Ohio

Total Distance 2603

Total Time 6:00

(X + 2 Strike)

(e) Crew No L-91AO A/C Smithwick

Primary Route (Y-313)

Dept: Lockbourne Air Force Base, Ohio

to: 40 36N 86 54W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W tgt (Lake City)

to: 29 39N 81 39W tgt (Palatka) R/A

to: 29 14N 81 03W tgt (Daytonna Beach) R/A

to: 28 21N 80 44W *tgt (Cocoa) R/A

to: 27 40N 80 58W

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 32 50N 83 39W

to: 43 34N 71 02W

to: 39 51N 82 27W Buckeye Lake, Ohio

Total Distance 2948

Total Time 6:55

Secondary Route (Y-59)

Dept: Lockbourne Air Force Base, Ohio

to: 42 03N 88 18W

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

27

0391

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W Tgt (Pine Bluff) R/A

to: 34 22N 90 38W tgt (Friars Point) R/A

to: 34 16N 88 42W *tgt (Tupelo) R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 32 01N 81 08W

to: 35 47N 78 38W

to: 37 02N 80 48W

to: 43 05N 70 48W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2948

Total Time 6:55

Tertiary Route: (K-513)

Dept: Lockbourne Air Force Base, Ohio

to: 46 52N 96 47W

to: 47 40N 96 08W Initial Point

to: 47 53N 94 17W tgt (Northome) R/A

to: 47 28N 92 33W tgt (Eveleth) R/A

to: 46 35N 90 54W *tgt (Ashland) R/A

to: 44 57N 39 38W

to: 40 46N 82 31W

to: 43 10N 77 35W

to: 42 40N 73 45W

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

0392

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 34 13N 79 48W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2948

Total Time 6:55

(f) Crew No L-320 A/C Naftel

Primary Route (Y-316)

Dept: Lockbourne Air Force Base, Ohio

to: 44 48N 91 30W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W tgt (Lake City)

to: 28 48N 81 53W tgt (Leesburg) R/A

to: 28 02N 81 44W *tgt (Winter Haven) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 32 50N 83 39W

to: 41 25N 75 39W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 3038

Total Time 7:05

Secondary Route (Y-73)

Dept: Lockbourne Air Force Base, Ohio

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Pine Bluff)

Annex "B"
Appendix 1
91SW Oper O
117-54
14 June 54

SECRET

0393

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 34 22N 90 38W tgt (Friars Pt) R/A

to: 34 22N 90 38W *tgt (Tupelo) R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 41 12N 73 11W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 3038

Total Time 7:05

Tertiary Route (Y-516)

Dept: Lockbourne Air Force Base, Ohio

to: 38 47N 99 43W

to: 46 55N 98 45W

to: 47 40N 96 08W Initial Point

to: 47 29N 94 53W tgt (Bemidji)

to: 46 27N 92 45W tgt (Moose Lake) R/A

to: 45 28N 91 05W *tgt (Lady Smith) R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 10N 77 35W

to: 39 24N 74 28W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 3038

Total Time 7:05

Annex "B"
Appendix 1
91SBW Oper O
117-54
14 June 54

SECRET

0394

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(g) Crew No. L-8310 A/C Valentine

Primary Route (Y-318)

Dept: Lockbourne Air Force Base, Ohio

to: 45 33N 94 11W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W tgt (Lake City)

to: 29 03N 82 20W tgt (Dunnellon)

to: 28 01N 82 08W *tgt (Plant City) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 32 50N 83 39W

to: 42 40N 73 40W

to: 39 56W 82 27W

to: Lockbourne Air Force Base, Ohio

Total Distance: 3437

Total Time 8:03

Secondary Route (Y-69)

Dept: Lockbourne Air Force Base, Ohio

to: 44 02N 101 40W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Pine Bluff)

to: 33 47N 89 48W tgt (Grenada)

to: 33 49N 88 33W *tgt (Aberdeen) R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

Annex "D"
Appendix 1
91CM Oper O
117-53
14 June 54

SECRET

31

0395

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 43 39N 72 18W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 3437

Total Time 8:03

Tertiary Route (Y-518)

Dept: Lockbourne Air Force Base, Ohio

to: 38 05N 102 40W

to: 46 55N 98 45W

to: 47 40N 96 08W Initial Point

to: 46 55N 95 04W tgt (Park Rapids)

to: 46 22N 94 11W tgt (Brainerd)

to: 45 30N 92 58W *tgt (No Branch) R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 10N 77 35W

to: 35 21N 77 58W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 3437

Total Time 8:03

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

0396

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(X + 3 Strike)

(h) Crew No. L-98DO A/C Gammon

Primary Route (Y-327)

Dept: Lockbourne Air Force Base, Ohio

to: 44 04N 91 40W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W tgt (Lake City)

to: 28 51N 81 41W tgt (Eustis) R/A

to: 27 54N 81 34W *tgt (Lake Wales) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 32 50N 83 39W

to: 42 07N 75 55W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 3001

Total Time 7:04

Secondary Route (Y-82)

Dept: Lockbourne Air Force Base, Ohio

to: 44 43N 98 00W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Hot Springs)

to: 34 12N 90 34W tgt (Clarksdale) R/A

to: 33 59N 88 29W *tgt (Amory) R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 42 48N 73 56W

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

0397

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 3001

Total Time 7:04

Tertiary Route (Y-527)

Dept: Lockbourne Air Force Base, Ohio

to: 39 13N 85 54W

to: 46 55N 98 45W

to: 47 40N 96 08W

to: 47 44N 94 36W

to: 47 25N 92 56W

to: 46 47N 92 05W

to: 45 41N 90 24W

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 10N 77 35W

to: 39 24N 74 28W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 3001

Total Time 7:04

(i) Crew No. L-02A0 A/C Brunson

Primary Route (Y-333)

Dept: Lockbourne AFB, Ohio

to: 39 50N 88 57W

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

0398

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 30 50N 83 17W Initial Point

to: 30 11N 82 33W tgt (Lake City)

to: 28 51N 81 41W tgt (Eustis) R/A

to: 27 54N 81 34W *tgt (Lake Wales) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 40 37N 77 33W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne AFB, Ohio

Total Distance 2278

Total Time 5:20

Secondary Route (Y-62)

Dept: Lockbourne AFB, Ohio

to: 41 58N 91 40W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Pine Bluff)

to: 34 33N 90 38W tgt (West Helena) R/A

to: 34 31N 88 38W *tgt (Baldwyn) R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 39 44N 75 35W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne AFB, Ohio

Total Distance 2279

Total Time 5:20

Annex "B"
Appendix 1
91SBW Oper O
117-54
14 June 54

SECRET

0399

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Tertiary Route (Y-533)

Dept: Lockbourne AFB, Ohio

to: 39 42N 89 37W

to: 46 52N 96 47W

to: 47 40N 96 08W Initial Point

to: 47 44N 94 36W 2nd Initial Point

to: 47 25N 92 56W tgt (Hibbing)

to: 46 47N 92 05W tgt (Duluth) R/A

to: 45 41N 90 24W *tgt (Phillips) R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 10N 77 35W

to: 39 39N 78 46W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne AFB, Ohio

Total Distance 2278

Total time 5:20

(j) Crew No. S-39AO A/C Ward

Primary Route (Y-334)

Dept: Lockbourne AFB, Ohio

to: 45 53N 95 23W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W tgt (Lake City) R/A

to: 28 48N 81 53W tgt (Leesburg) R/A

to: 28 02N 81 44W *tgt (Winterhaven) R/A

to: 26 38N 81 51W

Annex "B"
Appendix 1
91 [illegible] Oper O
117-54
14 June 54

SECRET

0400

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 27 59N 82 26W

to: 32 50N 83 39W

to: 37 34N 77 26W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: 41 05N 84 08W

to: 37 01N 86 30W

to: Lockbourne AFB - Termination Point

Total Distance 3697

Total Time 8:50

Secondary Route (Y-51A)

Dept: Lockbourne AFB, Ohio

to: 44 05N 103 14W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Hot Springs)

to: 34 47N 90 46W tgt (Pine Bluff) R/A

to: 34 47N 90 46W tgt (Marianna) R/A

to: 34 56N 88 31W *tgt (Corinth) R/A

to: 34 02N 86 02W

to: 32 01N 81 08W

to: 36 19N 76 14W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: 41 05N 84 08W

to: 37 01N 86 30W

to: Lockbourne AFB - Termination Point

Total Distance 3697

Total Time 8:50

Annex "B"
Appendix 1
91SHW Oper O
117-54
14 June 54

SECRET

0401

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Tertiary Route (T-52h)

Dept: Lockbourne AFB, Ohio

to: 30 05N 103 00W

to: 44 44N 103 42W

to: 47 40N 96 08W Initial Point

to: 47 36N 94 45W tgt (Port O Wilds) R/A

to: 47 14N 93 32W tgt (Grand Rapids) R/A

to: 46 43N 92 28W *tgt (Cloquet) R/A

to: 45 57N 89 38W

to: 40 46N 82 31W

to: 42 09N 77 02W

to: 38 56N 79 50W

to: 39 56N 82 27W

to: 41 05N 84 08W

to: 37 01N 86 30W

to: Lockbourne AFB, Ohio

Total Distance 3697

Total Time 8:50

Annex "D"
Appendix 1
9[illegible] Oper O
117-54
14 June 54

SECRET

0402

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) 324th Strategic Reconnaissance Squadron:

(X / 1 Strike)

(a) Crew No. L-7780 A/C Evans

Primary Route (Y-303)

Dept: Lockbourne Air Force Base, Ohio

to: 41 58N 91 40W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W tgt (Lake City) R/A

to: 28 51N 81 41W tgt (Eustis) R/A

to: 27 54N 81 34 W *tgt (Lake Wales) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 43 30N 75 20W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2944

Total Time 6:55

Secondary Route (Y-53)

Dept: Lockbourne Air Force Base, Ohio

to: 42 47N 96 55W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Pine Bluff) R/A

to: 34 22N 90 38W tgt (Friars Point) R/A

to: 34 16N 88 42W *tgt (Tupelo) R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 41 23N 71 50W

Annex "B"
Appendix 1
9133d Oper O
117-54
14 June 54

0403

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2944

Total Time 6:55

Tertiary Route: (Y-503)

Dept: Lockbourne Air Force Base, Ohio

to: 39 03N 95 41W

to: 47 40N 96 08W Initial Point

to: 47 36N 94 45W tgt (Port O Wilds) R/A

to: 47 14N 93 32W tgt (Grand Rapids) R/A

to: 46 43N 92 28W *tgt (Cloquet) R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 10N 77 35W

to: 36 38N 78 34W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2944

Total Time 6:55

(b) Crew No. L-76AO A/C Keller

Primary Route (Y-304)

Dept: Lockbourne Air Force Base, Ohio

to: 42 31N 89 04W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W tgt (Lake City)

to: 28 48N 81 53W tgt (Leesburg) R/A

to: 28 02N 81 44W * tgt (Winter Haven)

Annex "B"
Appendix 1
91SBW Oper O
117-54
14 June 54

SECRET

0404

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 40 15N 76 52W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2488

Total Time 5:48

Secondary Route (Y-54)

Dept: Lockbourne Air Force Base, Ohio

to: 43 39N 92 58W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Pine Bluff)

to: 34 12N 90 34W tgt (Clarksdale) R/A

to: 33 59N 88 29W * tgt (Amory) R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 38 56N 74 55W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2488

Total Time 5:48

Tertiary Route (Y-504)

Dept: Lockbourne Air Force Base, Ohio

to: 39 25N 92 25W

to: 46 55N 98 45W

to: 47 40N 96 08W Initial Point

Annex "D"
Appendix 1
913AW Oper O
117-54
14 June 54

SECRET

0405

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 47 29N 94 53W tgt (Bemidji)

to: 46 27N 92 49W tgt (Moose Lake) R/A

to: 45 28N 91 05W *tgt (Lady Smith) R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 10N 77 35W

to: 38 56N 79 52W

to: 39 56N 82 27W

to: Lockbourne Air Force Base, Ohio

Total Distance 2488

Total Time 5:48

(e) Crew No. L-80A0 A/C Fetsko

Primary Route (Y-305)

Dept: Lockbourne Air Force Base, Ohio

to: 43 01N 91 08W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W tgt (Lake City)

to: 29 11N 82 08W tgt (Ocala) R/A

to: 28 03N 81 57W *tgt (Lakeland) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 32 50N 83 39W

to: 42 40N 73 46W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 3084

Total Time 7:13

Annex "B"
Appendix 1
9[illegible]W Oper O
117-54
14 June 54

SECRET

42

0406

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Secondary Route (Y-55)

Dept: Lockbourne Air Force Base, Ohio

to: 43 32N 96 44W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Pine Bluff)

to: 33 47N 89 48W tgt (Grenada) R/A

to: 33 49N 88 33W *tgt (Aberdeen) R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 43 39N 72 18W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 3084

Total Time 7:13

Tertiary Route (Y-505)

Dept: Lockbourne Air Force Base, Ohio

to: 39 01N 96 50W

to: 46 55N 98 45W

to: 47 40N 96 08W Initial Point

to: 47 06N 94 35W tgt (Walker)

to: 46 32N 93 42W tgt (Aitken) R/A

to: 45 30N 91 44W *tgt (Rice Lake) R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 01N 77 35W

to: 35 21N 77 58W

Annex "B"
Appendix 1
91SW Oper O
117-54
14 June 54

SECRET

0407

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 39 56N 82 27W

to: Lockbourne Air Force Base, Ohio

Total Distance 308h

Total Time 7:13

(d) Crew No L-82AO A/C Stuempfle

Primary Route (Y-308)

Dept: Lockbourne Air Force Base, Ohio

to: 40 33N 85 40W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W tgt (Lake City)

to: 28 48N 81 53W tgt (Leesburg) R/A

to: 28 02N 81 44W stgt(Winter Haven) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 40 30N 78 23W

to: 39 54N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2063

Total Time h:h8

Secondary Route (Y-66)

Dept: Lockbourne Air Force Base, Ohio

to: 41 37N 86 44W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Pine Bluff)

to: 34 33N 90 38W tgt (West Helena) R/A

to: 34 31N 88 38W stgt (Baldwin) R/A

Annex B
Appendix 1
9168M Oper O
117-54
14 June 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 40 03N 76 18W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2063

Total Time 4:48

Tertiary Route: (Y-508)

Dept: Lockbourne Air Force Base, Ohio

to: 46 52N 96 47W

to: 47 40N 96 08W Initial Point

to: 47 29N 94 53W tgt (Bemidji)

to: 46 27N 92 45W tgt (Moose Lake) R/A

to: 45 28N 91 05W *tgt (Lady Smith) R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 42 07N 80 05W

to: 39 40N 77 43W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2063

Total Time 4:48

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

0409

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(X + 2 Strike)

(c) Crew No L-5980 A/C MacCauley

Primary Route (Y-315)

Dept: Lockbourne Air Force Base, Ohio

to: 30 50N 83 17W Initial Point

to: 30 11N 82 36W tgt (Lake City)

to: 28 51N 81 41W tgt (Eustis) R/A

to: 27 54N 81 34W *tgt (Lake Wales) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 1593

Total Time 3:53

Secondary Route (Y-72)

Dept: Lockbourne Air Force Base, Ohio

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Pine Bluff)

to: 34 33N 90 30W tgt (W. Helena) R/A

to: 34 31N 88 38W *tgt (Baldwin) R/A

to: 34 02N 86 02W

to: 32 50N 83 36W

to: 37 24N 79 43W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 1593

Total Time 3:53

Annex "B"
Appendix 1
2AFM Oper O
117-54
14 June 54

SECRET

49

0410

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Tertiary Route (Y-325)

Dept: Lockbourne Air Force Base, Ohio

to: 46 52N 96 57W

to: 47 40N 96 00W Initial Point

to: 47 36N 94 45W tgt (Port O Wilds)

to: 47 14N 93 32W tgt (Grand Rapids) R/A

to: 46 43N 92 28W *tgt (Cloquet) R/A

to: 44 57N 89 38W

to: 40 48N 81 56W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 1593

Total Time 3:53

(f) Crew No L-570 A/C Moerler

Primary Route (Y-321)

Dept: Lockbourne Air Force Base, Ohio

to: 40 38N 89 40W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W tgt (Lake City)

to: 28 51N 81 41W tgt (Bustis) R/A

to: 27 54N 81 34W *tgt (Lake Wales) R/A

to: 26 38N 81 51W

to: 27 59N 82 20W

to: 32 50N 83 39W

to: 40 15N 76 52W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2473

Total Time 5:46

Annex "B"
Appendix 1
9187W Oper O
117-54
14 June 54

SECRET

0411

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Secondary Route (Y-71)

Dept: Lockbourne Air Force Base, Ohio

to: 42 04N 93 54W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Pine Bluff)

to: 34 47N 90 46W tgt (Marianne) R/A

to: 34 56N 88 31W *tgt (Corinth) R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 42 07N 75 55W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2473

Total Time 5:46

Tertiary Route (Y-521)

Dept: Lockbourne Air Force Base, Ohio

to: 39 25N 92 25W

to: 46 52N 96 47W

to: 47 40N 96 08W Initial Point

to: 47 36N 94 45W tgt (Port O Wilds)

to: 47 14N 93 32W tgt (Grand Rapids) R/A

to: 46 43N 92 28W *tgt (Cloquet) R/A

to: 44 57 N 89 38W

to: 40 46N 82 31W

Annex "B"
Appendix 1
91[illegible] Oper O
117-54
14 June 54

SECRET

0412

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 43 10N 77 35W

to: 40 21N 75 56W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2473

Total Time 5:46

(g) Crew No R-71AO A/C Holt

Primary Route (Y-322)

Dept: Lockbourne Air Force Base, Ohio

to: 46 49N 95 50W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W tgt (Lake City) R/A

to: 28 48N 81 53W tgt (Leesburg) R/A

to: 28 02N 81 44W *tgt (Winter Haven) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2906

Total Time 6:55

Secondary Route (Y-74)

Dept: Lockbourne Air Force Base, Ohio

to: 45 33N 103 57W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Pine Bluff) R/A

to: 34 12N 90 34W tgt (Clarksdale) R/A

to: 33 59N 88 29W *tgt (Amory) R/A

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 June 54

SECRET

0413

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 36 43N 78 54W

to: 39 56N 82 57W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2906

Total Time 6:55

Tertiary Route (Y-522)

Dept: Lockbourne Air Force Base, Ohio

to: 38 05N 103 00W

to: 44 44N 103 42W

to: 47 40N 96 08W Initial Point

to: 47 29N 94 53W tgt (Bemidji) R/A

to: 46 27N 92 45W tgt (Moose Lake) R/A

to: 45 28N 91 05W *tgt (Lady Smith) R/A

to: 44 57N 89 38W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2468

Total Time 5:50

(h) Crew No N-30AO A/C Gutos

Primary Route Y-323

Dept: Lockbourne Air Force Base, Ohio

to: 46 49N 95 50W

to: 30 50N 83 17W Initial Point

Annex "B"
Appendix 1
[illegible] Oper O
117-54
14 June 54

SECRET

0414

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 30 11N 82 38W tgt (Lake City) R/A

to: 29 11N 82 00W tgt (Ocala) R/A

to: 28 03N 81 57W *tgt (Lakeland) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2902

Total Time 6.55

Secondary Route (Y-423)

Dept: Lockbourne Air Force Base, Ohio

to: 34 30N 93 03W Initial Point

to: 34 13N 92 01W tgt (Pine Bluff) R/A

to: 34 22N 90 38W tgt (Friars Pt.) R/A

to: 34 16N 88 42W *tgt (Tupelo) R/A

to: 34 02N 86 03W

to: 32 50N 83 38W

to: 36 43N 78 51W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2902

Total Time 6:55

Annex "B"
Appendix 1
91BW Oper O
117-A
14 June 58

SECRET

51

0415

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Tertiary Route:(U-123)

Dep't: Lockbourne Air Force Base, Ohio

to: 38 05N 103 00W

to: 44 44N 103 42W

to: 47 40N 96 05W Initial Point

to: 47 06N 94 35W tgt (Walker) R/A

to: 46 32N 93 42W tgt (Aitken) R/A

to: 45 30N 91 44W *tgt (Rice Lake) R/A

to: 44 57N 89 30W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2482

Total Time 5:50

Annex "B"
Appendix 1
91STW Oper O
117-54
14 June 54

SECRET

0416

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(X + 3 Strike)

(i) Crew No. L-70AO A/C Hoxie

Primary Route (Y-326)

Dept: Lockbourne Air Force Base, Ohio

to: 40 08N 88 14W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W tgt (Lake City) R/A

to: 29 26N 81 31W tgt (Crescent City) R/A

to: 29 23N 81 27W Initial Point

to: 28 33N 81 22W *tgt (Orlando) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 42 37N 77 33W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2266

Total Time 5:20

Secondary Route (Y-77)

Dept: Lockbourne Air Force Base, Ohio

to: 42 04N 90 41W

to: 34 30N 93 02W

to: 34 13N 92 01W Initial Point

to: 33 47N 89 48W tgt (Pine Bluff) R/A

to: 33 49N 88 33W tgt (Grenada) R/A

to: 34 02N 86 02W *tgt (Aberdeen) R/A

Annex "B"
Appendix 1
91SRW Oper O
117-54
14 Jun 54

SECRET

0417

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 32 50N 93 38W

to: 38 56N 74 59W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2266

Total Time 5:20

Tertiary Route (Y-526)

Dept: Lockbourne Air Force Base, Ohio

to: 39 13N 85 5HW

to: 46 52N 96 47W

to: 47 40N 96 08W Initial Point

to: 47 53N 94 17W tgt (Northome) H/A

to: 47 28N 92 33W tgt (Eveleth) H/A

to: 46 35N 90 5HW #tgt (Ashland) H/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 10N 77 39W

to: 39 39N 76 46W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2266

Total Time 5:20

(j) Crew No. L-81AO A/C Munne

Primary Route (Y-328)

Dept: Lockbourne Air Force Base, Ohio

to: 42 02N 93 37W

Annex "B"
Appendix 1
9AAF Oper O
117-R
14 Jun 54

SECRET

54

0418

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 30 50N 83 17W Initial Point

to: 30 17N 82 36W tgt (Lake City)

to: 29 48N 81 53W tgt (Leesburg)

to: 28 02N 81 44W *tgt (Winterhaven) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 32 50N 83 39W

to: 41 15N 75 52W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2937

Total Time 7:00

Secondary Route (Y-61)

Dept: Lockbourne Air Force Base, Ohio

to: 43 43N 98 00W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Pine Bluff)

to: 34 47N 90 46W tgt (Marianna)

to: 34 56N 88 31W *tgt (Corinth) R/A

to: 34 02N 86 02W

to: 39 50N 83 38W

to: 41 12N 73 11W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2937

Total Time 7:00

Annex "D"
Appendix 1
21SAW Oper O
117-74
19 Jun 74

SECRET

0419

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Tertiary Route (Y-328)

Dept: Lockbourne Air Force Base, Ohio

to: 39 13N 85 51W

to: 46 55N 98 45W

to: 47 40N 96 08W Initial Point

to: 47 36N 94 45W tgt (Port O Wilds)

to: 47 14N 93 32W tgt (Grand Rapids)

to: 46 43N 92 28W *tgt (Cloquet) R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 10N 77 35W

to: 39 25N 75 02W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2937

Total Time 7:00

(k) Crew No. B-70BO A/C Falls

Primary Route (Y-329)

Dept: Lockbourne Air Force Base, Ohio

to: 48 23N 97 45W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W tgt (Lake City)

to: 29 11N 82 00W tgt (Ocala)

to: 28 03N 81 57W *tgt (Lakeland) R/A

to: 26 36N 81 51W

Annex "B"
Appendix 1
2.4N Oper O
117-54
2 Jun 54

SECRET

0420

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 27 59N 97 26W

to: 32 50N 83 39W

to: 36 20N 78 20W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: 41 05N 84 08W

to: 38 01N 87 34W

to: Lockbourne Air Force Base, Ohio

Total Distance 3943

Total Time 9:15

Secondary Route (Y-78)

Dept: Lockbourne Air Force Base, Ohio

to: 44 48N 106 59W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Pine Bluff)

to: 33 31N 90 10W tgt (Greenwood)

to: 33 30N 88 29W #tgt (Columbus) N/A

to: 34 02N 86 02W

to: 32 01N 81 08W

to: 35 34N 77 02W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: 41 05N 84 08W

to: 38 01N 87 34W

to: Lockbourne Air Force Base, Ohio

Total Distance 3943

Total Time 9:15

Annex "D"
Appendix 1
[illegible]
117-54
14 Jun 54

SECRET

57

0421

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Tertiary Route (Y-329)

Dept: Lockbourne Air Force Base, Ohio

to: 35 12N 101 51W

to: 44 46N 106 50W

to: 47 40N 96 08W Initial Point

to: 47 29N 94 53W tgt (Bemidji)

to: 46 27N 92 45W tgt (Moose Lake)

to: 45 28N 91 05W tgt (Lady Smith) R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 41 15N 77 00W

to: 38 56N 79 50W

to: 39 56N 82 27W

to: 41 05N 84 08W

to: 31 08N 87 31W

to: Lockbourne Air Force Base, Ohio

Total Distance 3943

Total Time 9:15

(1) Crew No. K-7900 A/C Perry

Primary Route (Y-332)

Dept: Lockbourne Air Force Base, Ohio

to: 42 18N 89 36W

to: 30 50N 83 17W Initial Point

to: 30 11N 82 38W tgt (Lake City)

to: 29 26N 81 31W tgt (Crescent City) R/A

Annex "L"
Appendix 1
91st B Opnr O
117-54
14 Jun 54

SECRET

50

0422

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to: 29 23N 81 27W Initial Point

to: 28 33N 81 22W *tgt (Orlando) R/A

to: 26 38N 81 51W

to: 27 59N 82 26W

to: 32 50N 83 39W

to: 41 25N 75 39W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2746

Total Time 6:25

Secondary Route (Y-81)

Dept: Lockbourne Air Force Base, Ohio

to: 43 07N 94 42W

to: 34 30N 93 02W Initial Point

to: 34 13N 92 01W tgt (Pine Bluff)

to: 34 22N 90 38W tgt (Friars Point) R/A

to: 34 16N 88 42W *tgt (Tupelo) R/A

to: 34 02N 86 02W

to: 32 50N 83 38W

to: 42 48N 73 56W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2746

Total Time 6:25

Annex "D"
Appendix 1
91SRW Oper O
117-54
14 Jun 54

SECRET

0423

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Tertiary Route (T-532)

Dept: Lockbourne Air Force Base, Ohio

to: 41 13N 96 37W

to: 46 55N 98 45W

to: 47 40N 96 08W Initial Point

to: 47 53N 94 17W tgt (Northome)

to: 47 28N 92 35W tgt (Eveleth) R/A

to: 46 35N 90 54W #tgt (Ashland) R/A

to: 44 57N 89 38W

to: 40 46N 82 31W

to: 43 10N 77 35W

to: 39 24N 74 28W

to: 39 56N 82 27W Buckeye Lake, Ohio

to: Lockbourne Air Force Base, Ohio

Total Distance 2746

Total Time 6:25

Annex "B"
Appendix 1
91SAW Oper O
117-54
10 Jun 54

SECRET

0424

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
14 June 1954

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO 117-54

PHOTGRAPHY

91SRW Oper O
117-54
14 June 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
14 June 1954

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 117-54

PHOTOGRAPHY

1. PHOTOGRAPHIC SPECIFICATIONS:

   a. In accordance with SAC Manual 55-3, SAC Regulations 50-8, 95-1 and 50-26. SAC Manual 50-38 supersedes 50-13.

2. CAMERAS:

   a. Radar: 0-15, two C-1A magazines.

   b. Forward Oblique: One K-38, 24 inch camera, 25A filter.

   c. Multi camera: Three (3) K-38, 36 inch cameras, 25A Filters.

   d. Tricamera: Vertical camera only, one (1) K-17C, 6 inch camera, MB filter. (aircraft equipment modification)

3. RADAR AND AERIAL FILM REQUIREMENTS, PER AIRCRAFT:

   a. Radar: Film type 2, class L, 100 ft., 2 rolls.

   b. Forward Oblique: Film type 1B, class L, 200 ft., 1 roll.

   c. Multi camera: Film type 1B, class L, 390 ft., 3 rolls.

   d. Vertical tricamera: Film type 1B, class L, 200 ft., 1 roll.

4. RADAR PHOTO REQUIREMENTS:

   a. Radar route photo over designated enemy territory except during IP-Target runs.

   b. Radar IP-Target photo. For purposes of 50-8 training evaluation, runs with one IP for two or more targets will consider each target

Annex "C"
91SRW Oper O
117-45
14 June 54

SECRET

0426

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

as the Ip for successive targets. The briefed flight line will be determined for evaluation after turns have been stabilized.

5. FORWARD OBLIQUE REQUIREMENT:

a. Continuous photo of the IP through all targets.

6. MULTI CAMERA REQUIREMENT:

a. Stereo photo coverage of each target.

7. VERTICAL TRICAMERA REQUIREMENT:

a. Route photo over designated enemy territory after completion of target runs (Begin Search).

b. Tricamera station will not be operated during IP-Target runs due to aircraft equipment limitation.

8. SO-S TRAINING: All photographic training will be PRACTICE for evaluation purposes, except that individual crews may designate specific runs as RECORD in advance of take-off inaccordance with current SAC procedures.

9. CAMERA REQUIREMENT ORDER:

a. Commanders, 322nd, 323rd and 324th Strat Recon Squadrons are responsible for submitting Camera Requirement Orders, 301AD Form 27, to Wing Maintenance Control at least 24 hours prior to scheduled take-off.

b. Individual crews are responsible for providing camera exposure settings data on the Form 27. (92 Wing Opns SOP 95-1)

10. CREW CRITIQUES, TRAINING EVALUATION

a. The 301st Reconnaissance Technical Squadron will critique each crew individually on results of sorties, and prior to shipping original negatives to Barksdale AF Base, as soon as possible after landing.

Annex "C"
91SRW Oper O
117-54
14 June 54

0427

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Each sortie will be evaluated for 50-8 training in accordance with SAC Reg 95-1 and SAC Manual 50-38 for radar photo, and in accordance with consolidated specification chart of 50-8 and 50-26.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
14 June 1954

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 117-54

AIR REFUELING

91SRW Oper O
117-54
14 June 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

8. Tankers will hold on the refueling leg side of the rendezvous point. Receiver aircraft will be at their assigned refueling altitudes five (5) miles prior to reaching rendezvous points to minimize the possibility of collision with holding aircraft.

9. Tankers will give a strike report to Nelson control at the complet of refueling. i.e., "Herod one (1) Transfered 12,800# to Nelson one (1 If complete transfer was not made a brief explanation will will be giv i.e., "Herod one (1) only transfered 10,000# to Nelson one (1), Boom Malfunction".

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
14 June 1954

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 117-54

AIR REFUELING

1. Tankers will be scheduled to take-off in time to arrive at the rendezvous point thirty (30) minutes before the schedule arrival of their assigned receiver.

2. Rendezvous will be radio silent if possible.

   a. Primary method APN-11.

   b. Secondary method APN-12-76.

3. Tanker fuel loads will be sufficient to off load the amounts specified in Appendix No. 2 to Annex "D". See Appendix one (1) to this Annex for rendezvous and communications data.

4. Tankers will orbit rendezvous points until their receivers are within three (3) minutes of the rendezvous point at which time the tankers will depart on refueling courses.

5. Initial contact speed for all refueling aircraft will be 190 K.

6. The 91st Air Refueling Squadron will brief all refueling crews and assign post refueling navigation routes of sufficient duration to accomplish navigation and cruise control training.

7. One airborne spare tanker is authorized on X ≠ 3 day to support Nelson #3 and Nelson #4. All other refueling missions will be flown on a one - to - one basis

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
14 June 1954

APPENDIX "I"

TO

ANNEX "D"

OPERATIONS ORDER 117-54

RENDEZVOUS AND COMMUNICATIONS DATA

91SRW Oper O
117-54
14 June 54

SECRET

0432

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Appendix "I" To

Annex "D"

X / 1 STRIKE

JET A/C	TANKERS "NELSON"	JETS "NELSON"	APN-12 TRANS-REC	APN-76 TRANS-REC	APN-11 CODE	UHF PRI-SY
PRESTON	#1	#1	4 - 6	6 - 4	1-3	266,2-2
WILLIAMS	#2	#2	5 - 7	7 - 5	2-2	"
EVANS	#3	#3	4 - 6	6 - 4	1-3	"
EMERSON	#4	#4	5 - 7	7 - 5	1-2-1	"
FETSKO	#5	#5	6 - 8	8 - 6	2-2	"
		X / 2 STRIKE				
VALENTINE	#1	#1	6 - 8	8 - 6	1-3	"
BANISTER	#2	#2	5 - 7	7 - 5	2-2	"
NAFTEL	#3	#3	4 - 6	6 - 4	1-2	"
SMITHWICK	#4	#4	3 - 5	5 - 3	1-2-1	"
HAYSLIP	#5	#5	6 - 8	8 - 6	3-1	"
		X / 3 STRIKE				
GAMMON	#1	#1	4 - 6	6 - 4	1-3	"
MUMME	#2	#2	5 - 7	7 - 5	2-2	"
WARD	#3	#3	6 - 8	8 - 6	1-2	"
FALLS	#4	#4	4 - 6	6 - 4	1-2-1	"
	#5	#5	3 - 5	5 - 3	3-1	"

(NOTE)

(Tanker Receiver initial UHF contact frequency if required will be 327.4)

Annex "D" - App I
91SRW Oper O
117-54
14 June 54

SECRET

0433

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
14 June 1954

APPENDIX II

TO

ANNEX "D"

OPERATIONS ORDER 117-54

RENDEZVOUS AND REFUELING DATA

91SRW Oper O
117-54
14 June 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

FIRST WEATHER ALTERNATE

Rendezvous Point - (Portsmouth, Ohio)

Breakaway Point - (Richmond, Ind)

All other data for X / 2 remains the same.

SECOND WEATHER ALTERNATE

Rendezvous Point - (Parkersburg, W. Va)

Breakaway Point - (Springfield, Ohio)

All other data for X / 2 remains the same.

X / 3 STRIKE

RENDEZVOUS POINT	TIME	ALT	OFF LOAD	TANKER	RECEIVER	BREAKAWAY POINT
(Buckeye Lake)	17:49Z	20M	12,800#	Herod 1	Nelson 1	(Ft Wayne, Ind)
" "	18:15Z	21M	"	" 2	" 2	" " "
" "	18:42Z	20M	22,000#	" 3	" 3	" " "
" "	18:50Z	21M	25,000#	" 4	" 4	" " "
" "	18:42Z	22M	22-25000#	" 5	" 3-4	" " "

FIRST WEATHER ALTERNATE

Rendezvous Point - (Portsmouth, Ohio)

Breakaway Point - (Richmond, Ind)

All other data for X / 3 remains the same.

SECOND WEATHER ALTERNATE

Rendezvous Point - (Parkersburg, W. Va)

Breakaway Point - (Springfield, Ohio

All other data for X / 3 remains the same.

Annex "D" - App II
91SRW Oper O
117-54
14 Jun 54

SECRET

0435

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Appendix "II" To

Annex "D"

X + 1 STRIKE

RENDEZVOUS POINT	TIME	ALT	OFF LOAD	TANKER	RECEIVER	BREAKAWAY POINT
(Buckeye Lake)	17:00Z	20M	12,800#	Herod 1	Nelson 1	(Ft Wayne,
" "	17:43Z	"	"	" 2	" 2	" "
" "	19:40Z	"	"	" 3	" 3	" "
" "	19:55Z	21M	"	" 4	" 4	" "
" "	20:13Z	22M	"	" 5	" 5	" "

FIRST WEATHER ALTERNATE

Rendezvous Point - (Portsmouth, Ohio)

Breakaway Point - (Richmond, Ind)

All other data for X + 1 remains the same.

SECOND WEATHER ALTERNATE

Rendezvous Point - (Parkersburg, W. Va)

Breakaway Point - (Springfield, Ohio)

All other data for X + 1 remains the same.

X + 2 STRIKE

RENDEZVOUS POINT	TIME	ALT	OFF LOAD	TANKER	RECEIVER	BREAKAWAY POINT
(Buckeye Lake)	17:48Z	20M	12,800#	Herod 1	Nelson 1	(Ft Wayne, Ir
" "	18:01Z	21M	"	" 2	" 2	" " "
" "	18:05Z	22M	"	" 3	" 3	" " "
" "	18:30Z	20M	"	" 4	" 4	" " "
" "	19:25Z	"	"	" 5	" 5	" " "

Annex "D"-App II
91SRW Oper O
117-54
14 Jun 54

SECRET

0436

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
12 August 1954

OPERATIONS ORDER

SERIAL NO. 203-54

91SRW OPORD 203-54
12 August 1954

PO-675

SECRET

EXHIBIT # 104

0437

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

CLAS: SECRET
AUTH: Comdr 91SRW
DATE: 12 Aug 54
INIT: [illegible]

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
12 August 1954

OPERATIONS ORDER)

NUMBER 203-54)

CHARTS OR MAP REFERENCES: As required.

TASK ORGANIZATIONS:

322d Strat Recon Sq	Major James T. Chafin
323d Strat Recon Sq	Major Frank A. Gshwandtner
324th Strat Recon Sq	Lt Col John H. Archer
91st Air Refueling Sq	Lt Col Clifford S. Hovik
91st Armt & Elect Sq	Lt Col Ernest C. Wade
91st Field Maint Sq	Lt Col David B. Lawrence
91st Per Maint Sq	Major Thomas E. Broughton

1. GENERAL SITUATION:

a. Intelligence: See Annex "A"

b. Friendly Forces:

(1) 801st Reconnaissance Technical Squadron:

(a) Process and evaluate all radar and aerial film.

(b) Critique mission photo results in accordance with schedule set forth in paragraph 3x(7).

2. MISSION:

a. The 91st Strat Recon Wing will fly a practice unit simulated combat mission to evaluate wing planning, execution, reporting, and logistical procedures.

b. Mission will comply with paragraph 6, Supplement AI, SAC Reg 50-8, and as further specified in this Operations Order.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

c. Mission will be identified by the nickname "OUT WEST".

3. TASKS FOR SUBORDINATE UNITS:

a. 324th Strat Recon Sq:

(1) Dispatch ten crews to fly missions set forth in Annex "B"

18 August 1954 - 4 crews (RB-47)

19 August 1954 - 3 crews (RB-47)

20 August 1954 - 3 crews (RB-47)

b. 323d Strat Recon Sq:

(1) Dispatch ten crews to fly missions set forth in Annex "B'

18 August 1954 - 3 crews (RB-47)

19 August 1954 - 4 crews (RB-47)

20 August 1954 - 3 crews (RB-47)

c. 322d Strat Recon Sq:

(1) Dispatch ten crews to fly missions set forth in Annex "B'

18 August 1954 - 3 crews (RB-47)

19 August 1954 - 3 crews (RB-47)

20 August 1954 - 4 crews (RB-47)

d. 91st Air Refueling Sq:

(1) Dispatch 15 crews to air refuel wing RB-47 aircraft in accordance with Annex "C":

18 August 1954 - 5 crews (KC-97)

19 August 1954 - 5 crews (KC-97)

20 August 1954 - 5 crews (KC-97)

e. 91st Field Maint Sq:
91st Armt & Elect Sq:
91st Per Maint Sq:

(1) Insure availability of fully equipped flyable RB-47 and KC-97 aircraft to fly missions as follows:

0439

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

18 August 1954 - 12 RB-47 a/c 6 KC-97 a/c

19 August 1954 - 12 RB-47 a/c 6 KC-97 a/c

20 August 1954 - 12 RB-47 a/c 6 KC-97 a/c

x. General Instructions:

(1) Missions code name: "OUT WEST". All forms, communicati and clearances pertaining to this mission will be identified therewith.

(2) Tactics will be as outlined in Reconnaissance Tactical Doctrine and as specified herein.

(3) Gunnery:

(a) RB-47 aircraft will carry full load of ammunition.

(b) Guns will be fired at Lake Shore Gunnery Range. Approach will be as set forth in SAC Form 1s, Appendix 1 to Annex "b".

(c) Guns will be fired on course between the following corrdinates:

43-52N 82-25W 43-12N 82-25W

(d) Guns will be fired using 2 second burst and 8 secon cooling period between burst. 91st SRW Standing Operating Procedures apply.

(4) Photography:

(a) Cameras:

1. All visual cameras will be loaded with 200 ft rolls of film. Class "A" film will be used if available.

2. Split-vertical cameras will be adjusted to an angle to form a Multi-camera installation with the prim-vert camera that will insure greatest

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

feasable laterial coverage.

3. Two O-15 radar camera magazines will be provide each aircraft.

(5) Mission requirements: See paragraph 1, Annex "B".

(6) Briefing Schedule:

(a) Crews scheduled to fly 18 August 1954:

1300EST, 16 Aug, Room 304, Base Operations Bldg.

(b) Crews scheduled to fly 19 August 1954:

1300EST, 17 Aug, Room 304, Base Operations Bldg.

(c) Crews scheduled to fly 20 August 1954:

1300EST, 18 Aug, Room 304, Base Operations Bldg.

(d) The following will attend briefings:

RB-47 a/c: A/C, P, & Obs.

KC-97 a/c: A/C, Nav, Boom Op, Radio Op.

(7) Critique:

(a) Crew members scheduled to attend briefings set forth in paragraph (6) above will attend critique.

(b) Place: 91st AnS Operations

(c) Time: 1300EST, 23 August 1954.

(8) Crew members scheduled to attend critique in accordance with paragraph (6) & (7) above will not be scheduled for flying on Monday, 23 August 1954.

(9) Mission may be downgraded to "UNCLASSIFIED" for clearance purposes only.

4. ADMINISTRATION AND LOGISTICS:

a. This operation order may be destroyed 30 days after completion of mission.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Maximum support will be provided by home station.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Omitted.

b. Communications:

(1) SACCEI, JANAPS, ACPS, SACDAL, AFSAL 5104, SAC Manuals 55-6, 55-8B, 55-8D, Sac Regs and Radio Facility Charts apply except as modified herein.

(2) Visual Recognition, Identification and IFF will be in accordance with SACCEI 2407.3.

(3) Navigational Aids will be in accordance with current Radio Facility Charts and Communications Flimsy.

(4) Emergency procedures in accordance with ACPs 130, 135 and Radio Facility Charts.

(5) Call signs:

(a) Air to Ground - SACDAL

(b) Air to Air - SACCEI 2006.4e expanded as req.

(c) Strike Report (Call) - Target Task Force Identifier (55-8D).

(6) UHF Communications:

(a) UHF transmissions will be limited as prescribed in Communications Flimsy.

(b) UHF channelization will be as prescribed in Supp I to Wing SOP 100-6.

(c) Maximum radio discipline will be effected.

(7) HF communications and channelization will be as prescribed in Communications Flimsy.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(8) Reports:

(a) Strike Reports (R-11): Will be in accordance with SAC Manual 55-8B and Communications Flimsy.

(b) Refueling Reports (1-11): Will be in accordance with SAC Manual 55-8D and Communications Flimsy.

(9) Rendezvous and Refueling: Frequencies and equipment settings will be in accordance with Refueling Flimsy.

(10) Authentication will be in accordance with AFSAL 5104.

(11) HF back up for UHF air to air will be in accordance with figure 11-14 SACCEI.

ANNEXES:
"A" Intelligence
"B" Air Operations
Appendix I RB-47 Flight Data
Appendix II KC-97 Flight Data
Appendix III Air Refueling

DISTRIBUTION:
Comdr 2AF 3
Comdr 801ADIV 1
Comdr 801RTS 2
Comdr 91SRW
Adj Sec 2
DO 7
DM 4
DP 1
Comdr 324th SRS 2
Comdr 323d SRS 2
Comdr 322d SRS 2
Comdr 91st ARS 2
Comdr 91st FMS 2
Comdr 91st A&ES 2
Comdr 91st PMS 2

OFFICIAL:

for HAL C CONNER
Colonel USAF
Director of Operations

DISTRIBUTION
Colonel

91SRW OPORD 203-54
12 August 1954

SECRET

0443

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (
Lockbourne Air Force Base
Columbus 17, Ohio
12 August 1954

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 203-54

INTELLIGENCE

Annex "A"
91SRW Ops O
No. 203-54
12 Aug 54

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M
Lockbourne Air Force Base
Columbus 17, Ohio
12 August 1954

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 203-54

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) The current world situation requires that the 91st Strategic Reconnaissance Wing (M) maintain a constant state of proficiency and readiness in order to accomplish any assignments required by higher headquarters.

(2) Exercise OUT WEST has been designed with this purpose in mind.

b. Enemy Order of Battle:

(1) Main Line of Resistance: For the purposes of this exercise, a firm MLR will be simulated from 4800N 9700W to 2630N 9700W. All territory west of this line will be considered enemy territory.

(2) Air Order of Battle: Although aerial superiority has been established, it has been reported that, some enemy aircraft were observed airborne 100 nautical miles east of the MLR.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

It is unlikely that these patrols will still be able to operate with any degree of effectiveness by the date this mission is to be flown. However, possible intercepts by unfriendly aircraft should be anticipated in this area, and a constant state of alertness should prevail.

(a) Enemy aircraft are known to be presently operating from the following airfields:

BASE:	NUMBER	TYPE
Aberdeen A/F, N.D.	24	F-86D
Rapid City A/F, S.D.	16	F-94
Minot A/F, N.D.	22	F-94B
N. Platte A/F, Neb	19	F-84G
Denver Mun A/F, Colo.	47	F-86D, F-94
Amarillo A/F, Tex.	11	F-86D
	20	F-51
Kirtland A/F, N.Mex.	56	F-86D
	11	F-94
San Angelo A/F, Tex.	18	F-9F
Del Rio A/F, Tex.	23	F-9F
Harding Co. A/F, S.D.	25	F-86D
Mobridge S.D.	30	F-86D, F-94
Abilene A/F, Texas	18	F-86F
Midland A/F, Texas	18	F-86D
Lubbock A/F, Tex	29	F-94

(3) Radar and Antiaircraft Order of Battle:

Annex "A"
91SRW Ops O
No. 203-54
12 Aug 54

0446

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(a) Radar Locations: The enemy possesses a radar similar to the US CPS-6 with range capabilities of 130 nautical miles for EW and 80 nautical miles for GCI. Electronic reconnaissance indicates radars at the following locations:

SITE	EQUIPMENT
Corpus Christi, Tex.	CPS-6
Yoakum, Tex.	CPS-6
Waco, Tex.	CPS-6
Mineral Wells A/F, Tex.	CPS-6
3445N 9832W	CPS-6
Fairview, Okla.	CPS-6
Aurora, Neb.	CPS-6
Atkinson, Neb.	CPS-6
Kimball, S.D.	CPS-6
4537N 9830W	CPS-6
Valley City, N.D.	CPS-6

(b) Antiaircraft and Guided Missile Locations: Omitted.

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

(1) General: Information is desired on the following:

(a) Disposition and location of antiaircraft weapons.

(b) Aircraft characteristics and performance data.

(2) Indicators:

(a) What type of AAA was encountered along route? Location?

Annex "A"
91SRW Ops O
No. 203-54
12 Aug 54

0447

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) What type of tracking was employed?

(c) What type of fighters were encountered in route to and from target areas?

(d) What sort of tactics did the enemy aircraft employ in evidence of being GCI controlled?

(e) What were the estimated speeds and armament of attacking aircraft?

b. Means of Obtaining Information:

(1) Crews will be interrogated immediately upon landing by Wing Intelligence personnel augmented by squadron Intelligence personnel.

c. Means of Reporting Essential Elements of Information:

(1) See paragraph 3c, Reports and Distribution.

3. INTELLIGENCE ACTIVITIES:

a. Maps and Materials:

(1) As required.

b. Survival Intelligence:

(1) General Recommendations

(a) In the event crews are forced to abandon their aircraft over enemy territory, the following recommendations apply:

1. Within twenty five (25) nautical miles of the front lines-If rescue operations are not in action, leave the immediate area of landing, select a high vantage point if possible, rest for a period of twenty four

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(24) hours and contact Air Sea Rescue through the use of the URC-4 or RS-6 radio.

2. More than twenty five (25) nautical miles in enemy territory-If not injured, it would be advisable to evade to the front lines and cross the border as outlined in (C) below. If incapacitated due to injury or other reasons assistance may be obtained in safe areas listed in (b) below.

(b) Safe Areas:

1. Oklahoma City, Oklahoma: Assistance may be obtained at the Blackstone Hotel in downtown Oklahoma City,. Extreme care should be used and approach to the Hotel should be made only after midnight.

2. Fort Worth, Texas: An extensive underground escape net is in operation in the Fort Worth area. The recommended contact point is the southeast section of the city. Under no circumstances should contact be attempted in the industrial area of the city.

3. San Antonio, Texas: An escape organization is in operation within the San Jose Mission located in the southeast section of the city. The recommended contact point is the chapel which is situated near the main entrance to the Mission. The Alamo Mission must be avoided as it is known to be infected with enemy security troops posing as resistance personnel.

(c) Border Crossing:

1. The area between 3415N and 3500N is the only portion

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

of the frontlines where a downed combat crew member can cross with comparitive safety. This portion of the front is defended by green troops and no enemy security forces have been reported in the area.

2. The city of Ardmore, Oklahoma should be avoided.

(d) Blood Chits:

1. Blood Chits will be issued prior to take-off.

2. The Blood Chit should be displayed only when positive of the identity of the person who offers assistance. The Blood Chit should be retained for future use if at all possible while evading.

3. Blood Chits will be turned in upon completion of the mission, at interrogation.

(e) Combat Crew Member Personal Data Card:

1. It is emphasized that correct answers to questions contained on personal data cards are essential to the individuals safety during contact with the underground or when seeking air pickup.

(f) Guide For the Conduct of Captured SAC Crew Members:

1. Until USAF announces a firm policy and issues regulations and directives concerning Survival Intelligence of Prisoners of War, the following procedures will govern SAC crew members in the event of capture by the enemy--

a. Give NAME, RANK, SERIAL NUMBER, and DATE OF BIRTH ONLY.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

b. Have a poor memory.

c. Be dumb about military matters.

d. In all else, be indefinite.

(g) Recommended Barter Items:

1. Personnel have been previously advised of the recommended barter items which are in demand in the areas which this operation will be flown.

2. It is recommended that barter kits be supplemented with US currency in small denominations, pinto beans, and chili powder.

3. Substance Kits and other survival aids will be issue from Squadron Personal Equipment prior to take-off.

(h) Personal Items:

1. In the event of capture, it is essential to the safety of all personnel that personal items such as wallets, photographs, letters, passes, etc., will have been left in quarters or turned in to the individual squadron intelligence office prior to take-off.

c. Reports and Distribution:

(1) Submit reports under procedures of SAC Manual 55-8, 55-8B, 55-8C 55-8D and Second Air Force Supplementary Reporting Instructions (2AFR-SRI).

(a) Reconnaissance

1. Distribution A: R-1, R-3, R-11, R-14, R-16, R-17,

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

R-21, R-22, R-23, R-24, R-36, R-51, and R-81.

2. Distribution B: R-27.

3. Distribution C: R-71.

4. Report as required by paragraph 6a, SAC Manual 55-8.

(b) Refueling

1. Distribution A: T-1, T-2, T-10, T-11, T-14, T-15, T-17, T-21, T-22, T-23, T-24, T-36, and T-81.

2. Distribution C: T-71.

3. Report as required by paragraph 6a, SAC Manual 55-8.

(2) Include nickname OUT WEST on all reconnaissance and tanker reports following the report code or TTP indentifier.

(3) Include the mission X-day in all reconnaissance reports following the mission nickname.

(4) Include in R-27 all information normally contained in T-27.

EISENHART
COLONEL
USAF

OFFICIAL:

James O'Brien for
NILS G. PETERSON
Lt Col., USAF
Wg Intel Off.

Annex "A"
91SRW Ops O
No. 203-54
12 Aug 54

SECRET

0452

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
12 August 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 203-54

AIR OPERATIONS

Annex "b" to
91SRW OPORD 203-54
12 August 1954

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
12 August 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 203-54

AIR OPERATIONS

1. RB-47 Aircraft:

a. Two routes have been planned to insure a clear weather photo area on scheduled days missions are to be flown. Route having best weather in photo area will be flown. Specific route data is set forth in SAC Form 1s, Appendix I, this annex.

b. Requirements and targets:

(1) Primary Route. Total distance: 2887NM

(a) Huntington, Ind to Valentine, Nebr. Radar Nav leg.

(b) Targets:

Tgt	Ref No	Requirement
Hot Springs, SD (D_{am})	20	R,FO,TM,MULTI
Harding County AF	21	R,FO,TM,MULTI
Bismark, N.D (C of town) (See par (f) below)	22	R,FO,TM,MULTI
Search Area	23	R,TM,FO

Cameras on: 46-35N 100-32W

Cameras off: Mobridge, S.D.

(c) Mobridge, S.D. to Gallipolis, Ohio. ~~Day Celestial~~ GRID LEG

(d) 41-46N 82-10W Rendez Pt. Air refueling each receive onloads 20,000#.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(e) Lake Shore Gunnery Range. Fire guns, see par 3x(1), basic order, for firing instructions.

(f) Aircraft Effectiveness:

Aircraft Effectiveness will be determined over third target, Bismark, N.D (Center of Town). All cameras will be on regardless of cloud coverage.

(2) Secondary Route. Total distance: 2815NM.

(a) Lexington, Ky to Gainsville, Tex. Radar Nav leg.

(b) Targets:

Tgt	Ref No	Requirement
Abilene AFB, Tex	10	R,FO,TM,MULT
Lubbock, Tex (C of town)	11	R,FO,TM,MULT
Amarillo AP, Tex (See par (f) below)	12	R,FO,TM,MULT.
Search Area	13	R,TM,FO

Cameras on: Pampa, Texas

Cameras off: Cheyenne, Okla

(c) Cheyenne, Okla to Tiffin, Ohio. ~~Day Celestial~~ GPIO leg.

(d) 41-46N 82-10W Rendez point. Air refueling - each receiver onloads 20,000#.

(e) Lake Shore Gunnery Range. Fire guns, see par 3x(1) basic order, for firing instructions.

(f) Aircraft Effectiveness:

Aircraft Effectiveness will be determined over third target, Amarillo AP, Tex. All cameras will be on regardless of cloud coverage. (See SAC Tech Pamplet 170-2)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

c. RB-47 Take-off Schedule:

	Aug 18	Aug 19	Aug 20
Nelson #1	0900EST	0900EST	0900EST
#2	0915	0915	0915
#3	0930	0930	0930
#4	0945	0945	0945
#5	1000	1000	1000
#6	1015	1015	1015
#7	1030	1030	1030
#8	1045	1045	1045
#9	1100	1100	1100
#10	1115	1115	1115

d. Air Refueling: See Appendix III, this annex.

2. KC-97 Aircraft:

a. All KC-97 aircraft will fly a common route. Specific route data is set forth in Appendix II, this annex.

b. Individual take-off times will be 1:30 prior to estimated time receiver aircraft will arrive rendezvous area.

c. Air refueling data. See Appendix III, this annex.

3. Emergency Fields:

a. Primary: Any SAC base.

b. Secondary: Any Air Force Base capable of handling RB-47 type aircraft.

4. Weather alternate: As briefed.

Annex "B" to
91SRW OPORD 203-54
12 August 1954

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M
Lockbourne Air Force Base, Ohio
12 August 1954

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 203-54

RB-47 FLIGHT DATA

App I to Annex "B" to
91SRW OPORD 203-54
12 August 1954

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECONDARY ROUTE

Targets and distances will remain the same. Cruise Control and Navigation to be based on .74 at 34000 ft and under for route to rendezvous.

PRIMARY ROUTE

Grid leg - Mobridge S.D. to Gallipolis, Ohio

SECONDARY ROUTE

Grid Leg - Cheyenne, Okla to Tiffin, Ohio

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PRIMARY

"SECRET"

NO EXTERNAL WING TANKS

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

PRE-FLIGHT PLAN

ROUTE		T.C.	WIND DIR. / VEL.	T.H.	VAR.	M.H.	TEMP. / ALT.	MACH	T.A.S.	G.S.	LEG DIS.	LEG TIME	AIR DIS.	AIR TIME	ETA	FUEL FLIGHT PLAN: FUEL AT BASE	FUEL FLIGHT PLAN: ENGINE RESTART
Rockbourne			290/40													99000	164405
T.O. & Accel	–	–	"	–	–	–	15 / 80	–	–	–	12	102	12			2000	2000
40-00N 83-17W											–	102	12			97000	162405
Jefferson	UA	304	-1	303	+1	304	-5 / 9000	MAR	410	372	20	1038	64				
R.P.							-51				40	1058	36				
Huntington, Ind	UA	298	-1	297	0	297	32900	"	"	370	113	518	123			6300	6300
	UA						-51				113	631	159			90700	156105
Cedar Rapids, Iowa		283	+1	284	-3	281	33900	.74	431	390	285	744	345				
42-30N 96-00W							-54				118	1103	474				
Keler A, Iarr	UA	280	+1	281	-7	274	34500	"	430	390	195	739	615			14205	14205
	UA						-51				613	1313	689			98495	143900
Fitz. Valentine, Neb		276	+1	277	-11	266	40000	.76	437	398	203	1304	222			5800	5800
							-55				816	2508	911			36695	138100
LP. Martin, O.C.	UA	289	0	289	-13	276	40000	.80	460	420	56	408	61				
	UA	278					-52				872	2332	972				
T. Hot Springs, Ark (Dam)			+1	279	-14	265	40000	"	"	420	75	311	84				
							-55				947	2111	1056				
LP. Murals, Ok	UA	359	-5	354	-14	340	40000	"	"	445	65	309	67				
T. Harding Ld (AF)	UA	359	-5	354	-15	339	40000	"	"	445	1012	2562	1123				
46-00N 103-28W							-55				68	409	70				
Center Pass AUTZ	GR	359	-5	354	-15	339	40000	"	"	445	1080	2351	1193				
							-55				28	454	29				
LP. Mgtt, Ok	UA	067	-3½	063½	-14	049½	40000	"	"	488	1108	2355	1222				
							-55				53	406½	55				
T. Bismark, ND	UA	067	-3½	063½	-13	050½	40000	"	"	488	1161	3101½	1277				
46-35N 100-32W							-52				70	408½	64				
Start Search	UA	176	+5	181	-12	169	40000	"	"	475	1231	3130	1341				
46-00N 100-30W							-55				23	103	23				
Hq. Msn AB12	UA	176	+5	181	-12	169	40000	"	"	475	1254	3133	1364				
Sad Search							-55				36	204	35				
Rebridge, SD	GR	176	+5	181	-12	169	40000	"	"	475	1290	3137½	1399				
44-18N 96-00W							-55				30	104	31			12300	12300
Hq. Sqdn Iarr	UA	111	0	111	-10	101	43100	.76	435	475	1320	3241½	1430			46295	125800
							-55				203	926	181			1200	2500
Dubuque, Iowa	UA	114	+3	114	-6	108	43100	.74	425	465	1523	3147½	1604			36195	121600
							-55				255	1111	318				
							-52				376	1431	318			9300	9300
Dayton, Ohio	UA	119	+1	120	-2	118	39800	"	"	465	2114	5104	2156			27895	112300
							-51				210	714	99				
Wellipolis, Ohio	UA	122	+1	123	+1	124	40100	"	"	465	2404	5218	2255				
41-05N 82-07W							-55				138	520	146				
Begin Descent	UA	359	-5	354	+3	357	40600	"	"	430	2364	5138	2357				
41-45N 82-10W							-51				40	6	43			6400	6400
Sandy Lake (AB12)	UA	359	-5	354	+2	357	40700	"	"	430	2404	5144	2400			21295	107600
43-40N 81-43W	UA	010					-25				118	331	122			7000	7000
Sad A/C Goderich, Canada			-10	000	+5	005	20000	VAR	236	228	2520	6135	2562			34995	106400
							"									20000	20000
ON LOAD 20,000# JP-4 FUEL							-28									34995	126400
44-15N 82-17W	CC										39	106	41				
Peter Traverse AB12	UA	318	-3½	314½	+6	320½	32000	"	430	375	2559	6241	2641			6600	6600
44-28N 82-35W	UA						-52				17	102	18			2600	2600
Mackinac Cut Range		318	-3½	314½	+6	320½	35000	"	"	"	2576	6243½	2659			32395	117800
46-00N 82-30W	UA						-55				27	104	26				
Hq. Traverse AB12	UA	175	+5	180	+5	185	35000	.74	425	440	2603	6247½	2685			4600	4600
43-12N 82-25W							-55				48	204	46			30995	117200
Hq. Gun Range	UA	175	+5	180	+5	185	35000	"	"	"	2651	6314	2683				
Expend Ammo - 700 Rds							"									615	117815
							-55										
Ann Arbor, Mich	UA	228	+5	233	+8	241	35000	.74	425	405	82	152½	78				
							53	"	"	"	2735	6506½	2781			2595	2595
Rockbourne AFB	UA	146	+5	151	+6	157	34	"	"	445	152	326½	145			26705	111700
											2887	7009	2926			2000	2000
Descent & Land	–	–		–	–	–		–	–	–						28705	113700

"SECRET"

0459

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Primary

"SECRET"

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

WITH EXTERNAL WING TANKS

I. PRE-FLIGHT PLAN

FROM / ROUTE	A/C CODE	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GND DIS. ACC. GND DIS.	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA
Lockbourne			290/40				15 ° / 80Y				12	102	12	
T.O. W Accel	-	-	-	-	-	-	-5 °	-	-	-	-	402	12	
40-00N 83-17W														
Jefferson	UL	304	-1	303	A1	304	-51 ° / 9000	VAR	410	372	20	10314	24	
L.O.							-51 °				20	1054	36	
Huntington, Ind	UL	298	-1	297	0	297	-51 ° / 32900	"	"	370	113	518	123	
	UA						-55 °				113	5234	159	
Cedar Rapids, Iowa	UA	283	A1	284	-3	281	-55 ° / 37900	.74	431	390	285	744	315	
42-30N 96-00W							-54 °				418	1162	478	
Baker A. Serr	UL	280	A1	281	-7	274	-54 ° / 34500	"	430	390	195	130	215	
	UA						-55 °				613	1134	689	
Ft. Valentine, Neb	UA	276	A1	277	-11	266	-55 ° / 40000	.76	437	398	203	1304	222	
							-55 °				816	2504	911	
Ft. Martin, S.D.	UA	289	0	289	-13	276	-55 ° / 40000	.80	460	420	56	408	61	
	UA	278					-55 °				872	2134	972	
T. Hot Springs, Wyo (Dam)			A1	279	-14	265	-55 ° / 40000	"	"	420	67	511	84	
Ft. Wingate, NM	UA	359	-5	354	-14	340	-55 ° / 40000	"	"	445	947	2133	1056	
							-55 °				65	409	97	
T. Harding Co (AR)	UA	359	-5	354	-15	339	-55 ° / 40000	"	"	445	1032	2142	1153	
46-00N 103-28W							-55 °				68	409	90	
Custer Mun Arpt	GR	359	-5	354	-15	339	-55 ° / 40000	"	"	445	1100	2551	1243	
							-55 °				83	4048	55	
Ft. Pitt, SD	UA	067	-3½	063½	-14	049½	-55 ° / 40000	"	"	488	1163	3038½	1277	
							-55 °				70	4048	64	
T. Pinmark, ND	UA	067	-3½	063½	-13	050½	-55 ° / 40000	"	"	488	1233	3110	1341	
46-35N 100-32W							-55 °				43	453	57	
Hart Search	UA	176	A5	181	-12	169	-55 ° / 40000	"	"	475	1254	3113	1364	
46-00N 100-30W							-55 °				36	4048	35	
Hq Minn ADIZ	UA	176	A5	181	-12	169	-55 ° / 40000	"	"	475	1290	3117½	1399	
End Search							-55 °				30	504	31	
Rodriguez, SD	GR	176	A5	181	-12	169	-55 ° / 40000	"	"	475	1320	3121½	1430	
44-18N 96-00W							-55 °				203	505	184	
Hq Sperry Serr	UA	111	0	111	-10	101	-55 ° / 43100	.76	435	475	1523	3147½	1614	
							-55 °				224	133	234	
Dubuque, Iowa	UA	114	A4	114	-6	108	-55 ° / 39000	.74	425	465	1748	4250	1848	
							-55 °				136	434	118	
Harlan, Ohio	UA	119	A1	120	-2	118	-55 ° / 39600	"	"	465	2114	5104	2356	
							-55 °				110	514	99	
Wellsville, Ohio	UA	122	A3	123	A3	124	-55 ° / 40100	"	"	465	2224	5118	2455	
41-05N 82-07W							-55 °				138	749	142	
Eagle Crescent	UA	359	-5	354	A3	357	-55 ° / 40600	"	"	430	2362	5138	2797	
41-46N 82-10W							-55 °				40	6	43	
Toledo Aster CAUTC	UA	359	-5	354	A3	357	-55 ° / 40700	"	"	430	2402	5144	2840	
43-05N 81-43W	UA	010					-55 °				118	531	122	
Hqs A/A Goderich, Canada	UA	010	-10	000	A5	005	-55 ° / 20000	VAR	236	228	2520	6135	2962	
							-55 °							
ON LOAD 20,000# JP-4 FUEL														
44-15N 82-17W	CC						-18 °				39	506	41	
Aster Traverse ADIZ	UA	318	-2½	315½	A6	321½	32000	VAR	410	375	2559	6241	2963	
44-28N 82-35W	UA						-55 °				17	508	17	
Plymouth Com Centr	UA	318	-2½	315½	A6	321½	35000	"	"	"	2576	6249	2980	
44-00N 82-30W	UA	175	A5	180	A5	185	-55 ° / 35000	.74	465	440	27	904	26	
Sec Traverse ADIZ											2603	6247	2987	
43-12N 82-25W	UA	175	A5	180	A5	185	-55 ° / 35000	"	"	"	28	904	30	
Hq Com Range	UA	175	A5	180	A5	185	-55 ° / 35000	"	"	"	2631	6304	3017	
							-55 °							
Expend Ammo - 300 Rds														
							-55 °				42	1258	48	
Ann Arbor, Mich	UA	228	A5	233	A3	236	35000	.74	465	405	2735	6146	2785	
							-55 °				152	1258	145	
Lockbourne AFB	UA	176	A5	181	A5	173	766	"	"	445	2887	7407	2926	
Crescent & Land	-	-	-	-	-	-	-	-	-	-	2887	7409	2926	

FUEL FLIGHT PLAN	
PANEL FUEL (GROSS)	GROSS WEIGHT
79000	165920
2000	2000
77000	163920
6800	6800
70200	157120
17500	17500
52700	139620
1950	1950
50750	137680

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

A/C CRAFT BASIC WT	83800	
CREW WT	750	
OIL WT	430	
EXT ETC. WEIGHT (Engrs' Equip)	-	
TANKS WT (Empty)	1525	
OPERAT. (NO) WT		86505
FUEL LOAD: FWD		
FUEL LOAD: CTR		
FUEL LOAD: AFT		
FUEL LOAD: WING		
FUEL LOAD: EXT		
TOTAL		82000
BOMBS WT		-
AMMO WT		425
ADD EQUIP WT		-
INITIAL GROSS WT		168920
EXPENDABLES AND TAIL LOAD		3000
TAKE-OFF GROSS WT		165920

RUNWAY		
PRESS. ALT	LENGTH	AIR TEMP
744	10900	80F

CRITICAL FIELD LENGTH: 10000'

TAKE-OFF	
DISTANCE	SPEED
8400	146

CRITICAL ENGINE FAILURE SPEED	WHERE USED / PLANNED	LINE
139		

NO. OF EXT BOTTLES	none req for temp below 90F
EXT WING LOAD	
EXT FUSELAGE LOAD	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FINING SPEED	

TAKE-OFF	
GROSS WT	
1600	1600
25150	112580

RUNWAY		
PRESS. ALT	LENGTH	AIR TEMP
	625	
	111055	

CRITICAL FIELD LENGTH:

TAKE-OFF	
DISTANCE	SPEED
1500	1560
20650	107255
1000	200
17650	106255

0460

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECONDARY

WILLIAMS ROUTE

NO EXTERNAL ≠TNG TANKS

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: 91st

AIRCRAFT TYPE AND SERIAL NO.: 1 ea B-47

PILOT (Name and Grade):

OBSERVER (Name and Grade):

PRE-FLIGHT PLAN

SECRET

FROM / TO / ROUTE	A/C	T.O.	WIND DIR. / VEL.	T.H.	VAR.	M.H.	TEMP. °C / ALT.	MACH NO.	TAS	G.S.	LEG DIS. / ACC. DIS.	TIME / ACC. TIME	AIR DIS. / ACC. AIR DIS.	ETA	FUEL FLIGHT PLAN: BASE FUEL / ARRIVE BASE	FUEL FLIGHT PLAN: ARRIVE DEST.
Lockbourne															99000	167405
I, L, & Accel	-	-	250/60	-	-	-	- / -	-	-	-	12 / -	402 / -	12 / 12		2000	2000
			-								-	-			99000	163205
Portsmouth, O.	GL	180	F5	185	A1	186	-28° 25000	MAN	430	600	88	1318	86			
Level Off	GL	240	F1	244	0	244	-55° 32800	"	"	382	32 / 114	405 / 1184	34 / 120		6300 / 90900	6300 / 156105
Lexington, Ky	GL	240	F1	244	-1	243	-55° 33000	.74	431	405	33 / 147	405 / 1428	36 / 156			
Walnut Ridge, Ark	GL	247	F3	250	-4	246	-54° 34200	"	430	400	332 / 479	190 / 1618	328 / 522			
Enter A. Terr	GL	244	F4	248	-7	241	-55° 36200		428	398	672 / 752	382 / 1756	374 / 816		16055 / 52695	16205 / 138100
FIP							-55°				67	410	73		1800	1800
Valmeyville, Tex	"	244	F4	248	-7	241	40000	.76	637	408	819 / 819	2104 / 2104	887 / 887		52695	138100
IP 32-57N 98-27W GR		240					-55°				22	111	88			
Isle Possum Kingdom		Lake	F4	244	-9	235	40000	.80	660	432	898	2216	975			
							-55°				80	411	84			
Sgt-Abilene AFB	"	246	F3	249	-10	239	40000	"	"	630	978	2427	1059			
31-50N 102-00W							-55°				118	464	128			
FIP	"	252	F3	255	-11	246	40000	"	"	628	1096	2743	1187			
							-55°				59	279	59			
Ir-Lamesa, Tex	"	006	-3	001	-11	349	40000	"	"	630	115	2131	1246			
Center of Town							-55°				53	407	54			
T-Lubbock, Tex	"	006	-3	001	-11	349	40000	"	"	630	1207	2538	1300			
							-55°				39	859	40			
Ir-Plainview, Tex	"	010	-5	005	-12	353	40000	"	"	630	1246	3103	1340			
Sgt-Amarillo Air Term	"	358	-5	353	-12	341	-55° 40000	"	"	645	66 / 1312	509 / 3612	69 / 1409			
Start Search Pampa, Tex	"	085	-2	083	-11	072	-55° 40000	"	"	495	48 / 1360	306 / 3118	46 / 1455			
End Search Cheyenne, Okla.	"	085	-2	083	-11	072	-55° 40000	"	"	495	64 / 1424	408 / 3526	71 / 1526		15100 / 37595	15100 / 123000
Ponca City, Okla	GL	062	-4	058	-10	048	-55° 43500	.76	635	462	143 / 1567	788 / 4314	134 / 1660			
Ir.							-55°				66	498	56		4400	4400
Depart C. Terr	GL	064	-4	060	-8	052	43500	"	"	462	1627	3552	1906		33795	118800
Jefferson City,	GL Mo	064	-4	060	-8	052	-55° 39200	.74	625	452	198 / 1845	426 / 4198	182 / 1890			
Taylorville, Ill	GL	068	-3	064	-5	059	-55° 39700	"	"	455	176 / 2172	400 / 4598	162 / 2052			
End Sel							-55°				295	739	276			
Tiffin, Ohio	GL	070	-3	066	-1	065	40400	"	"	455	2270	5178	2308			
A/R Adrs 41-26N	82-10W						-55°				60	498	59		11500	11500
Cedar Lake	GL	049	-5	044	-3	041	40900	"	"	455	2330	5676	2365		21895	107300
End A/R 43-16N	83-43W						-55°				118	331	122		7000	7000
Goderich, Ont	GL	010	-10	000	-5	005	20000	MAN	236	228	2448	5564	2487		14895	100300
A/C GR LOAD 20,000#			Fuel					-	-	-	2448	5564	2487		20000	20000
															34895	120300
LL-15N 82-17W	CL						-55°				39	506	41			
Enter Traverse AIR	330	-4		326	-6	332	32900	VAR	430	380	2487	6070	2528			
LL-28N 82-35W	CL						-55°				17	503	20		3600	3600
Approach Gun Range	330	-4		326	-6	332	35000	VAR	430	"	2504	6573	2548		11295	116700
LL-43N 82-35W	CL						-55°				21	404	22			
Leg Traverse AIR	175	-5		180	-5	185	35000	.74	645	449	2525	6977	2570			
LL-12N 82-35W	CL						-55°				48	506	46		1300	1300
Leg Gun Range	175	-5		180	-6	185	35000	"	"	660	2574	6148	2616		27995	125600
																425
OFF LOAD 425# Ammo																114985
							-55°				84	1128	86			
Ann Arbor, Mich	GL	228	-5	233	-4	237	35000	"	"	605	2663	6128	2707			
	GL						-55°				152	1004	145		4175	4175
Lockbourne AFB,	Ohio	106	-4	102	-1	103	35000	"	"	445	2815	7132	2852		45260	116810
							15°				2815	6149	2852		20830	107810
Descent & Land	-	-					15°									

SECRET

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

A/C WT. BASIC WT.	83800	
CREW WT.	750	
FUEL WT.	430	
AMMO WT.		
EQUIP.		
TANKS WT.		
TOTAL		
OPERAT. (INC.) WT.		84980
1 FUS.		
2 FUS.		
3 FUS.		
4 FUS.		
5 FUS.		
6 AUX.		
7 EXT.		
TOTAL		12800 gal 84000#
BOMBS WT.		-
AMMO WT.		425
AUX. EQUIP. WT.	"	-
INITIAL GROSS WT.		167405
FUEL TANKS		3000
TAKE-OFF GROSS WT.		164405

	NUMBER		
PRESS. ALT.	WEIGHT	DEN. ALT.	
764	10500	807	
INITIAL RUNWAY LENGTH	10000		
DISTANCE	TAKE-OFF SPEED		
8400	160		
CRITICAL ENGINE FAIL SPEED	REMARKS REST TIME		
135			

BOMB LOAD		
PILOT		
OBSERVER		
TAKE-OFF		
ENGINE		
ATTENDANT		
TAKE-OFF		
RADIO		
TAKE-OFF		
ATTENDANT		
TAKE-OFF		
DISTANCE		
ATTENDANT		
SPEED		

Rope Req for taxi below 80#

NO. OF A/C		
BOMB LOAD		
PILOT		
OBSERVER		
TAKE-OFF		
ENGINE		
ATTENDANT		
TAKE-OFF		
RADIO		
TAKE-OFF		
ATTENDANT		
TAKE-OFF		
DISTANCE		
ATTENDANT		
SPEED		

0461

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN — WITH EXTERNAL WING TANKS

PRE-FLIGHT PLAN

| | | |

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M
Lockbourne Air Force Base, Ohio
12 August 1954

APPENDIX II

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 203-54

KC-97 FLIGHT DATA

App II to Annex "b" to
91SRW OPORD 203-54
12 August 1954

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AF Form 21
Approved 1 June 45

AIR FORCE NAVIGATOR'S LOG

USCM

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION _____ TYPE EC-97 DATE _____

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION

GROSS WT. AT T. O. LB/GAL ABOARD AT T. O.

ALTERNATE

TIME TO ALTERNATE — HRS. M

FUEL REQUIRED — GAL

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ FAST / SLOW

AT _____ GCT (DATE)

Rate sec/hr GAIN / LOSS

Departure Lockbourne AFB Destination Lockbourne AFB

OFFICIAL: NAME: (NAVIGATOR) (RANK)

ALT SETT. DEP. DEST.

"SECRET"

FLIGHT PLAN

FROM— Lockbourne AFB, Ohio

OUT WEST

TO—	TRUE COURSE	DRIFT	WIND USED D / V	TRUE HEADING	VAR.	MAG. HEADING	TEMP °C / ALT.	IAS / TAS (K)	G.S. (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME	~~ACTUAL~~ actual last	FUEL REMAINING
Lockbourne AFB, Ohio														
Lanesville, Ohio	086	-5	290/40	081	+2	083	5.5M	200	236	45	:02	:02	45	
Frim A/R Sndv 41-46N 82-10W	356	-10½		345½	+3	348	20M	200	181	110	1:01	1:03	155	
Orbit (:15) 20,000							20M				:27	1:30		
Frim A/R 41-46N 82-10W (Begin A/R)														
Goderich, Ontairio 43-46N 81-43W (End A/R)	009	-9½		359½	+4	003½	20M	256	225	118	:28	1:58	273	
Off Load 20,000# JP-4 Fuel														
Goderich, Ontario 43-46N 81-43W														
Cleveland, Ohio	182	+9½		191½	+4½	196	20M	254	244	141	:33	2:31	414	
Primary A/R Sndv	327	-6		321	+4	317	20M	254	203	22	:05	2:36	436	
(Begin A/R)														
Goderich, Ontario 43-46N 81-43W (End A/R)	009	-9½		359½	+4	003½	20M	254	225	118	:28	3:04	554	
Off Load 20000# JP-4														
Goderich, Ontario														
Celveland, Ohio	182	+10		192	+4½	196½	20M	237	224	141	:36	3:40	695	
Lockbourne AFB, Ohio (HI_CONE)	208	+11	↓	219	+2½	221½	20M	237	200	107	:27	4:07	702	
Descent & Land	-	-	-	-	-	-	744'	-	-	-	:30	4:37		

"SECRET"

"SECRET"

TOTAL TOTAL FUEL RESERVE

0464

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLIGHT ENGINEER FLIGHT PLAN

| | | |

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (H
Lockbourne Air Force Base, Ohio
12 August 1954

APPENDIX III

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 203-54

AIR REFUELING

App III to Annex "B" to
91SRW OPORD 203-54
12 August 1954

SECRET

0466

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M
Lockbourne Air Force Base, Ohio
12 August 1954

APPENDIX III

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 203-54

AIR REFUELING

1. General:

Each tanker aircraft will off-load 20,000# to each of two RB-47 receivers.

2. Refueling Area:

a. Rendezvous Point: 41-46N 82-10W

3. Refueling speeds: 180K IAS plus

4. Rendezvous altitude will be as specified in paragraph 7, below.

5. Orbiting:

Tankers will orbit in left-hand holding pattern, standard rate turns, 3 degrees per second, two minute legs, the final orbit to be adjusted to overfly rendezvous point on adjusted ETA of receiver aircraft. Long range power settings will be used in the orbit pattern.

6. Individual tankers will arrive rendezvous point at refueling altitude 15 minutes prior to scheduled arrival time of receiver.

7. Rendezvous data:

See next page for rendezvous data.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

app III to annex "B" to 91SRW OPORD 203-54 12 August 1954

SECRET

RECEIVER NELSON	TANKER NEROD	RENDEZVOUS SETTINGS TKR APN-12		RECEIVER APN-76		APN-11	UHF INITIAL CONTACT	UHF REFUELING	PLANNED RNDZ TIME SEC. AT	PLANNED RNDZ TIME PRIM RT	RENDZ & A/R ALT
#1	#1	4	8	8	4	1-1-2	311.0	266.2	1430	1445	20000 FLPA
#2	#2	5	7	7	5	1-3	"	279.8	1445	1500	21500 "
#3	#3	6	4	4	6	2-1	"	256.0	1500	1515	21000 "
#4	#4	7	5	5	7	3-1	"	318.0	1515	1530	20500 "
#5	#5	8	4	4	8	2-2	"	291.9	1530	1545	20000 "
#6	#1	4	8	8	4	1-1-2	"	266.2	1545	1600	22000 "
#7	#2	5	7	7	5	1-3	"	279.8	1600	1615	21500 "
#8	#3	6	4	4	6	2-1	"	256.0	1615	1630	21000 "
#9	#4	7	5	5	7	3-1	"	318.0	1630	1645	20500 "
#10	#5	8	4	4	8	2-2	"	291.9	1645	1700	20000 "

1. Radio silence will be maintained during actual refueling except in emergency.
2. Tankers will depart rendezvous point on revised ETA of receiver.
3. Rendezvous times will be adjusted in accordance with metro winds on day of mission to allow take-offs as scheduled.
4. APN-12 and APN-76 settings: 4 freq 214.0; 5 freq 219; 6 freq 224; 7 freq 229; 8 freq 234

SECRET

0468

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COMDRADIV 801 LOCKBOURNE AFB OHIO UNCLASSIFIED

CDMDR 99 SRW FAIRCHILD AFB WASHINGTON

COMDR SAC OFFUTT AFB NEBR

COMDRAF 15 MARCH AFB CALIF

COMDR 2 BARKSDALE AFB LA

/UNCLASSIFIED/ 91DOR

ATTN: RECON COMP PROJECT OFFICER. SUBJECT: SAC RECON COMPETITION. THIS MSG IM TWO(2) PARTS. PART I. A. ARRIVAL TIME FAFB PRIMARY ACFT 1200 PST 6 AUG 54. B. CREW L69BO. ACFT COMDR MAJ JACK G.EMERSON. PHOTO NAV MAJ RAYMOND W. BURROUGH. PILOT MAJ WM. J. BALTRUSAITIS. CREW L8)B) ACFT COMDR CAPT JOSEPH R. FETSKO. PHOTO NAV CAPT HENRY F. SCHEER. PILOT CAPT JOHN E. ERNEST. C. ARRIVAL TIME SPARE ACFT 1200 PST 5 AUG 54. ACFT COMDR L/COL JOHM H. ARCHER. PHOTO NAV MAJ ROBERT M. BEHR. PILOT CAPT HERBERT B STONE . D. SUPPORT ACFT ARRIVAL TIME 1400 PST 5 AUG 54. ACFT WILL TRANSPORT FOLLOWING PERSONNEL: 32 MAINTENANCE : FIVE(5) LABORATORY : THREE(3) PHOTO INTERPRETERS: ONE(1) UMPIRE. E. ONE(1 UMPIRE WILL ARRIVE ON 7 AUG 54 VIA COMMERCIAL AIR. *****

"A CERTIFIED TRUE EXTRACT COPY"

HARRIS C. ANDREWS
Lt COL USAF

EXHIBIT# 107

0469

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

ENCLOSURE 170

0470

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1444 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
TO JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
INFO JEDMH /COMSAC OFFUTT AFB NEBR
/CONFIDENTIAL/ODC 9773. PART I. SUBJ, FLYING HR ALLOC NR 2 ODC MSG 9604 DTD 23 AUG 54. THIS IS FLY HR ALLOC NR 2A. CHANGE SO MUCH OF PART V CITED MSG AS PERTAINS TO 91ST SRW KC-97F FLY HRS TO READ AS FOLS:

UNIT	ACFT	OLD ALLOC	DECR	NEW ALLOC
91ST SRW	KC-97	1598	246	1352

PART II. THIS ANSWERS URMSG DOO 1420 DTD 31 AUG 54.
03/1604Z SEP JWTYL

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
LT COL, USAF.

EXHIBIT # 171

0471

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-847 ACTION 91SRW

IN COMAF 2 BARKSDALE AFB LA
TO JEDSO COMADIV 801 LOCKBOURNE AFB OHIO
ZHT/DIG USAF OTIG USAF NORTON AFB CALIF
/CONFIDENTIAL/2APOLP 8200. FOR: 26SRW, 91SRW AND ADC BRANCH, USAF IG REF MY MSG 2APODP 8136, 17 MAY 54, NOTAL, AND FORTHCOMING 2AF OO 117-54. EXECUTION DTS FOR USCH OF 26SRW AND 91SRW HAVE BEEN CHANGED TO 29, 30, 31 JUN AND 22, 23 AND 24 JUN RESPECTIVELY. THE 26TH ARS AND 91ST ARS W/SUPPORT THEIR OWN WGS AND W/B INCLUDED AS TASK ORGNS. COPIES OF 2AF OO 117-54 W/B RECD BY OR-OSON NLT 1 JUN 54.
22/17492 MAY JWPKL

"A CERTIFIED TRUE COPY"

Frederic W. Shook

FREDERIC W. SHOOK,
MAJOR, USAF.

CONFIDENTIAL

EXHIBIT # 173

0473

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-830 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
TO JEDMO/COMAD1V 801 LOCKBOURNE AFB OHIO
JESKU/COMDAD1V 806 LAKE CHARLES AFB LA
/CONFIDENTIAL/2AFODD 8169. FOR: COMDR 68BW. THIS MSG IN THREE PARTS. FOR ALL. PRESENT PLANNING CALLS FOR 26AREFS AND 91AREFS TO PROV SUPP TKRS OVER SYRACUSE, NY AREA TO AR 68BW B-47 ACFT DEPLOYING TO UK O/A 14, 15 AND 16 JUN 54. 15 B-47 ACFT W/DEPLOY ON EA OF ABOVE DTS IN FLTS OF THREE ACFT EA 30 MIN INTERVAL BTWN FLTS W/AR STARTING APROX 0900Z EA DAY TO PERMIT DAYLIGHT AIR RFLG AND DAYLIGHT LANDING UK. LAST 5 ACFT EA DAY'S INCREMENT W/B EXT TANK EQUIPPED. CLEAN B-47 ACFT W/REQUIRE APRX 35,000 LBS TRF AND ACFT W/EXT TANKS W/REQUIRE APRX 43,000 LBS TRF. PART 2. FOR 801AD. RQMT FOR B-47 ACFT TO ARR OVER UK BASE W/22,000 LBS FUEL RES DICTATES RFLG OVER NORTHEASTERN US. 26AREFS AND 91AREFS, OPERATING FR LOCKBOURNE AFB, ELIMINATES RQMT TO STAGE AREFS. REMAINING 2AF TKRS SQDNS COMMITTED DURING PD IN QUESTION. PART 3. FOR 806AD. REQ 68BW PLANNING TM ATTEND PLANNING CONF THIS HQ AT 0900 CST 21 MAY 54 TO DISCUSS 68BW DEPLOYMENT. TM TO INCLUDE OPNS, LOGISTICS, AND MAT PLANNING PERS PREPARED TO FINALIZE DEPLOYMENT PLANS.
19/2256Z MAY JWPKL

"A CERTIFIED TRUE COPY"

Frederic W. Shoot

FREDERIC W. SHOOT,
MAJOR, USAF.

CONFIDENTIAL

EXHIBIT # 174

0474

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

JUNE 1954 MYTAC SAFETY SUBJECT

Airdrome Hazards - Eliminate Them

An effective base aircraft accident prevention program requires periodic inspection of runways, ramps and taxi strips. These areas must be periodically cleared with magnetic sweepers. Vehicular traffic control must be carefully supervised. During the month of June, these inspections will receive special attention. Frequency of the flying safety surveys and inspections will, of course, depend upon the hazards involved and upon the base activities and mission. Some bases will require only weekly flying safety inspections. Others where construction work is in progress on or near the runway must be checked daily (possibly several times a day in certain areas).

Aircraft accident prevention study classes should be conducted at every base during the month, featuring flying safety films and lectures by qualified pilots and engineering personnel.

Frequently check the following:

1. Condition of the runways and runway shoulders.
2. Lateral clearances at least 750 feet from runway centerline.
3. Are the clear zones at least 1000 feet long and 1500 feet wide?
4. Is the overrun satisfactory with a smooth runway abutment?
5. Has base security measures, such as concertina wire, impaired runway safety?
6. Are taxiways and taxiway shoulders in good condition and clear of obstructions?
7. Are the parking areas clear of obstructions and in good condition?
8. Is the airfield area maintained in a clean and orderly condition?
9. Has everything been done, or being done, to eliminate hazards that possible set up an accident?
10. Are the approach zones in compliance with AFM 86-3? If not, is it possible to eliminate or lessen the inherent danger of obstruction?
11. Are the hardstands kept clear and free of obstructions?
12. Is the airfield in general marked and lighted in accordance with applicable directives, such as AFM 62-21, 91-14, 91-15, 91-17, and T.O. 19-1-20?

EXHIBIT # 175

0475

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

13. Does the Base Operations Officer or the Airdrome Officer inspect the runways, taxiways, aprons and ramps for cleanliness, hazards and obstructions?

During the month, the flying safety officer should insure that the allied sections, such as the Operations Office, Weather Office, Control Tower, Mobile Runway Control and the Crash and Rescue Section are performing their designated functions in a manner consistent with the highest Air Force standards.

0476

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

JULY 1954 FLYING SAFETY SUBJECT

Takeoff & Landing Data Card

SAC Regulation 62-12, with supplements for various assigned aircraft, is an effective weapon against takeoff, landing and go-around accidents in this command. It is suggested that this subject be stressed during flying safety meetings and in flying safety education progam during July. Flying safety officers should make sure that all pilots and flight engineers are thoroughly familiar with the methods for computation and use of the takeoff and landing data card.

The SAC FOR '54 publicity for July should be concentrated on changing of billboards and Burma Shave-type signs around the base and replacing them with new and original slogans. Because pictures often succeed where words fail, bulletin boards should feature photographs of the crew of the month, pilot of the month, and maintenance man of the month, along with any photographs of recent incidents or pilot error accidents.

EXHIBIT # 176

0477

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AUGUST 1954 FLYING SAFETY SUBJECT

Maintenance and Flying Safety

The excellent maintenance performed on Strategic Air Command aircraft was one of the major reasons why SAC had such a commendable safety record during the past year. To point out the importance of high maintenance to the success of SAC FSP '54, supervisory personnel should stress (particularly for maintenance personnel) how serious maintenance errors are to safety of flight. Flying safety columns in base newspapers should emphasize how teamwork between combat and maintenance crews produces the quality maintenance needed for safe flying. Flying safety meetings in August should emphasize that when possible, the aircraft commander and his crew should follow the airplane through maintenance inspections.

The publicity during this month should salute the maintenance man. Sample poster: "The Maintenance Man - A Member of the Flying Safety Team." Maintenance accident prevention study classes should be organized. Flying safety officers should spend as much time as possible during the month on the line promoting safety consciousness among maintenance personnel. A flying safety meeting for maintenance personnel should be conducted during the month for review and discussion of aircraft and maintenance publications, e.g., technical orders, COMBAT CREW and FLYING SAFETY magazine, and Maintenance Review. Attendance should be required by all maintenance personnel and reading material furnished personnel who miss the discussion.

As a guide, for flying safety officers concentrating on maintenance functions, the following outline for emphasis is presented:

1. Are personnel and equipment adequate as outlined in applicable TOAE or T/D?

2. Are approved methods of on-the-job maintenance training being utilized?

3. Do maintenance personnel actively participate and attend regular flying safety meetings in compliance with AFM 62-6?

4. Do the flying safety meetings conducted for maintenance personnel deal primarily with maintenance know-how and problems?

5. Are preflight inspections of the highest caliber?

6. Do Parts II and III of the Form 1 give crews a clear picture of the current aircraft status?

7. Are pilots conscientiously entering defects on Part II of the Form 1?

8. Are the aircraft files complete and up-to-date?

9. Do inspections insure quality maintenance and written records of work accomplished?

EXHIBIT # 171

0478

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

August 1954 Flying Safety Subject, Cont'd

10. Are fuel service facilities in accordance with T.O. 42-10-10?

11. Are non-qualified personnel performing engine run-ups?

12. Is a thorough knowledge of AFR 62-10 evident among maintenance personnel?

13. Are T.O. compliances up-to-date or as complete as supplies will permit?

14. Are test flights being accomplished in accordance with T.O. 01-1-300?

15. In what condition is personal equipment on the aircraft? Is it checked regularly?

16. Are crews encouraged to inform the flying safety officer of repeated discrepancies in need of positive action?

17. Are UFs being submitted promptly?

0479

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Harris C. Andrews

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
801ST AIR DIVISION
Lockbourne Air Force Base
Columbus 17, Ohio

SUBJECT: SAC Management Control Statement (RCS 2 AF - CO - C2)

TO: Commander
Second Air Force
Barksdale Air Force Base
Shreveport, La

1. The following are the estimated scores made by the 91st Strategic Reconnaissance Wing as of 30 June 1954 in the present training quarter.

A. PERSONNEL

1. Manning in Required Specialties

	Required	"IRS"	% IRS	% of Max Score
a. Officers:	378	324	85.5	50%
b. Airmen:	1672	1164	69.6	10%

2. AWOL RATE

	Apr	May	Jun	Quarter	% of Max Score
No. AWOL's	2	4	4	10	
Strength	2010	2134	2165	6400	100%

3. Reenlistment Rate

	Discharges	Reenlistments	Rate	% of Max Score
April	12	8		
May	8	1		
June	15	4	35.1	40%

4. Ground Safety

	Apr	May	Jun	Quarter	% of Max Score
Mil Lost Time Acft	2	5	2	9	
Mil Man Days	57,000	66,805	64,950	188,845	
Civ Lost Time Acft	0	0	0	0	
Civ Man Hours	6,336	5,760	7,054	19,150	

CONFIDENTIAL

EXHIBIT #171

0484

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Ground Safety (Cont'd)

	Apr	May	Jun	Quarter	% of Max Score
Gov Veh Acdt	0	0	0	0	
Govt Veh Mileage	50,778	61,122	17,043	128,943	
Gr Safety Index			1.57		
Acdt Cost	31,710	1,032	720	$31,512	
Mean Strength	1903	2,191	2,165	6259	
Acdt Cost Index			5.35		30%

5. MTD

	Apr	May	Jun	Monthly Average	% of Max Score
RB-47 (Hrs Utild)	2,092	3168	3652	2970	
KC-97 (Hrs Utild)			1807	1807	
June was first month of full operations for the KC-97 MTD					36.8%

B. [illegible]

1. Fly Hours Utilized as percent Required

	RB-47E		KC-97F			
	May	June	May	June	Quarter	% of Max Score
Hours Req	1551	1500	811	663	4525	
Hrs Utild	1540	1496	724	687	4447	98.2%

2. Status of Technical Order Compliance

	No. Acft Possessed	Standard Man Hrs Required	T.O. Units Compliance Outstanding	Standard Manhrs Work - Load Accompl. Days	TOs Over 100 Backlog in Mos.	% of Max Score
RB-47E	45	66,029	92	4020	110	
KC-97F	21	3,690	690	610	37	

Pts earned	Av man-hrs backlog per acft possessed	T/Os outstanding per acft possessed	Backlog in Mos.	TOs over 180 Days
RB-47	0	20	0	0
KC-97	0	10	0	0

$\frac{(45 \times 20) + (21 \times 10)}{66} = \frac{900 + 210}{66} = 16.8$ pts 28.0%

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

3. Reports of Surveys

	No. Surveys	Dollar Cost	Civ Strength	Mil Strength	Av. Dollar Cost	Rate Per 1000	% of Max Score
Apr	4	101.26	36	2151	25.32		
May	1	7.07	36	2155	7.07		
Jun	2	135.88	36	2165	67.94		
Qtr	7	244.21	108	6471	34.88	1.06	100%

C. USCM AND FLYING SAFETY

1. Flying Safety 100%

No accidents have occurred.

2. USCM

RB-47E Acft

a. Acft effective

1st Day	2nd Day	3rd Day
$\frac{(6X100) + (5X50)}{12} = 70.8$	$\frac{(6X100)}{11} = 54.5$	$\frac{(8X100)+(2X50)}{10} = 90.$
Points 10	2	20

b. Acft Completing Mission

1st Day	2nd Day	3rd Day
$\frac{(6X100) + (5X50)}{12} = 62.5$	$\frac{(6X100)}{11} = 55.5$	$\frac{(8X100) + (2X50)}{10} = 90.0$
Points 30	21	60

c. % of Required Acft Airborne

1st Day	2nd Day	3rd Day
12/12 = 100%	11/11 = 100%	10/10 = 100%
Adjustment factor 1.00	1.00	1.00

CONFIDENTIAL

0486

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

d. Mission Effectiveness Score

1st Day- (10/ 30) x1.00)= 40.0
2nd Day- (2/ 21)x1.00)= 23.0
3rd Day- (20/ 60)x1.00)= 80.0
Total Score -(40.0/ 23.0/80)= 47.67
3

KC-97F Acft

a. Acft Effect ive

1st Day	2nd Day	3rd Day
4x100 = 80.0%	5x100 = 100%	5x100= 100%
5	5	5
Points 15	20	20

b. Acft Completing Mission

1st Day	2nd Day	3rd Day
4x100= 80.0%	5X100= 100%	5x100=100%
5	5	5
Points 51	60	60

c. % of Required ACFT AIRBORNE

5/5= 100%	5/5= 100%		5/5= 100%
Adjustment factor	1.00	1.00	1.00

d. Mission Effectiveness Score

1st Day- (15/ 51)x1.00)=66.0
2nd Day- (20/ 60)x1.00)=80.0
3rd Day- (20/ 60)x1.00)=80.0
Total Score - (66.0/ 80.0/ 80.0) = 75.33
3

Total Unit Mission Effectiveness

(33x47.67)/ 15x75.33)= 56.2pts 70.2%

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

D. OPERATIONS

1. Training Minimums

(a) Number off 6rews

10 Crews in catagory #1
20 Crews in catagory #2
4 Crews in catagory #3
9 Crews in catagory #4

(b) Reconnaissance

Equation for computations:

(No. required)- (Shortage) X Max points = No. pts scored
No. required

(1) Aerial Photo (Day)

$\frac{362-47}{362} \times 30 =$ 26.1

(2) Aerial Phota (Noght)

$\frac{368-33}{368} \times 20 =$ 15.2

(3) Radar Reconnaissance

(Radar scope photo-I.P. target runs)

$\frac{222-28}{222} \times 20 =$ 17.5

(4) Navigation

$\frac{271-62}{271} \times 20 =$ 15.4

(5) Gunnery

$\frac{64-22}{64} \times 10 =$ 6.5

(6) Flight Engineering
)Cruise control)

$\frac{79-5}{79} \times 10$ 9.4

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(7) Air Refueling and Radar Rendezvous

$\frac{264 - 51}{264}$ X15 = 12.1

(8) Miscellaneous

$\frac{371 - 131}{371}$ X 15 = 9.7

(9) Flying Time

$\frac{1650 - 157}{1650}$ X 10 = 9.0

	%
Total	120.9

120.9 = 80.6%; 2 months requirement $\frac{100}{150}$ = 66.7%

(c) Tanker (Air Refueling)

(1) Wet Hookups and Radar Rendezvous

$\frac{351 - 23}{351}$ X 15 = 14.0

(2) Navigation

$\frac{143 - 20}{143}$ X 10 = 8.6

(3) Cruise control

$\frac{39 - 5}{39}$ X5 = 4.4

(4) Miscellaneous

$\frac{223 - 57}{223}$ X 10 = 7.4

(5) Flying time

$\frac{270 - 94}{270}$ X 10 = 6.5

Total	40.9

40.9 = 81.8%; 2 months requirements $\frac{33.34}{50}$ = 66.7%

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(2) Combat Ready Crews

(a) Reconnaissance Crews

39 Combat ready crews
of 45 crew units 50%

(b) Air Refueling Crews

17 Combat ready crews
of 20 crew units 55%

(3) Physical Conditioning

Number of crew personnel 281
Number of crew personnel completing 66 hours physical conditioning 247

FOR THE COMMANDER

"A CERTIFIED TRUE COPY"
Harris C. Andrews
HARRIS C. ANDREWS
Lt Col USAF

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
801ST AIR DIVISION
Lockbourne Air Force Base
Columbus 17, Ohio

91CR

SUBJECT: SAC Management Control Statement (RCS 2AF - CO - C2)

TO: Commander
Second Air Force
Barksdale Air Force Base
Shreveport, La

1. The following are the estimated scores for the 91st Strategic Reconnaissance Wing as of 31 August in the present training Quarter:

A. PERSONNEL

1. Manning in required specialties

	Required	"TRS"	%TRS	% of Max Score
a. Officers:	378	350	92.5	90.0%
b. Airmen	1669	1429	85.6	70.0%

2. AWOL Rate

	August	Rate	
No. AWOL's	3		
Strength	2178	1.37	100.0%

3. Reenlistment Rate

	Discharges	Reenlistments	Rate
August	54	20	37.0 40.0%

4. Ground Safety

	August
Mil lost time acdt	14
Mil man days	67,518
Civ lost time acdt	0
Civ man hours	6,336
Government Veh acdt	0
Govt veh mileage	14,362

CONFIDENTIAL

EXHIBIT II

0491

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Ground Safety (Cont'd)

	August	% of Max Score
Ground safety index	5.8	
Acdt cost	2,758	
Mean strength	2,178	
Acdt cost index	.98	75.0%

5. MTD Utilization

	August	
RB-47 (Hrs utilized)	2674	
KC-97 (Hrs utilized)	2928	84.9%

B. MATERIEL

1. Fly hours utilized as percent of required

(Not applicable - free training month)

2. Reports of Survey

	No. Surveys	Dollar Cost	Civ Strength	Mil Strength	Av Dollar Cost	Rate per 1000	
Aug	2	51.91	36	2168	25.95	.9	100.0%

3. Status of Technical Order Compliance

	No. Acft Possessed	Standard man Hours required	TO Units Outstanding
RB-47	47	1,012	110
KC-97	11	160	5

	Standard Man-hours Work-load accomplished	T/O's Within 180 days
RB-47	5,361	0
KC-97	751	0

0492

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Status of Technical Order Compliance (Cont'd)

Points earned	Average Man-hours Backlog Per acft Possessed	T/O's Out-Standing Per acft Possessed	TOC backlog in months	T/O's NCW over 180 days	% of Max Score
RB-47	15	20	15	10	
KC-97	15	20	15	10	
$\frac{(47 \times 60)+(11 \times 60)}{58}$ = 60 points					100.0%

C. USCM and Flying Safety

1. USCM

(Not applicable - no USCM performed to date) N/A

2. Flying Safety

No accidents to date. 100.0%

D. OPERATIONS

August was free training month. N/A

FOR THE COMMANDER:

A certified true copy:

Harris C. Andrews

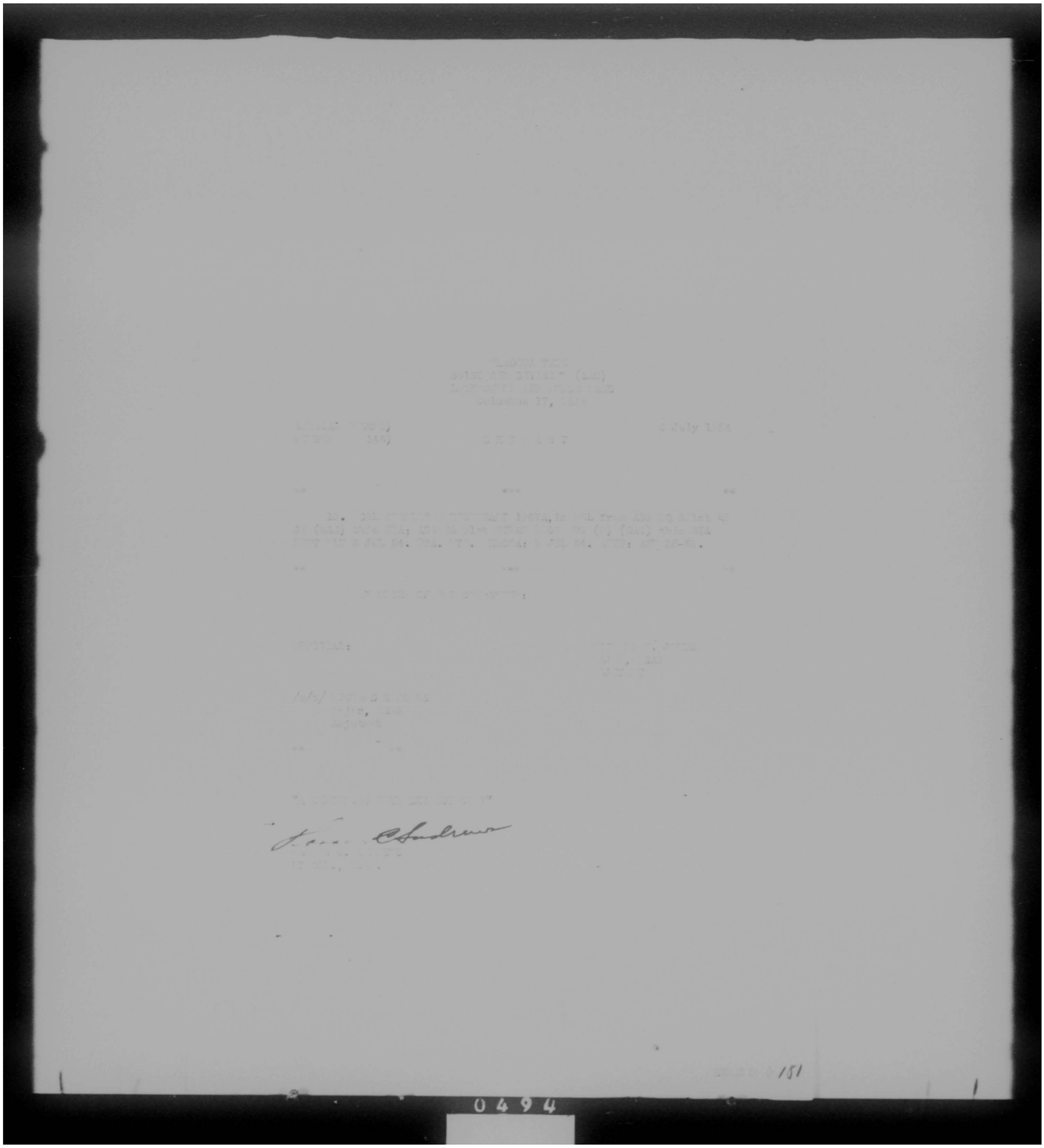
HARRIS C ANDREWS
Lt Colonel, USAF
Adjutant

CONFIDENTIAL

0493

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



0494

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)(S.C)
Lockbourne Air Force Base
Columbus 17, Ohio

GENERAL ORDERS)
NUMBER 9)

24 June 1954

STAFF ASSIGNMENT

1. Announcement is made of the appointment of COLONEL WILLIAM BURKE 49504, United States Air Force, this Headquarters, this station, Strategic Air Command, as Deputy Commander, 91st Strategic Reconnaissance Wing, Medium, effective 24 June 1954, Vice COLONEL JOHN A. DES PORTES, 8199A Relieved.

BY ORDER OF THE COMMANDER:

FREDRIC W. SHOOK
Major, US.F
Adjutant

OFFICIAL:

FREDRIC W. SHOOK
Major, US.F
Adjutant

DISTRIBUTION: "D"

5 - S.C
5 - 2.F

0495

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HE..DQU..RTERS
91ST STR..TEGIC RECONN..ISS..NCE WING (M)(S..C)
Lockbourne Air Force Base
Columbus 17, Ohio

GENER..L ORDERS)
NUMBER 10)

25 June 1954

..SSUMPTION OF COMM..ND

Under the provisions of Air Force Regulation 24-1, 10 November 1950 as amended, and Air Force Regulation 35-54, 24 August 1951 as amended, the undersigned hereby assumes command of the 91st Strategic Reconnaissance Wing, Medium, during the temporary absence of COLONEL JOSEPH J. PRESTON, 19664.

William Burke

WILLIAM BURKE
Colonel USAF
Commander

DISTRIBUTION: "D"

5 - SAC
5 - 2AF

0496

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)(SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

GENERAL ORDERS)
NUMBER 11)

29 June 1954

ASSUMPTION OF COMMAND

Under the provisions of Air Force Regulation 24-1, 10 November 1950 as amended, and Air Force Regulation 35-54, 24 August 1951 as amended, the undersigned hereby assumes command of the 91st Strategic Reconnaissance Wing, Medium.

JOSEPH J. PRESTON
Colonel, USAF
Commander

DISTRIBUTION: "D"

5 - SAC
5 - 2AF

0497

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)(SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

GENERAL ORDERS)

NUMBER 12)

9 July 1954

ASSUMPTION OF COMMAND

Under the provisions of Air Force Regulation 24-1, 10 November 1950 as amended, and Air Force Regulation 35-54, 24 August 1951 as amended, the undersigned hereby assumes command of the 91st Strategic Reconnaissance Wing (Medium) Vice COLONEL JOSEPH J. PRESTON, 19662, Relieved.

CHARLES N. EISENHART
Colonel, USAF
Commander

DISTRIBUTION: "D"

5 - SAC
5 - 2AF

0498

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)(SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

GENERAL ORDERS)
NUMBER 13)

19 July 1954

ASSUMPTION OF COMMAND

Under the provisions of Air Force Regulation 24-1, 10 November 1950 as amended, and Air Force Regulation 35-54, 24 August 1951 as amended, the undersigned hereby assumes command of the 91st Strategic Reconnaissance Wing, Medium, during the temporary absence of COLONEL CHARLES M. EISENHART, 19574.

William Burke

WILLIAM BURKE
Colonel, USAF
Commander

DISTRIBUTION: "D"

5 - SAC
5 - 2AF

0499

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M) (SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

GENERAL ORDERS)

NUMBER 15)

28 July 1954

ASSUMPTION OF COMMAND

Under the provisions of Air Force Regulation 24-1, 10 November 1950 as amended, and Air Force Regulation 35-54, 24 August 1951 as amended, the undersigned hereby assumes command of the 91st Strategic Reconnaissance Wing, Medium.

CHARLES M. EISENHART
Colonel, USAF
Commander

DISTRIBUTION: "D"
5 - Hq SAC
5 - Hq 2AF

0500

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M) (SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

GENERAL ORDERS) 29 July 1954

NUMBER 16)

STAFF ASSIGNMENT

WING INSPECTOR - - Announcement is made of the appointment of MAJOR WILLIAM O. ROSS 7026A, United States Air Force, this Headquarters, this station, Strategic Air Command, as Wing Inspector, 91st Strategic Reconnaissance Wing, Medium, effective 29 July 1954, Vice MAJOR WILLIAM G. RYAN 9555A, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FREDRIC W. SHOCK
Major, USAF
Adjutant

Fredric W. Shock
FREDRIC W. SHOCK
Major, USAF
Adjutant

DISTRIBUTION: "D"

0301

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNIASSANCE WING (M) (SAC)
Lookbourne Air Force Base
Columbus 17, Ohio

GENERAL ORDERS)

NUMBER 19)

8 September 1954

STAFF ASSIGNMENT

WING ADJUTANT - - Announcement is made of the appointment of LIEUTENANT COLONEL HARRIS C. ANDREWS A0660609, United States Air Force, this Headquarters, this station, Strategic Air Command, as Wing Adjutant, 91st Strategic Reconnaissance Wing, Medium, effective 9 September 1954, Vice MAJOR FREDRIC W. SHOOK 13175A, relieved.

CHARLES M. EISENHART
Colonel, USAF
Commander

DISTRIBUTION: "D"
5-HQ SAC
5-HQ 2AF

0302

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M) (SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

GENERAL ORDERS)

NUMBER 21)

20 September 1954

STAFF ASSIGNMENT

DIRECTOR OF OPERATIONS - - Announcement is made of the appointment of COLONEL WILLIAM E. TODD 4502A, United States Air Force, this Headquarters, this station, Strategic Air Command, as Director of Operations, 91st Strategic Reconnaissance Wing, Medium, effective 20 September 1954, Vice COLONEL HAL C. CONNER 7977A, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HARRIS C. ANDREWS
Lt Col, USAF
Adjutant

Harris C. Andrews
HARRIS C. ANDREWS
Lt Col, USAF
Adjutant

DISTRIBUTION: "D"

0503

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
801ST AIR DIVISION
Lockbourne Air Force Base
Columbus 17, Ohio

91CR

SUBJECT: SAC Management Control Statement (RCS 2AF - CO - 02)

TO: Commander
Second Air Force
Barksdale Air Force Base
Shreveport, La

1. The following are the estimated scores for the 91st Strategic Reconnaissance Wing as of 30 September in the present rating period.

A. PERSONNEL

1. Manning in Required Specialties

	Required	"UPS"	%UPS	% of Max Score	Score (Points)
a. Officers:	378	327	86.5%	60.0%	18.0
b. Airmen:	1669	1321	79.1%	40.0%	30.0

2. AWOL Rate

	August	September	Quarter
No. AWOL's	3	3	6
Strength	2178	2154	4332
AWOL rate:	1.38		

3. Reenlistment rate — 50.0% — 20.0

	August	September	Quarter
Dischargees	52	60	112
Reenlistments	20	24	44
Rate	37.0%	40.0%	39.2%

CONFIDENTIAL

EXHIBIT # 19

0305

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	% of Max Score	Score (Points)
4. Ground Safety	80.0%	20.0

	August	September	Quarter
Mil lost time acdt	4	3	7
Mil man days	67,518	64,620	132,138
Civ lost time acdt	0	0	0
Civ man hours	6,336	6,048	12,384
Gov't veh acdts	0	0	0
Gov't veh mileage	14,362	18,566	32,928
GND safety index			5.22
Acdt cost	$ 2,758	*1,255	4,013
Mean strength	2,178	2,154	4,332
Acdt cost index			.92

*includes $325.00 for acft ground accident in September.

5. MTD Utilization				95.6%	19.1
	August	September	Monthly Average		
RB-47 (Hrs Utilized)	2674	2878	2776		
KC-97 (Hrs Utilized)	2928	3592	3260		

$$\frac{2000 \not\div 3260}{2000 \not\div 3500} = 95.6\%$$

B. MATERIEL

1. Flying hours utilized as percent of required	99.2%	59.2

	RB-47 Sept	KC-97 Sept
Hrs required	1432	690
Hrs utilized	1447	674

$$\frac{2106}{2122} = 99.2\%$$

0506

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	% of Max Score	Score (Points)
2. Status of Technical Order Compliance	100.0%	60.0

	No. Acft Possessed		Standard man-hours req for T.O. Compliance		T.O. Units Outstanding	
	Aug	Sep	Aug	Sep	Aug	Sep
RB-47	47	47	1012	726	110	45
KC-97	21	11	160	20	5	0

	Standard man hours Work-load accomplished		T.O.'s NCW in 180 days
	Aug	Sept	
RB-47	5,361	2,861	0
KC-97	731	915	0

	Points earned	Average man-hours backlog per acft possessed	T/O's out-standing per acft possessed	TOC backlog in months	T/O's NCW over 180 days
RB-47	15	20	15	10	
KC-97	15	20	15	10	

3. Reports of Survey					100.0%	20.0
	No. Surveys	Dollar Cost	Civ Strength	Mil Strength	Dollar per Cost	1000
Aug	2	51.91	36	2168	25.95	.9
Sep	5	97.72	36	2143	19.54	2.2
Qtr	7	149.63	72	4311	21.37	1.6

C. USCM and Flying Safety	100.0%	40.0

1. Flying safety

No accidents to date.

0507

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

	% of Max Score	Score (Points)

2. USCM

RB-47 Acft

a. Acft effective

1st Day	2nd Day
$\frac{(9X100) \neq (3X50)}{12} = 87.5\%$	$\frac{(8X100) \neq (1X50)}{9} = 94.4\%$
Pts: 18	20

3rd Day
$\frac{(8X100) \neq (1X50)}{9} = 94.4\%$
Pts: 20

b. Acft completing mission

1st Day	
$\frac{(9X100) \neq (3X50)}{12} = 87.5\%$	$\frac{(8X100) \neq (1X50)}{9} = 94.4\%$
Pts: 60	

c. Percent of required acft airborne

1st Day	2nd Day	3rd Day
12/12= 100%	9/9 = 100%	9/9 = 100%
Adjustment factor: 1.00	1.00	1.00

d. Mission effectiveness score:

1st Day - (18 ≠ 60) X 1.0 = 78.0 pts
2nd Day - (20 ≠ 60) X 1.0 = 80.0 pts
3rd Day - (20 ≠ 60) X 1.0 = 80.0 pts
Total score $\frac{(78 \neq 80 \neq 80)}{3} = 79.3$

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	% of Max Score	Score (Points)

KC-97 Acft

a. Acft effective

1st Day	2nd Day
$\frac{(6 \times 100)}{6} = 100.0\%$	$\frac{(4 \times 100)}{5} = 80.0\%$
Pts 20	15

$\frac{(5 \times 100)}{5} = 100.0\%$

Pts 20

b. Acft Completing Mission

1st Day	2nd Day	3rd Day
$\frac{(6X100)}{6} = 100.0\%$	$\frac{(4X100)}{5} = 80.0\%$	$\frac{(5X100)}{5} = 100.0\%$
Pts 60	51	60

c. Percent of required acft airborne

1st Day	2nd Day	3rd Day
6/6 = 100.0%	5/5 = 100.0%	5/5 = 100.0%
Adjustment factor: 1.0	1.0	1.0

d. Mission effectiveness score

1st Day - (20 ∕ 60) X 1.0 = 80.0 pts

2nd Day - (15 ∕ 51) X 1.0 = 66.0 pts

3rd Day - (20 ∕ 66) X 1.0 = 80.0 pts

Total - $\frac{(80 \nearrow 66 \nearrow 80)}{3}$ = 75.3 pts

0509

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	% of Max Score	Score (Points)
e. Total Unit Mission Effectiveness	97.3	77.8

$\frac{(79.3 \times 30) + (75.3 \times 16)}{46} = 77.89$

$\frac{77.89}{80}$ = 97.3% effectiveness

D. OPERATIONS

1. Training Minimums

a. Number of Reconnaissance Crews

9 Crews in category #1
27 Crews in category #2
3 Crews in category #3
5 Crews in category #4

b. Reconnaissance

$\frac{\text{(No req) - (Shortages)}}{\text{(No req)}} \times \text{Max pts} = \text{No pts scored}$

(1) Aerial photo (Day)			
$\frac{402 - 168}{402} \times 30 = 17.4$		58.0	17.4
(2) Aerial photo (Night)			
$\frac{417 - 282}{417} \times 20 = 6.4$		32.0	6.4
(3) Radar Reconnaissance (Radar Scope Photo - I.P. Target runs)			
$\frac{252 - 155}{252} \times 20 = 7.7$		38.5	7.7
(4) Navigation			
$\frac{300 - 196}{300} \times 20 = 6.9$		34.5	6.9
(5) Gunnery			
$\frac{73 - 49}{73} \times 10 = 3.2$		32.0	3.2

0510

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	% of Max Score	Score (Points)
(6) Flight Engineering (Cruise Control)		
$\frac{84}{84} - 23 \times 10 = 7.2$	72.0	7.2
(7) Wet hookups & Radar Rendezvous		
$\frac{288}{288} - 171 \times 15 = 6.0$	40.0	6.0
(8) Miscellaneous		
$\frac{400}{400} - 238 \times 15 = 6.0$	40.0	6.0
(9) Flying time (Select, lead & NCR Crews)		
$\frac{1905}{1905} - 1100 \times 10 = 4.2$	42.0	4.2
Total $\frac{65.0}{120} = 54.1\%$; 1 month requirement = $\frac{50}{150} = 33.3\%$		
c. Tanker (Air Refueling)		
(1) Wet hookups and Radar rendezvous		
$\frac{332}{332} - 133 \times 15 = 11.7$	78.0	11.7
(2) Navigation		
$\frac{176}{176} - 128 \times 10 = 2.7$	27.2	2.7
(3) Cruise Control		
$\frac{48}{48} - 38 \times 5 = 1.0$	20.8	1.0
(4) Miscellaneous		
$\frac{286}{286} - 128 \times 10 = 5.5$	55.0	5.5

0311

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

	% of Max Score	Score (Points)
(5) Flying time (NCR crews)		
$\frac{270}{270} - \frac{255}{270} \times 10 = .5$	5.5	.5
Total $\frac{21.4}{50}$ - 42.8%; 1 month requirement $\frac{16.6}{50} = 33.3$		
2. Combat ready crews	60.0	24.0
a. Reconnaissance crews		
40 Combat ready crews of 45 crew units.		
b. Air Refueling crews	70.0	7.0
18 Combat ready crews of 20 crew units.		
3. Physical Conditioning	60.0	12.0
Crew personnel assigned 350. Crew personnel completing 99 hours of training 277. Percent completing 99 hours 79.1%		

FOR THE COMMANDER:

"A CERTIFIED TRUE COPY"

Harris C. Andrews

HARRIS C. ANDREWS
Lt Col USAF

0512

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Frame 5-8730 Nov 54 (1)

SECRET

SEPTEMBER 1954

HISTORICAL REPORT

91st STRAT. RECON. WING

91st STRAT. RECON. WING

91st STRATEGIC RECONNAISSANCE WING

LOCKBOURNE AIR FORCE BASE

RSI Contr No
S 09453

SECRET

8730

3-2579-6A

mil 6'

813233

2D AF BARKSDALE AFB, LA. NOV. 52-8768

0517

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Authority: CO, 91st Strat Recon Wg.
Initials: Cinenhart
Date: 17 Nov 64

SECRET

HISTORICAL REPORT

FOR

SEPTEMBER 1954
91st STRATEGIC RECONNAISSANCE WING (M)

LOCKBOURNE AIR FORCE BASE, OHIO

3-2379-6A

DSI Cont No
S09453

SECRET

0518

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TITLE PAGE

UNIT HISTORICAL REPORT

91st Strategic Reconnaissance Wing, Medium

(801st Air Division)

(Second Air Force)

Lockbourne Air Force Base, Ohio

For Period: 1 to 30 September 1954

Assigned Units

Hq & Hq Squadron, 91st Strategic Reconnaissance Wing, Medium
91st Tactical Hospital
91st Air Refueling Squadron, Medium
322nd Strategic Reconnaissance Squadron, Medium
323rd Strategic Reconnaissance Squadron, Medium
324th Strategic Reconnaissance Squadron, Medium
91st Field Maintenance Squadron
91st Periodic Maintenance Squadron
91st Armanent and Electronics Maintenance Squadron

This Report Prepared by:

HARRIS C. ANDREWS
Lt Col, USAF
Historican

and

A/3C Walter R. Wagner
Historical Technician

This Report Approved By:

CHARLES M. EISENHART
Colonel, USAF
Commander

SECRET

0319

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS

Page

Title Page.....2

Table of Contents 3

Authority.....4

Glossary of Abbrevations Used 5

Narrative Section

Organization & Administration 8

Personnel.....13

Operations & Training.....24

Mission Analysis.....44

Maintenance & Supply.....47

Photo Section.....54

Bibliography of Sources 58

Appendix of Exhibits.....59

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

AUTHORITY

This Historical Report is prepared in accordance with the following regulations and manuals:

SAC Regulation 210-1, dated 7 October 1952

SAC Manual 210-1, dated June 1951

2AF Regulation 210-1, dated 10 January 1953

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AWOL	Absent Without Leave
AB	Air Base
Amn	Airmen
Auth	Authorized
Col	Colonel
Cmdr	Commander
D/Opns Trg Sect	Director of Operations Training Section
D/Opns	Director of Operations
Dtd	Dated
Hqs	Headquarters
Lt Col	Lieutenant Colonel
Maint	Maintenance
(M)	Medium
Offs	Officers
Organ	Organization
RB	Reconnaissance Bomber
Recn	Reconnaissance
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Strat	Strategic
2AF	Second Air Force
Wg	Wing

SECRET

0522

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary of Abbreviations Used (Continued)

Abbreviations Used in Aircraft Operations

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit. Only those crews which a unit commander would use for the actual combat operations will be used in this sense.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

Potential Crew. A complete combat crew which can not be reported as combat ready or non-combat ready because of the limitations imposed by the definitions of those crews. The number of crews considered in this category will represent the maximum of crews which can be formed from the available resources of the unit excluding those crews reported on Table of Distribution Staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters, Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade, or other factors, which make crew utilization unfavorable.

In-Commission. An aircraft is in commision when it is capable of performing normal flight operations.

Evaluation Missions. A mission which is flown to evaluate reconnaissance crew reconnoitering capability, to test new procedures and techniques, etc.

Long Range Tactical Mission. A mission of at least ~~32~~ 10 hours duration accomplished by an individual crew or crews, which emphasizes cruise control techniques and procedures, navigation under simulated tactical conditions aerial and radar scope photography, etc., and is not to be considered as a unit or simulated combat mission.

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current Strategic Air Command tactical war plan or any assigned unit simulated combat mission of equal scope flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary Of Abbreviations Used (Continued)

Abbreviations Used in Photo Reconnaissance

Multi-Camera Station. This set is made up of four(4) K-38 cameras fitted with 36 inch lens cones. The cameras make photographs nine (9) by 18 inches, and are so mounted so that when the four(4) pictures are placed end to end, they make one(1) continuous photograph nine(9) by 72 inches. There is less th one (1) inch overlap on each of the prints. The multi-cameras make extremely large scale photographs of any given target area and are used for detailed study of a target. The minute detail is of great value to intelligence offic

Tri-Metrigon Station. The tri-metrigon system is a combination of three(3) cameras of short focal length lenses. In the case of the 91st Wing, they are K-32s fitted with six(6) inch lens cones and are so mounted so that one unit shoots down and the other two make left and right hand oblique photos. They are mounted at 60 degrees, and when the three(3) pictures are placed together they make one (1) continuous print covering the area from horizon to horizon. The print size of each photo is nine (9) by nine(9) inches. Tri-metrigon photography plays an important role in photo reconnaissance in that a strip of it can be made into a complete photomap. When used over new areas of enemy territory the Intelligence people can locate troop concentrations, installations, transp et systems, and ferret out many other items of value. The limitations of the infor- e gained from this photography is in direct proportion to the quality of the photo- graphs and the accuracy of the photo logs kept by the photo-navigator.

Forward Oblique Camera Station. The forward oblique camera position is a K-22 camera fitted with a 12 inch lens cone. The camera shoots forward of the airc aft and is depressed 40 degrees from horizontal. Photographs taken with this c camera position on an initial point to target run for example, will give a graphic presentation to a bombardier of just what he will see on his bombing run. The photographs taken with this camera are of special value to light bombardment and fighter-bomber units. From altitudes above 10,000 feet, entire airfields and large installations can easily be photographed. The picture taken in this position in conjunction with other two(2) installations give full and complete coverage of the target area.

SECRET

0324

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ORGANIZATION AND ADMINISTRATION

Organizational Structure.

The following units were assigned or attached to the 91st Strategic Reconnaissance Wing (M), Lockbourne Air Force Base, Ohio, as of 30 September 1954:

Headquarters Squadron Section, 91st Strat Recon Wg.
91st Medical Group
91st Air Refueling Squadron
322nd SMS
323rd SMS
324th SMS
91st Fld Maint Sq
91st Pd Maint Sq
91st A/E Sq

Changes in Key Wing Personnel

During September 1954 two changes took place in the 91st Strategic Reconnaissance Wing key personnel. Lt Colonel Harris C Andrews, A06601609, replaced Major Fredric M. Shook, 18176A as 91st Wing Adjutant. Major Shook was transferred to Chanute AFB, where he will be associated with the OSI.[1]

Colonel Wm E. Todd, 4502A replaced Colonel Hal C Conner, 7977A as Wing Director of Operations. Colonel Conner was reassigned to 5th Air Division, French Morocco.[2]

Commanders' Conference Held at Lockbourne AFB, 23-25 Sept 1954.

The Second Air Force Commanders' Conference was held at Lockbourne AFB, 23-25 September 1954. Among those in attendance were Major General Armstrong, Commander Second Air Force, Brig Gen Wheless, Commander 801ADIV, Brig Gen Mooney, Commander 806thADIV, Brig Gen Kalberer, Commander, 72nd SRW, Brig Gen Nazzaro, Commander 38th ADIV, Brig Gen Preston, Commander

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4th ADIV, Brig Gen Compton, Commander 13ADIV, Colonel Shilling, Commander 40th ADIV, Colonel Sanborn, Commander 6ADIV, Colonel Beck, Commander 340th Bomb Wg, Colonel McPherson, Commander 3002 Air Base Sq, Colonel Thomas, Liaison Officer, Little Rock AFB, Colonel Pittel, Liaison Officer, Homestead AFB.[3]

Many topics were discussed at this Conference that will be covered in different chapters of this narrative. One topic that was discussed at the Conference was the needless expenditure of man hours and equipment in maintaining and storing non-current records which are eligible for destruction or retirement in accordance with AFM 181-5. Also, duplicate and convenience files are being maintained which could be eliminated thru decentralization of files in accordance with AFM 181-4. It was found that command emphasis on the proper maintenance of current records, systematic disposition of non-current records and stabilization of records administration personnel will result in substantial dollar savings and also in a much more effective utilization of presently available administrative personnel.[4]

Classified Material

The control of classified material in Second Air Force is a big and serious problem. Because of this, certain programs have been designed to encourage a more realistic approach to classification in the command. Letters, subjects "Classification and Precedence of Correspondence and Messages", dated 30 August 1954 and "The Top Secret Classification", dated 13 September 1954, have been sent to all Second Air Force Commanders.[5]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Command emphasis is a must, in order to assure compliance with the principles contained in these letters and other pertinent directives on this subject.[6]

Morning Report Clerk for the Month of September 1954

S/Sgt Grabowski of the 91st Field Maintenance Squadron was the Morning Report Clerk of the Month for Lockbourne during September 1954. Sgt Grabowski had no errors or late Reports during the month, leading all others in this department.[7]

The 91st SMW had the least number of late reports, errors and total errors than any other organization on Lockbourne.[8] This shows that the personnel of the 91st Wing are exerting a maximum effort in this department.

Barracks of the Month Award for the Month of September 1954

The 91st Field Maintenance Squadron won the Barracks of the Month Award for September 1954, this being the fourth straight month that this Squadron has attained this honor.[9] It is apparent that this Squadron is setting a very high goal for other Squadrons of the 91st Wing to try to attain. In the photo section of this History will be seen the presentation of the Barracks of the Month Plaque to the 91st Field Maintenance personnel.

Organizational Supply Inspection and Rating System

It was also discussed at the Commanders' Conference that there is a need for Wings to place more emphasis on the implementation of the Organizational Supply Inspection and Rating System, SAC Reg 67-32. This system has provided supply staffs with a tool for ready evaluation on status of organization supply sections. Added benefits could be derived from this system by making periodic awards for the best organizational supply inspected.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Inspection of Aircraft records has revealed that excessive discrepancies continue to be carried in Parts II and III of AF Form 1.[10]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Footnotes for Organization & Administration

1. Hqs, 91st SRW GO #19, Exhibit #34, dtd 8 Sep 54.
2. Hqs, 91st SRW GO #21, dtd 20 Sep 54, Exhibit #33 and Exhibit #1.
3. Cmdrs' Notebook of 2AF Cmdrs' Conference 23-25 Sept 1954 CI: SECRET.
4. Ibid.
5. Ibid.
6. Ibid.
7. News Ltr prepared by Stat Serv. Sept 54. Copy on file in 91st Hist Off.
8. Ibid.
9. Interview with Maj Ross, 91st Wg IO by A/3C W. D. Wagner, 91st Hist Tech.
10. Cmdrs' Notebook of 2AF Cmdrs' Conference 23-25 Sept 1954 CI: SECRET.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

PERSONNEL

Personnel Strength

As of 30 Sep 1954 a total of 2029 individuals was assigned to the 91st Strategic Reconnaissance Wing, Lockbourne AFB, Columbus, O. However, this figure did not include the 91st Medical Group or the 801st Air Base Group.[1] Of the 2029 individuals assigned to this Wing as of 30 September 1954, 373 were officers and 1656 were airmen. These figures reflected the following changes over the number assigned as of the end of August 1954.[2] Eight officers were lost and 27 airmen were lost, for an overall personnel loss of 35 individuals.

The following is a comparison of authorized vs assigned strength of the Wing as of 30 Sep 1954.[3]

	TOTAL AUTH	TOTAL ASGD
Officers	351	373
Airmen	1574	1656
Total	1925	2029

Roster of Key Personnel

On the following page of this narrative will be found a roster of key USAF personnel assigned to this Wing as of 30 September 1954.[4]

Lt Colonel Harris C Andrews, AO 660609 assumed the duties of 91st Wing Adjutant, replacing Major Fredric W. Shook, 18176A, who went to Chanute Air Force Base, Office of Special Investigation. Lt Colonel Andrews was formerly the Commander of Headquarters Squadron Section, 91st SRW.[5]

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Another change in Key Wing Personnel was that of Colonel Wm E. Todd, 4502A, who replaced Colonel Hal C. Conner, 7977A as Wing Director of Operations.[6] Colonel Todd was recently SAC Liaison Officer at Harmon AFB and had formerly been Director of Operations for the 306th Bomb Wing.[7] Colonel Conner went to the 5th ADIV, French Morocco.

Roster of Key Personnel of the 91st Wing as of 30 Sep 54

Wing Commander	Eisenhart, Charles M.	Colonel
Deputy Commander	Burke, William	Colonel
Adjutant	Andrews, Harris C.	Lt Colonel
Comptroller	Fjelstad, Kenneth S.	Lt Colonel
D/Personnel	Doughty, David H.	Captain
Inspector General	Ross, William C.	Major
Intelligence Officer	Peterson, Nils G.	Lt Colonel
D/Operations	Todd, William E.	Colonel
D/Materiel	Mixson, Marion C.	Lt Colonel
Cmdr, 322nd SRS	Chafin, James T.	Major
Cmdr, 323rd SRS	Schwandtner, Frank	Major
Cmdr, 324th SRS	Archer, John R. Jr.	Lt Colonel
Cmdr, 91st ARS	Novik, Clifford S.	Lt Colonel
Cmdr, 91st FMS	Lawrence, David B.	Lt Colonel
Cmdr, 91st PMS	Broughton, Thomas E.	Major
Cmdr, 91st A&E Sq	Wade, Ernest C.	Lt Colonel
Cmdr, Hqs Sq Sec	Brauer, Eugene A.	Major
Chief of Maintenance	Carter, Robert F.	Lt Colonel

Maintenance Man of the Month

S/Sgt Eugene E. Kloss, AF 12215037 of the 91st ARS was the 91st Wing Maintenance Man of the Month for September 1954.[8]

On 22 September 1954 at approximately 1545 hrs, Sgt Kloss was engaged in towing aircraft 51-389 from the wash rack to the 91st Sq area. At a point directly opposite the 323rd SRS parking area on the taxiway, Sgt Kloss noticed smoke coming through the hood of the Coleman tractor he was driving and flames started coming thru the firewall.

SECRET

0531

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

He hurriedly stopped, had the Coleman disengaged from the aircraft, pulled away from the aircraft, notified a refueling pit operator to call the Fire Department and then he and an Observer riding the Coleman got a fire extinguisher from the aircraft being towed and extinguished the fire. All of this was accomplished in an orderly and expeditious manner and indicated some very clear and concise thinking on the part of Sgt Kloss.[9]

Total damage from the incident was kept to less than $2.00, when it could easily have amounted to the complete loss of one Coleman (value $15,231) and a KC-97 tanker (value $1,144,457), if it had not been for Sgt Kloss' presence of mind and prompt action in first thinking of the aircraft and then of the Coleman.

The cause of the fire was found to be a ruptured oil pressure line which sprayed oil on the hot exhaust manifold.

Crew of the Month

The following crew has been selected by this Wing as the Crew of the Month for September 1954.[10]

Williams, Warren, Capt	A0680570	Aircraft Commander
Ratliff, Walter T. 1st Lt	A02225253	Pilot
Brown, Howard C., Capt	A02082366	Navigator
Adams, Jack E., M/Sgt	AF17083432	Engineer
Hayes, James S. T/Sgt	AF14347679	Radio Operator
Brunner, Leo M. A/1C	AF13376618	Boom Operator
Dousson, Kinney P., S/Sgt	AF1837695	Scanner

Captain Williams and his crew have been Standardization Board Crew for the past year in KC-97s. During this period they have performed exceptionally well in their routine Squadron duties as well as in the extra demands of Standboard work.[11]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

They have kept abreast of changes and new procedures and then interpreted them to the rest of the Squadron. This was possible only by constantly filtering incoming information and then incorporating it into appropriate reference material and exams.[12]

In addition, as a passenger carrying crew, they have been called to participate in nearly every Support Mission flown by this Squadron. This has caused them to spend an above-average amount of time away from Lockbourne with a resulting backlog of standboard work awaiting each return. A recent trip of this crew was to fly a VIP group to an overseas area. This was done with smooth proficiency and diplomacy that added to the overall effectiveness of the mission and more than satisfied all concerned. It is only typical of the good performance this crew has given in the combination of their routine, Standboard and support duties.[13]

It is believed the fine example of this crew is a great credit to themselves and to the 91st Wing and is therefore worthy of recognition as "Crew of the Month" for September 1958.[14]

Airman Proficiency Tests

Not all the results of the proficiency tests that Wing airmen took in September 1958 were received on this station at the time this narrative was assembled, but of those available, 9 of the 12 who took the tests passed with a percent of 75% and the remaining 3, or 25% failed.[15]

A breakdown of these tests by Air Force Specialty Code, the number who passed and the number who failed is as follows:

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Two(2) airman took the 30150, Aircraft Radio Repairman Test and both passed it. One(1) man took the 30151,Acft Electronic Navigation Equipment Repairman test and passed it. One(1) man failed the 30270,Electronics Countermeasures Maintenance Technician test while noone passed it. Of the four(4) who took the 32150 Senior "H" Series Bombsight Mechanic test,three(3) passed and one(1) failed to pass. One(1) man passed the 32170/71 Bomb Navigation Systems Supv. and no one failed. Of the three(3) persons who took the 32350 Senior Gunlaying System test,two(2) passed and one(1) failed to pass.

Combat Crew Manning

A message was received on this base during September quoting the comments of General LeMay on Combat Crew Manning. The basis of the message was the need of the Wing Commanders to ferret combat crew type individuals out of non-rated jobs and into crews in order to comply with the new Air ForceOperational program of increased authorized crew to aircraft ratio. Since the resources of this type individual is limited, it was felt that all measures should be taken to form crews of these type individuals. 16 Upon investigating to find out the extent that this applied to the 91st SRWg, it was found that crew type individuals coming into the 91st SRWg are being formed into comabt crews and not assigned to non-rated jobs. The shortage of crews in the 91st SRWg is do largely to the acute shortage of qualified observers. Qualified obeservers are being lost by the wing and not enough replacements are being received. 17

Dependents of TDY Personnel

A memorandum was issued by the 91st SRWg Commander,Colonel Eisenhart,

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

which was felt would be of help to dependents of TDY personnel.[18] In it, Col. Eisenhart spoke of the problems that may arise for dependents of TDY personnel, which they are not able to cope with and of the various agencies on base which will be able to be of assistance. The Dependents Assistance Program has been designated to perform any act that it can to help and wives of service men have volunteered their services. One of these ladies has been assigned as a squadron representative to assist the Dependents Assistance Officer, 2/Lt Donald E. Boenker. Also in the pamphlet Col. Eisenhart spoke of the various other facilities that are available to dependents, i.e., Base Hospital, Chaplain, Nursery, Commissary, Base Exchange, Thrift Shop, Red Cross, and Air Force Aid Society.[19] Lt. Boenker, the Dependents Assistance Officer, in an interview stated that several cases, both emergency and routine have been handled by that office that delt with dependents of TDY personnel. and that the program is functioning fluently.[20] It is therefore, a relief for an officer or an airman to know that when he goes TDY, his dependents will be given every care and consideration just as if he were here.

Officer's Overseas Selection Categories

At the Second Air Force Commanders Conference held 23-25 September '54, it was idscussed and decided that the following procedure would be used on a test basis in order to determine feasibility and desirability of establishing controls for overseas selection of officers in order to secure an equitable distribution of overseas duty among officer personnel:[21] All USAF and SAC overseas quotas levied agianst this command will be by grade, AFSC, and category. Categories are as follows: Category I, 25-36 months service in ZI since last overseas duty.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CategoryII,37-48months. Category III,49-72 months.IV,73months and over to include those officres who have no overseas service and those who volunteer for overseas duty. Headquarters SAC, will levy specific selection of an officer from the 49-72 category.(CatIII) The command concerned is authorized to make selection in the 49-72 month category or 72plus grouping. Officers in the lower group than specificied in the levy will not be committed to overseas assignment without prior approval of Hq USAF.[22]

On-the-Job Training,Utilization and Reporting

Another topic that was discussed at the Commanders Conference was the implementation of the USAF Program ,Technaical Training PTT 55-3(orginally known as the USAF Operating Program,Tech Training OPTT 54-1.) requires increased emphasis on correct utilization,training and reporting of airamn personnel.[23]This is realized by the fact that,under this programthe utilization and training of airman personnel is controlled by Hq USAF. The controlling factor,numberwise,is a code known as the Utilization AFSC. The Utilization AFSC is a code established to effect airmen assignments and reassignments and to assist in the identification and control of training requiremnets. It identifies as awarded AFSC or an AFSC in a different career field ladder towards which the airman is training.[24]

During the seven(7) months thatthe USAF Program,Tech Training has been in effect,numerous questions about the program were aired and answers and clarifications were furnished. It was felt that by htis time,the program had so far advanced that its mechanics should be well understood by Commanders and the personnel staff as the program must be implemented as outlined.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Reporting of the training status and utilization AFSC plays the major role in developing the program. It was noted thatthe nemerous discrepancies were being encountered on either the type of training, the utilization AFSC or their reporting.[26] The discrepencies are grouped as follows:[26]

1.)The training is being conducted and reported, but the utilization AFSC is not reported.

2.) The training is being conducted but not reported.

3.) The training and utilization AFSC are reported, but the training is not being conducted.

4.) The training and utilization AFSC are reported and the training being conducted;however, such training is not authorized in accordance with the USAF Program, Tech Training.

The Second Air Force Classification and Utilization Team is conducting a study at Barksdale Air Force Base to determine the cause of these discrepancies. This study will be completed 30 Sept.'54 and corrective instructions will be issued as soon as practicible.[27]

USAF Extension Course Institute

It was the feeling at the Commanders Conference that the value of USAF Extension Course Institute correspondence courses, as a means of increasing job knowledge and performance was being overlooked by the personnel of Second Air Force.[28]

It was noted that the Air University, through the Extension Course Institute at Gunter AFB, Alabama, offers military education courses not usually available from other sources. Courses in general military education and specific career

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

fields and paralleling resident courses of other services are available.[29] It was advised that all Commnaders should become more familiar with this program and publicize the services through the Extension Course Institute.[30]

Concurrent Travel of Dependents

An announcement was made that indicated that whenever possible concurrent travel of dependents to certain overseas areas may be granted inthe future.[31] The following procedure was outlined for requesting concurrent travel on behalf of eligible principals:[32]Principal requests concurrent travel .Installation Commander forwards to overseas Commander,overseas Commander advises of approval or disapproval. Then Installation Commander advises principal,principal completes and forwards DD form 349.Principal then secures passport and forwards to port. Port advises principal of port call.

If this procedure is followed, dependents will be granted concurrent travel to overseas areas whenever possible.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Footnotes for Personnel

1. Weekly Mean Strength Rpt., Sept '54, prep by Stat Svs., 301st ABGp.
2. Weekly Mean Strength Rpt., August '54 prep by Stat Svs., 301st ABGp.
3. Rpt, Status of Officers and Amn., Sept '54, prep by Pers Sect, 31st SWg.
4. Rpt, Roster of Key Pers., Sept '54, prep by Pers Sect, 31st SWg.
5. Hq. 31st SWg G.O. # 19, 3 Sept '54, Exh #34.
6. Hq. 31st SWg G.O. #21, 20 Spet '54, Exh # 33.
7. Message from Cmdr. 2AF to Cmdr. SAC, Exh. # 1.
8. Interview with Maj. Scott, 31st SWg Flying Safety Officer by A/3C W.R. Wagner, 31st SWg Hist Tech.
9. Ibid.
10. Ibid.
11. Ibid.
12. Ibid.
13. Ibid.
14. Ibid.
15. Interview of S/Sgt Allen, 301st ABGp Testing Office by A/3C W.R. Wagner, 31st SWG Hist Tech., 29 Oct '54
16. Message from Cmdr. 2AF to Cmdr 301st ADiv, 3 Sept '54 Exh # 3.
17. Interview of S/Sgt Oswell 31st Personnel Office by A/3C W.R. Wagner, 31st SWg Hist Tech.
18. Pamphlet, Dependents of TDY Personnel, Hq 31st SWg, Exh. # 17.
19. Ibid.
20. Interview of 2/Lt Donald E. Boenker, 301st ABGp Dependents Assistance Officer by A/3C W.R. Wagner, 31st SWg Hist Tech., 3 Nov '54
21. Commanders Notebook to 2AF Commanders Conference, 23-25Sept '54. Cl: Secret.
22. Ibid.
23. Ibid.
24. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Footnotes for Personnel(Con't)

25. Ibid.

26. Ibid.

27. Ibid.

28. Ibid.

29. Ibid.

30. Ibid.

31. Ibid.

32.Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

OPERATIONS AND TRAINING SUMMARY

Tactical Operations Analysis

During September, 1954, aircraft and crews of the 91st SW'g operating from Lockbourne Air Force Base, recorded a total of 2131 hours of flying time which was indicative of an increase of approximately 553 hours over that recorded in the month of August.[1] The end of this reporting period saw in possession of the 91st Wing 68 tactical aircraft according to the following numbers and types:[2] Twenty-two(22) KC-97's and forty-six(46) RB-47's. These planes were on hand 48996 hours, and were maintained in commission 30,734 hours resulting in a monthly aircraft in commission rate of 81.1% and a monthly percentage of time aircraft were flown of 5.3%.[3]

The following is a comparison of operational data recorded by this wing during the months of August and September, 1954:[4]

	August 57	September 68
# Acft on Hand		
# Hrs Acft on Hand	40844	48006
# Hrs Acft in Commission	32242	30734
# Hrs Acft Flown	1577:30	2131
% of Time Acft in Commission	78.4%	81.1%
% of Time Acft Flown	4.8%	5.3%
# of Hrs Acft Out of Commission Due to Maint	4964	6660
# of Hrs Acft Out of Commission Awaiting Parts	2218	1053
# of Landings Made	1568	694

The number of aircraft on hand in September progressed by eleven(11) over that of August. The reason for the increase was the change over to the

SECRET

0541

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

use of some KC-97Gs by the 91st Air Refueling Squadron and the reporting of this type aircraft on the report submitted to the Director of Operations and Training. The increase of flying hours in the Wing was also due to the increased number of KC-97Gs being reported as the number of hours flown by KC-97s increased by approximately the same amount of hours.

The hours on hand and in commission increased accordingly. The percent of time in commission and the percent of time flown also increased. The hours out of commission awaiting parts decreased but the hours out of commission due to maintenance increased; however, since the hours on hand increased, the percent also increased.

September was not a Special Training Month and 6d1:30 hrs were spent performing missions ordered by higher Headquarters.[5] Of this 332:00 were flown by RB-47s and 309:30 by KC-97s. Of the reconnaissance aircraft, 63:55 hrs were flown during the National Air Show Flyover - 2AF 126-54, 4-6 Sep 54. 254:15 hrs. 254:15 hrs were spent on the USCM - 2AF Ops Order 132-54.[1] More will be said on this later on in this chapter. 80:10 hrs were flown on 2AF Ops Order 124-54 - Zebra Waveheat. This project was run in conjunction with the Lincoln Laboratory of M.I.T. to test Ground Radar facilities.[6] The missions were of such duration and content that prohibited any training as the entire mission was contained with the project.[7] 42:10 hrs was spent on 2908th SAC Evaluation Squadron.

The KC-97s recorded 309:30 in missions ordered by higher headquarters.[8] Of this total, 98:50 were spent flying 2AF 132-54, USCM. Seven hrs were spent on Ferry Flights DIV Orders; 162:00 were spent on Operation Gold Cup and 41:40 on SAC Reg 55-41.[9]

SECRET

0542

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Of the 2131 hrs flown by assigned crews and aircraft of this Wing in September 1954, a total of 694 hrs was recorded by KB-97s and 1437 hrs by RB-47s.[10] A total of 210 RB-47 sorties was flown respectively during this reporting period, accumulating 1437 hrs respectively of actual training time. The following is a summary of training accomplishments as recorded by the RB-47 crews during the period 1 thru 30 September 1954.[11]

Radar IP - Target RB-47

Attempted	112
Accepted	110

Large Scale Photography IP Target Runs RB-47

Attempted	111
Accepted	104

Tri-Metrigon Charging Strips of Photography RB-47

Attempted	67
Accepted	63

Forward Oblique Photograph IP Target Runs RB-47

High Altitude

Attempted	76
Accepted	67

Low Altitude

Attempted	60
Accepted	59

Continuous Strip Photography RB-47

Attempted	46
Accepted	43

Number Long Range Missions RB-47 72

Number Hours Pilot Proficiency RB-47 8

Radar Navigation Legs " 44

SECRET

0343

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Air Refueling

Rendezvous Attempted 81

" Accepted 81

Wet Hookups

In Dark	13
Radio Silence	105
High Altitude	63

These figures show a slight increase over those recorded by this Wing in August. This increase was due to the fact that September was a good training month despite the fact that it was not a special training month.

91st Air Refueling Squadron.(M)

Tanker crews and aircraft of the 91st Air Refueling Squadron, utilizing KC-97 type aircraft and operating from Lockbourne AFB, recorded in September 1954 694 hrs of operational flying time.[12] This total time represented an increase of approximately 48h hrs and 10 minutes of flying time, as compared with the operational record of this squadron in August 1954.[13] This increase was due to the change over from KC-97Gs to KC-97Ls and the 11 KC-97Ls that were put in use and reported in September, accounted for the large increase in flying hours.

This unit in addition to fly SAC Reg 80-3 training requirements, flew 309:30 in accomplishing missions directed by higher headquarters.[14] These missions and number of hours devoted to flying them were: Operations Gold Cup - 2AF 32-54 - 162:00 hrs; SAC Reg 55-41 - 41:40 hrs; Ferry Flights Div Order - 7:00 hrs; USCM 2AF 132-94 - 98:50 hrs.

The following is a comparison of operational data as recorded by this squadron in August and September 1954.[15]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	August	September
Number aircraft on hand	10	21
Number hrs aircraft on hand	611h	15,337
" " " in commission	573h	13,308
" " " flown	210:10	69h
Percent of time acft in commission	93.9%	86.8%
" " " " flown	3.6%	5.2%
Number of hrs aircraft AOCM	260	h91
Number of hrs aircraft AOCP	120	5h5
Number of landings made	53	295

In September a total of 1h0 KC-97F sorties was flown for 69h hrs of actual training time, whereas in August sorties were flown for 210 hrs of fly training time.[16] This increase of h8h hrs was due to the greatest part by putting in use of KC-97Gs which were recently assigned to this squadron and were not in use during August.

A resume of training accomplished by the tankers during September is as follows:[17]

Night Celestial Navigation Legs	6		
Day " " "	25		
Radar Navigation Legs	15		
Grid " "	h		
Number rendezvous attempted (APN-11)	7h		
" " successful "	73		
" " attempted (APN-68)	58		
" " successful "	57		
Wet Hookups Attempted with bombers	387	with fighters	10
" " successful " "	387	" "	10
Dry " attempted	119		
" " successful	119		
Hrs of Pilot Proficiency	h8		
No. Long Range Missions	13		
Total sorties flown	1h0		
" flying time	69h		

322nd Strat Recon Sq

Crews and aircraft of the 322nd SRS, operating from Lockbourne AFB with RB-h7Es, recorded in September 1954, 511 hrs and 10 minutes of flying time, as compared with h35 hrs and 30 minutes in August.[17] This indicated an increase of approximately 76 hrs for this period and was due

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

to the big decrease of AOCM and AOCP which resulted in more hours in commission and hours flown and an increase in percentages.

A comparison of the operational and maintenance data as recorded by this organisation in August and September 1954 is as follows:[19]

	August	September
Number aircraft on hand	16	16
Number hrs aircraft on hand	11,666	11,339
" " " in commission	8,195	8,736
" " " flown	435:30	511:10
" " " AOCP	2,211	532
" " " AOCM	918	350
Percentage of time acft in commission	76.2%	77.0%
" " " " flown	5.3%	6.0%
Number of landings made	145	145

Flying during September 1954 was devoted to a large number of higher headquarters missions.

323rd Strat Recon Sq

RB-47 crews and aircraft of the 323rd SRS, operating from Lockbourne AFB, recorded in September a total of 401:55 hrs of operational flying time as compared with 465 hrs in August 1954.[20] As will be noted, the figure for September increased over that recorded during August, and was due to the low AOCM and AOCP rate which caused an increase in the percentages and in hours flown even though hours aircraft on hand decreased.

A comparison of operational data recorded by this organization during August and September is as follows:[21]

	August	September
Number aircraft on hand	15	15
Number hrs aircraft on hand	1160	10,000
" " " in commission	9467	9,527
" " " flown	465:05	401:55
" " " AOCM	1197	740
" " " AOCP		280
Percentage of time acft in commission	84.8%	80.2%
" " " " flown	4.9%	5.1%
Number of landings made	112	119

0546

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

324th Strat Recon Sq

Utilizing RB-47s and operating from Lockbourne AFB, Ohio, crews of the 324th SRS recorded 453 hrs of operational flying time in September 1954.[22] This was a decrease of 12:30 of flying time over that recorded in August and was attributed to a decrease of hours aircraft were on hand and an increase in AOCM. Even though AOCP decreased, the combination of the first two items caused a decrease in flying time.

The following is a statistical comparison of the operational data recorded by the aircraft of this squadron in August and September 1954.[23]

	August	September
Number of aircraft on hand	16	16
Number of hours aircraft on hand	11,904	11,520
" " " " in commission	8,886	8,019
" " " " flown	465:55	453:25
" " " " out of commission due to Maintenance	1,296	2,368
" " " " AOCP	1,180	536
Percentage of time aircraft in commission	74.3%	69.6%
" " " " flown	5.2%	5.6%
Number of landings made	148	145

USCM - 2AF Ops Order 132-54 "Copper Clad"

A USCM, code name "Copper Clad" was conducted by the 91st SAW 28-30 September 1954. The crews and aircraft of the 91st Wing were to fly a unit simulated combat mission to evaluate Wing planning, execution, reporting and loristical procedures.[24]

The subordinate units, 91st Air Refueling Squadron, 322nd SRS, 323rd SRS and 324th SRS provided crews and aircraft in the following numbers and types.[25]

The 91st Air Refueling provided 6 KC-97 crews on 28 Sept, 5 on 29 Sept and 5 on 30 Sept. The 322nd SRS dispatched 4 RB-47 crews each of the

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

three days of the mission. The 323rd SOS dispatched 4 crews on 28 Sept and 3 crews on 29 and 30 Sept. The 324th SOS provided 4 KB-47 crews on 28 Sept and 3 crews on 29 Sept and 30 Sept 1960.

The supporting squadrons, 91st Periodic Maintenance Sq, 91st Armament & Electronics Sq and 91st Field Maintenance Sq were detailed to insure availability of fully equipped KB-47 and KC-97 aircraft to fly missions and insure availability of 2 fully equipped KB-47 and KC-97 aircraft daily to be used as ground spares.[28]

Exercise "Copper Clad" was designed because the current world situation requires that the 91st Wing maintain a constant state of proficiency and readiness in order to accomplish any assignments required by higher headquarters.[27]

For the purpose of the exercise a fire main line of resistance was established along a line extending from 3000N, 9830W to 4400N, 9830W to 4700N, 8900W. That line denoted the boundary of enemy territory which was the area West and North. It was suspected that enemy aircraft were equipped with AI radar which could be of assistance to them in making intercepts outside of their Early Warning and GCI range.[28]

The enemy airfields where enemy aircraft were known to be operating from were listed along with the radar locations.[29]

The results of the USCM were very encouraging to the personnel of the Wing. The tactical squadrons had the following totals for the 3 days.[30] The first day the aircraft effectiveness score was 87.5%, the aircraft completing mission score was 87.5% and the percent of required aircraft airborne was 100%. The second day the tactical squadrons came up with

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

9h.h% for an aircraft effectiveness score and 9h.h% for aircraft completing mission score and another 100% on the required aircraft airborne score. On the third day they also had a 9h.h% score on the aircraft effectivness score and 9h.h% on the aircraft completion missions and another 100% on aircraft airborne. The total effectiveness score for the tactical squadrons was 79.3 points.

The scores for the KC-97 crews were as follows.[31]

On the first day they had an aircraft effectiveness score of 100%. They also had 100% scores on required aircraft airborne and aircraft completing missions. The second day the crews of the 91st ARS scored 80% in the aircraft effectiveness and aircraft completing mission phases. Again they had a 100% score on required aircraft airborne. On the third day they had three 100% scores to end up with a total effectiveness of 75.3 points.

The total unit effectiveness score for the Wing was 77.8 points, or 97.3%.[32] This figure shows that the crews and maintenance personnel of the 91st Wing are well prepared for their job.

Survey of Overseas MUP Bases

Facilities of the 91st Strategic Reconnaissance Wing MUP Base were surveyed to evaluate their adequacy to support the 91st SRW in the event of MUP deployment under SAC Operations Order 40-53.[33]

The survey team departed Lockbourne AFB at 0630 hrs, 12 September 1954 for the United Kingdom and a ten hour stopover was made at Goosebay prior to departure for Brize Norton. The team arrived at Brize Norton AFB at 1330 hrs on 13 September 1954 and reported to Headquarters, 7th

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Air Division at South Ruislip, London at 1700 hrs, 13 September 1954. On 14 September 1954 the team visited West Drayton, at which time a complete briefing was conducted by the Commander and his staff of the 3911th ABG on the deployment base and the supporting bases. The remainder of the day was spent surveying these stations, their facilities and the station kit. On 15 September 1954 a visit was made to 7ADIV Hq at South Ruislip, London. Minor items that had been noted during the visit to the 3911th ABG were discussed with staff personnel of the 7th ADIV. On 16 Sept 54 the survey team went by bus to Upper Heyford to observe the movement of the 26th SMU at that station. Their difficulties in effecting this movement were noted and discussed. The survey team departed from Brize Norton AFB, on 16 Sept 1954.[34]

Many items were discussed by the survey team, some of the problems being as follows:[35]

One problem discussed with Commander, SAC AVCN was the lack of jet fuel storage facilities. The personnel of the 3911th ABG located at West Drayton who are responsible for operations and planning, are handicapped by having practically no jet experience. This factor is being partially overcome by sending personnel to USAF bases in the UK to observe the operations of jet equipped units at those bases.

Some of the minor discrepancies noted during the visit include:[36]

a. No vehicle radios on hand for use by Air Police, Crash and Maintenance Control.

b. No CDP at deployment base in tower or in CCA.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. At the present time there are no Table II and XVI spares stocked at our MUP Base.

Several conclusions and recommendations were given. Among these were:[37]

Facilities at the deployment base are considered very good. It is felt that a deployment could be accomplished by the 91st Wing to its forward deployment base and that the Wing could go into emergency operations immediately with no major problems.

The 3911th ABG has done an excellent job in accomplishing their duties pertaining to the preparation for emergency deployment of the 91st SMW. It is felt that they have full capability of supporting the MUP mission.

The recommendations were that supplies of Table II and XVI spares be stocked at the MUP Base and that consideration should be given to changing the 91st SMW MUP Base.

Monthly Flying Safety Meetings

The monthly Wing Flying Safety Meetings during September 1954 were devoted to winter flying hazards and safe operations.[38] Short squadron flying safety meetings were held in addition to the Wing meeting. Some of the items discussed were:[39]

General winter flying hazards, braking effectiveness in snow and slush, icing-engine and aircraft, outside air temperature gage application, altimeter correction application, penetration and turbulence, safe ground operation in winter, terrain features of local area and emergency landing facilities, new information in Radio Facility Chart, Flying Safety and Combat Crew articles, TWXs and Incident Reports.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

In addition to the above named topics that were discussed, the air crews of the 22-97 Squadron were reschooled in Fuel Management Procedures. The Wing Flying Safety Officer attended Flying Safety Conference at Barksdale AFB on 23 September 1954.[40]

Determining Select and Lead Crews

A message was received in this Headquarters on 9 September 1954 from Commander 2AF, Barksdale AFB, La that outlined the new system for determining select and lead crew capability.[41] Celestial average and celestial total are no longer used in determining select and lead crew capability. Instead, crew's reliability factor is used.[42] Under this system, a crew will be required to perform within certain limits (known as accuracy standards) a certain percent (known as reliability factor) of the time. The following reliability factors and accuracy standards will be used as a guide.[43] Reliability factor - 85% for all bombing and navigation items. The accuracy standards have not been forwarded at this date. An example given was:[44]

Type B-47: Type Run, radar SHS: Required accuracy standard 25000 ft, reliability factor, 85%, using above factors, a B-47 crew bombing by radar must be scored 85% of the time within 3500 ft of aiming point or the crew's records must be presented to probation BD for probation decision.

Disqualification of Lead and Select Crews

Information was received in this Wing that Headquarters 2AF considers successful completion or disqualification of lead and select crews by the 3900th SMS Detachment as reflective of the effectiveness of a Unit Standardization and Training Program.[45]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

A review of factors affecting disqualification of 2AF B/PB-47 Select A Lead Crews by the 3908th SES Detachment revealed the following facts:[46]

(1) Crews are being designated Lead that do not meet proficiency criteria expected of such crews.

(2) Crews are not adhering to established procedures, Tech Order Requirements and/or check lists.

(3) In most cases disqualification could have been avoided had crews been required to successfully complete thorough and comprehensive refresher training prior to being selected for evaluation.

(4) Primary areas of disqualification by crew members were (a) Aircraft Commander - special weapons and security, (b) Co-Pilot, special weapons, gunnery and navigation, (c) Observer, celestial procedure, special weapons, target IP, bomb run procedure.

Certain action was recommended and the compliance by the 91st Wing, together with the recommendations, are as follows:[47]

It was recommended that Wing Commanders appoint a person or persons responsible for preparing all crews for SES evaluation. The Recon Section was made responsible for preparing all 91st SRW crews for SES evaluation. Major Blanton and Major Behr are the two responsible officers.

The second recommendation was that Wing Stand Board brief selected crews on SES Evaluation procedures, emphasizing necessity for adhering to established procedures and check lists. This procedure was established in this Wing before this directive was received and will continue to be adhered to.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Another directive was that within 60 days prior to expected reporting date, selected crews and alternate crews would be required to complete refresher air crew training with emphasis on (a) AFM 51-40, IAR Navigation, (b) Instrument Rules and Regulations, (c) Applicable SAC Manuals and Tactical Doctrine. In the 91st SMW this refresher course is being completed within 30 days prior to expected reporting date.

It was recommended that commanders and senior staff officers visit at periodic intervals the SMS detachment. It has been the policy of this Wing to do this. Colonel Eisenhart, 91st Wing Commander, Colonel Todd, 91st Wing D/Opns, Lt Col Archer, Cmdr, 323th SMS and Major Alexander, Asst D/Opns recently visited the 3908th SMS Detachment.

In compliance with another directive, the Wing D/Opns has been counseling crews prior to departure for and return from evaluation to obtain information that may assist the next crew reporting and emphasizing the importance of successfully completing SMS evaluation.

Of the 30 lead and select crews in the 91st Wing only 4 failed to meet the standards of the SMS evaluation. Of these four, only one failed on the reevaluation and had to be disqualified.

Air Refueling Rendezvous

A message from Commander SAC received at this Headquarters during September pertained with flights of B-47 aircraft arriving at air refueling rendezvous 40 minutes or more in advance of designated time.[46] Investigation indicated that this was due to one or both of the following reasons:[49]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

B-47 aircraft takeoffs are not being adjusted according to latest metro winds to meet operational air refueling rendezvous time or B-47 aircraft are flying above flight plan TAS.

It was pointed out that it is essential that maximum effort be made to meet designated air refueling rendezvous time. In many instances quantity of fuel to be transferred and distance to air refueling tanker staging base reduces to 30 min time that tanker can orbit. This will normally accommodate any difference in actual versus predicted winds for the B-47 aircraft. Adjusting takeoffs according to latest metro winds is tactical requirement which must be practiced in peace time operations.[50]

It was requested that max effort be made to insure take offs are adjusted according to latest metro winds when tactical aircraft are to meet a predesignated rendevous of H-hour GP time.[51]

Possible cause of recent major aircraft accidents

Preliminary investigation of two recent B-36 major aircraft accidents indicates that possible cause could be attributed to crew fatigue due to length of mission or lack of proper crew rest prior to departure.[52]

It was felt that in some instances commanders and supervisors are not complying with SAC Reg 62-19, dated 13 June 1952, that prescribes minimum required rest prior to takeoff for crews that participate in flights in excess of twelve hours.[53] It was directed that all commanders will take action to reemphasize this directive and ascertain that all

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

supervisory personnel are complying with the contents thereof. It was further directed that the contents of these regulations be made subject of flying safety meetings and the flight surgeon present lecture pertaining to SAC Reg 60-19 in conjunction with flying safety officers.[54]

A directive was issued that effective immediately all crews will not practice GCAs and other approaches involving no-grounds, emergency procedures, etc, after flying missions of this nature. Aircraft will land upon arrival over destination. All commanders and supervisory personnel were to reemphasize compliance with SAC Reg 60-6 to all flight personnel. Specifically, par 48S, which requires pilot or air crew member to advise pilot flying aircraft whenever the airspeed falls below computed traffic pattern, on final approach speeds and whenever visibility or altitude cross check indicates aircraft to be dangerously low to grid or other obstructions during landing.[55]

It was felt that these directives would help prevent any recurrence of those two recent major aircraft accidents in which the aircraft were on training flights of over 10 hrs in duration.

Standardization Activities

One of the topics discussed at the recent 2AF Commander's Conference was the standardization activities in 2AF.[56] It was felt that the overall picture was not as favorable as it should be. During visits to 2AF units, it had been noted that very often wing staff personnel did not emphasize a strong standardization program, nor did they effectively utilize their standardization crews' flight check reports and recommendations.[57] In many cases, standardization activities are detrimentally affected by improper

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

utilization of the standardization crew members, i.e. assignment of standardization crew members to various projects and additional duties that keep them from performing required ground and flight phases of a complete standardization check. Commanders were reminded that the Wing Standardization Crew offers a valuable source of information regarding their organization's flying combat readiness. It was directed that each commander must reacquaint himself and his staff members with the requirements of the standardization program in regard to the frequency of checks and the problems encountered in scheduling the checks in the manner expected.[58]

Flying Hour Allocation

At the Commanders' Conference it was made known that units were still not adequately monitoring the utilization of the quarterly flying hour allocation program.[59] The following brief, pertinent points were outlined.[60]

1. Prior to the start of any specific quarter of the fiscal year, flying hours are distributed to each combat wing on the basis of number of aircraft assigned, maintenance capability and training required.

2. 2AF Headquarters requires that the allocation be evaluated and utilized by the unit for a period not to exceed 40 days. At the end of this 40 day period, the units are required to submit requests for addition or deletion of any or all of the original flying hour allocation. The figure arrived at for the remaining fifty days of the quarter should be firm because the exact projected rate of expenditure from the standpoint of maintenance and future flying commitments should be known.

0357

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

At the time Headquarters 2AF had units requesting additional hours at the end of the 40 days "grace period" and two weeks later were requesting that the identical time requested and granted by Headquarters 2AF be deleted. This indicated poor planning at the operating level. Invariably the additional time requested by the unit is not available in the command and had to be requested from Headquarters SAC. Emphasis was placed on the importance of close supervision of the quarterly effort to utilize the allocated flying hours within 1%.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Footnotes for Operations and Training

1. Rpt"Form 11OA,"o. Rpt of A/C Opns" Aug & Sept'54,prep by Stat Svs,301st ARGp.

2. Ibid.

3. Ibid.

4. Ibid.

5. 91st SRWg Cmdr's Remarks to Part V of Air Tng Rpt. for "o. of Sept'54. RCS:3-SAC-T12. Exh # 22 and 91st SRWg Cmdr's Remarks to "SectionI of Air Tng Rpt for "o. of Sept'54 RCS:4 SAC-T12. Exh # 20.

6. Interview with Major Baer,91st SRWg Observer Section by A/3C W.C. Wagner 91ts SRWg Hist Tech. 2 Nov'54

7. Ibid.

8. 91st SRWg Cmdr's Remarks to SectionI of Air Tng Rpt for "o of Sept'54. RCS:4-SAC-T12. Exh # 20.

9. Ibid.

10. Rpt "Form 11OA,"o Rpt of A/C Opns",Sept'54,prep by Stat Svs. 301st A RGp.

11. Rpt "SAC Air Tng Rpt for "o of Sept'54,prep by 91st SRWg D/Opns& Tng Sect.

12. Rpt."Form 11OA,"o Rpt of A/C Opns",Sept'54,prep by Stat Svs,301st ARGp.

13. Ibid.

14. 91st SRWg Cmdr's Remarks to "Sect I of Air Tng Rpt for "o of Sept'54. RCS:4-SAC-T12. Exh # 20.

15. Rpt "Form 11OA "o rpt of A/C Opns." Aug & Sept '54 ,prep by Stat Svs,301st ARGp

16. Rpt"Air Tng Rpt for "o of Sept'54,prep by 91st SRWg D/Opns & Tng Section.

17. Ibid.

18. Rpt "Form 11OA "o Rpt of A/C Opns" Aug & Sept '54,prep by Stat Svs,301st ARGp.

19. Ibid.

20. Ibid.

21. Ibid.

22. Ibid.

23. Ibid.

SECRET

0359

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

24. 2AF Operations Order 132-54,23 Sept'54, Exh#31.

25. Ibid.

26. Ibid.

27. Ibid.

28. Ibid.

29. Ibid.

30/. Effectiveness Report of USCM,2 AF Ops Order 132-54. prep by Stat Svs. 801st ABGp.

31. Ibid.

32. Ibid.

33. Rpt."Survey of Overseas EWP Base",29 Sept '54,Exh # 27.

34. Ibid.

35. Ibid.

36. Ibid.

37. Ibid.

38. Rpt."Special Monthly Activities Report." prepd by Flying Safety Office, Sept '54, Exh # 18.

39. Ibid.

40. Ibid.

41. Msg from Cmdr 2AF, to Cmdr 801st ADIV ,9 Sept '54, Exh # 7.

42. Ibid.

43. Ibid.

44. Ibid.

45. Msg from Cmdr 2AF to Cmdr 801st ADiv 9 Sept '54, Exh # 9.

46. Ibid.

47. Ibid and Interview with Capt. Plant, 91st SRWg Tng Office by A/3C W.P. Wagner, 91st Hist Tech. 10 Nov '54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MISSION ANALYSIS

Summary

Tactical crews and aircraft of this command flew 2131 hours in September 1954, of which 691 hours were flown by the tankers and the remaining 1437 hours were flown by the recon aircraft.[1] Of these totals, 332 hours were flown by the RB-47 aircraft in the performance of missions directed by higher headquarters, with the KC-97's flying 309 hours and 30 minutes on missions of this nature.[2] A breakdown of this time by missions is as follows: RB-47s-

National Air Show Fly Over-2AF 126-54-63:55. USCM-2AF Operations Order 132-54-254:15. 2AF Operations Order 124-54-Zebra Waveheat-80:10. SES-42:40.

KC-97s-Operation Cold Cup-2AF 32-54-162:00. SAC Reg 55-41-41:40. Ferry Flights-Div Orders-7:00. USCM 2AF 132:54-90:50.

USCM-2AF OPERATIONS ORDER 132-54-"COPPER CLAD"

The USCM held by the 91st SRWg during September 1954 was code named "Copper Clad". From the viewpoint of Mission Analysis, it was a very successful mission and provided a yardstick by which to measure the effectiveness of the wing. All units of the wing, the 91FMS, 91st A&E, 91st PMS, the 322nd, 323rd, and 324th took part in the operation.[3]

The tactical squadrons of RB-47E's had a total effectiveness score of 79.3 points.[4] The refueling squadron of KC-97's had a total effectiveness score of 75.3 points.[5] The total unit effectiveness score for the Wing was 77.8 points or 97.3%.[6]

It was felt within the wing that this score indicated that the 91st SRWg fulfilled the purpose for the Exercise being orginated which was that "the current world situation requires that the 91st SRWg(M) maintain a constant

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

state of proficiency and readiness in order to accomplish any assignments required by higher headquarters.[7] This was one of the most successful exercises ever undertaken both from the standpoint of outcome and training accomplished.

A great deal of time was spent in the preparation and carrying out of the mission. The RB-47's flew 254 hours and 15 minutes in this operation and the KC-97's flew 98 hours and 50 minutes in support of the tactical aircraft making a total of 353 hours and 5 minutes flown carrying out Exercise "Copper Clad".[8]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Footnotes for Mission Analysis

1. Rpt."Form 110A,Mo Rpt of A/C Opns.",Sept'54,prep by Stat Svs.,301st ARGp.

2. 91st SR"g Cmdrs Remarks to PartV of Air Training Rpt. for Mo. of Sept'54 RCS:3-SAC-T12.Exh#22. and 91st SR"g Cmdr's Remarks to Sect I of Air Tng. Rpt for Mo of August and September'54,RCS:4-SAC-T12." Exh# 20.

3. 2AF Opns Order 132-54,23 Sept'54. Exh#30.

4. Ibid.

5. Ibid.

6. Ibid.

7. Ibid.

8. 91st SR"g Cmdr's Remarks to PartV of Air Training Rpt for Mo. of Sept'54. RCS:3-SAC-T12. Exh#22.and 91st SR"g Cmdr's Remarks to Sect.I of Air Tng. Rpt. for Mo of Sept'54,RCS:4-SAC-T12." Exh#20.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

MAINTENANCE AND SUPPLY

Tactical Maintenance Summary

This wing possessed as of the end of the month of September'54, a total of 68 tactical aircraft as compared with 57 in August,'54.[1] They were on hand for 48,096 hours and were maintained in commission for 39,734 hours during the month as against 32,242 hours in August.[2] This increase was due to the change over from KC-97F's to KC-97G'S and the increased use of the new type aircraft over the previous month. The monthly acft in commission % was 81.1% and a total of 5.3% of the time acft were flown was recorded by this command in September, whereas in the previous month, they were in commission for a rate of 78.4%, and a monthly % of time they were flown of 4.9%.[3]

The following is a stastical comparison of acft operational and maintenance data as recorded by the 91st Wing during the month of August and Sept. 1954:[4]

	August	September
# Acft on Hand	57	68
# Hrs Acft on Hand	40941	48,096
# Hrs Acft in Comm	32,242	39,734
# Hrs Acft Flown	1577:30	2131
% of Time Acft in Commission	78.4%	81.1%
% of Time Acft Flown	4.9%	5.3%
# of Hrs Acft AOCM	4961	6680
# of Hrs AOCP	2218	1853
# of Landings Made	458	604

SECRET

0564

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Flyaway Kit Panel Meeting

The September '54 meeting of the Flyaway Kit Panel was held 29 Sept'54. A suggestion was made that was considered very feasible and practical, i.e., to make up kits of critical items which could be carried in the bomb bay compartment of the RB-47 aircraft during deployment.[5] The idea was necessitated by the fact that too often the flyaway kit bins, shipped by support aircraft, do not arrive at the TDY base until several days after the jet Acft. are in place. These items will be specially marked and held in the Flyaway Kit Section to be pulled at a moments notice and placed in the bomb bay bins. Capt. Seward, Engineering Officer, 322rd SRS, was appointed Project Officer and requested to meet with several others to formulate a consolidated list of items for these bins. Deadline date for this project is 15 Oct'54.

Some question was raised at the meeting regarding the manner in which technical order compliance on items in the flyaway kit is handled.[6] It was the consensus of opinion that this system is working very satisfactorily. Unit I of Base Supply is furnishing the Flyaway Kit Section a vehicle to take T.O. items to Field Maintenance or AAE shops for modification. These trips average an hour a day three or four times a week. The major difficulty involving T.O. compliance is the poor distribution system of tech orders.

Other subjects discussed at the meeting were:[7] modification of the bins, personnel authorized visitation to the Flyaway Kit Section, and the tactical squadrons furnishing a man to help with its respective kit.

Armament-Electronics Management Improvement Plan.

At the 2AF Commanders conference, it was discussed that the implementation of Programming Plan 22-54 in the model Armament-Electronics Maintenance Squadron(301st) is progressing satisfactorily.[8] When the model Squadron

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

organization, functions, responsibilities, and procedures have been approved by Headquarters SAC, the 2AF A&E Standboard Team will visit each A&E Maintenance Squadron to implement the approved plan.

A briefing was given to key division and wing A&E Officers by the 2 AF Standboard Team at Barksdale Air Force Base during 22-24 Sept'54. Some of the procedures given included:

1. Assure that all Chiefs of Maintenance take immediate action to see that the authorized A&E spaces in the Wing Standboard Team and Quality Control are manned with the highest qualified A&E people available within the Wing.

2. Insure that responsibility for any maintenance error is tied to a specific individual.

3. Assure the use of contractor technicians as instructors.

4. Insure that local staffs take more decisive action on local supply bottlenecks.

5. Insure that local interpretations of SAC Manual 65-2 do not nullify its effectiveness.

6. Insure the use of comphrensive check lists by shop repairmen and that no item or component is installed in an aircraft until all specifications have been precisely met.

7. Insure that compass swing and gunnery harmonization are accomplished during periodic inspections and publish SOP's on the subject.

Production Control, SAC Manual 66-14.

Another item discussed at the 2AF Commanders Conference was the 2AF

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Production Control system used for four years in the command.[10] The system has provided sound and yet the benefits that should have been derived from it have not materilized.

It was felt that a business as large as aircraft maintenance conducted by each wing must provide a method of measuring the organizations effectiveness and efficiency. The production control system was established to fill this need,yet failure to effectively supervise the system has resulted in the operation of a production control system following the path of least resistance, with minimum benefits being realized.

The primary failure was found to be taht the maintenance officres and supervisors who control the aircraft maintenance are primarily technicians and not fully conversant with all the tools of management. When r presentatives of the largest business machine concerns in the nation reviewed the system, in all cases it was found to be generally satisfactory but considerable room for improvement in the data collection methods was found. This has led to machine accounting being authorized for all stations in 2AF.

Errors in Preperation of SAC E-21 Report

Errors in preperation of the SAC E-21 report were discussed at the 2AF Commander's Conference. The SAC E-21 report is prepared by each wing and air base group and is designed to reflect critical WEP and WAL equipment shortages. This report is utilized by Hq 2AF and Hq SAC as a basis for command action to assist in obtaining the shortages reported.[11] It serves as a means for determining redistribution action,as a basis for accepting excessesfrom 8th AF and 15th AF and as an indication of the overall equiping progress of

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

combat wings. Some of the more common errors in preparation are: 12

1. Combat wings reporting shortages of items while the base supply of the same station reports items on hand.

2. Base Supplies are reporting reparable items as being on hand but not indicating the reparable condition.

3. Errors in computing authorizations whereby similar type organizations on the same station report different UER authorizations. These wrong authorizations also result in shortages not being reported.

4. Failure to report total assets, known shipments to stations not reflected in on hand status.

5. Failure of authenticating officers to analyze the report and take necessary redistribution action prior to submission of report to Hq 2 AF.

It was felt that Commanders should stress to all concerned the importance of accuracy in preparation and authentication of this report.

Deficiencies at Station Level Contributing to Poor Supply Support

During the last six(6) months, supply representatives from Hq 2AF made supply assistance visits to various bases including Lockbourne and the conditions found in all the bases established a standard pattern. 13 The major area which should be given command emphasis and attention are as follows:

a) Unwieldy and complicated locally devised procedures in receiving and classification.

b) Duplication of work and records in many sections of base supply i.e. duplicate registers to control vouchers doubling back and forth in processing, three and four counts being made of property in receiving, hand receipt systems to move vouchers from one section to another, handling property three

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

and four times before it is finally stored.

c) Lack of organization and management ability in supervisory personnel.

d) Managers are not managing or controlling the function for which they are responsible.

e) There is no planned program to run the vast business of a base supply. Personnel are literally "in the dark"as to the why and how of their jobs.

f) Lack of integrity in reporting.

g) Failure to apply 'preventive maintenance' to stock record cards such as: Due-outs with a balance on hand,old due-outs not reviewed and cancelled, due-in records are inaccurate, no interchangeability information listed on items to which it applies, haphazard stock level review, poorly conducted inventories.

h) Lack of accounting discipline in general among all personnel.

It was requested that resolution ofthese areas be made a phase of SAC-STP program and that Hq 2AF be advised as to the action being taken with regard to these matters.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Footnotes for Maintenance and Supply

1. Rpt"Form 11OA,Monthly Rpt of A/C Opns. Aug & Sept'54,prep by Stat Svs., 80lst ABGp.
2. Ibid.
3. Ibid.
4. Ibid.
5. Rpt.,"Minutes of Flyaway Kit Panel Meeting",29 Sept '54,Exh # 16.
6. Ibid.
7. Commander's Notebook of 2 AF Cmdr. Conf.,Lockbourne AFB,Ohio 23-25 Sept'54
8. Ibid.
9. Ibid.
10. Ibid.
11. Ibid.
12. Ibid.
13. Ibid.
14. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PHOTO SECTION
of
SEPTEMBER 1954
HISTORICAL REPORT

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

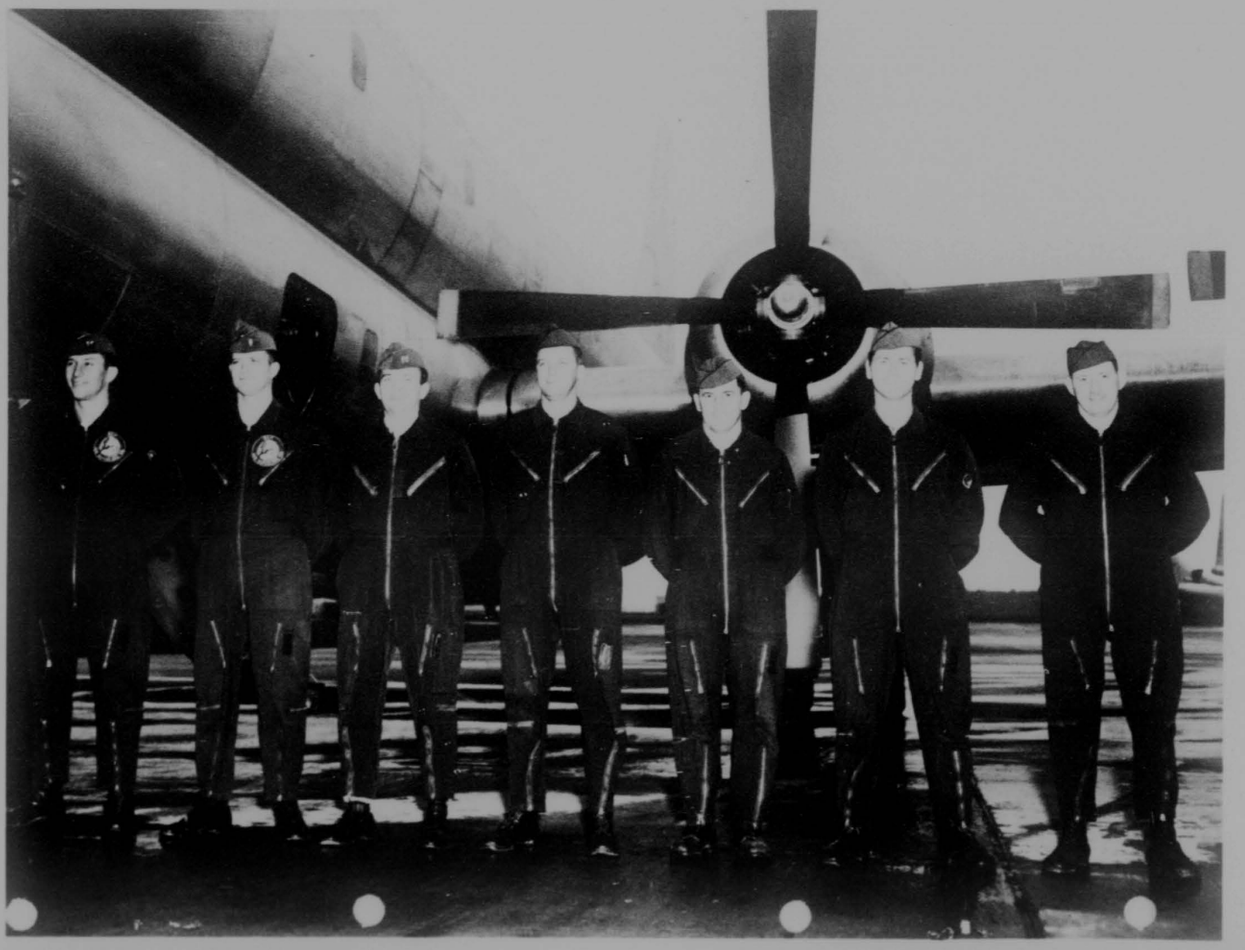
SECRET

In the following photo will be seen the 91st SRW Crew of the Month. They are as follows:A/C-Capt Warren Williams,Pilot-1st Lt. Walter B. Ratliff,Navigator-Capt. Howard C. Brown, Engineer-M/Sgt Jack B. Adams, Radio Operator-T/Sgt James G. Hayes,Room Operator-A/1C Leo M. Baumer, Scanner-S/Sgt Kinney R. Pousson.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



0373

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

The following photo is of the 91st SRW Maintenance Man of the Month, S/Sgt Eugene E. Kloss.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

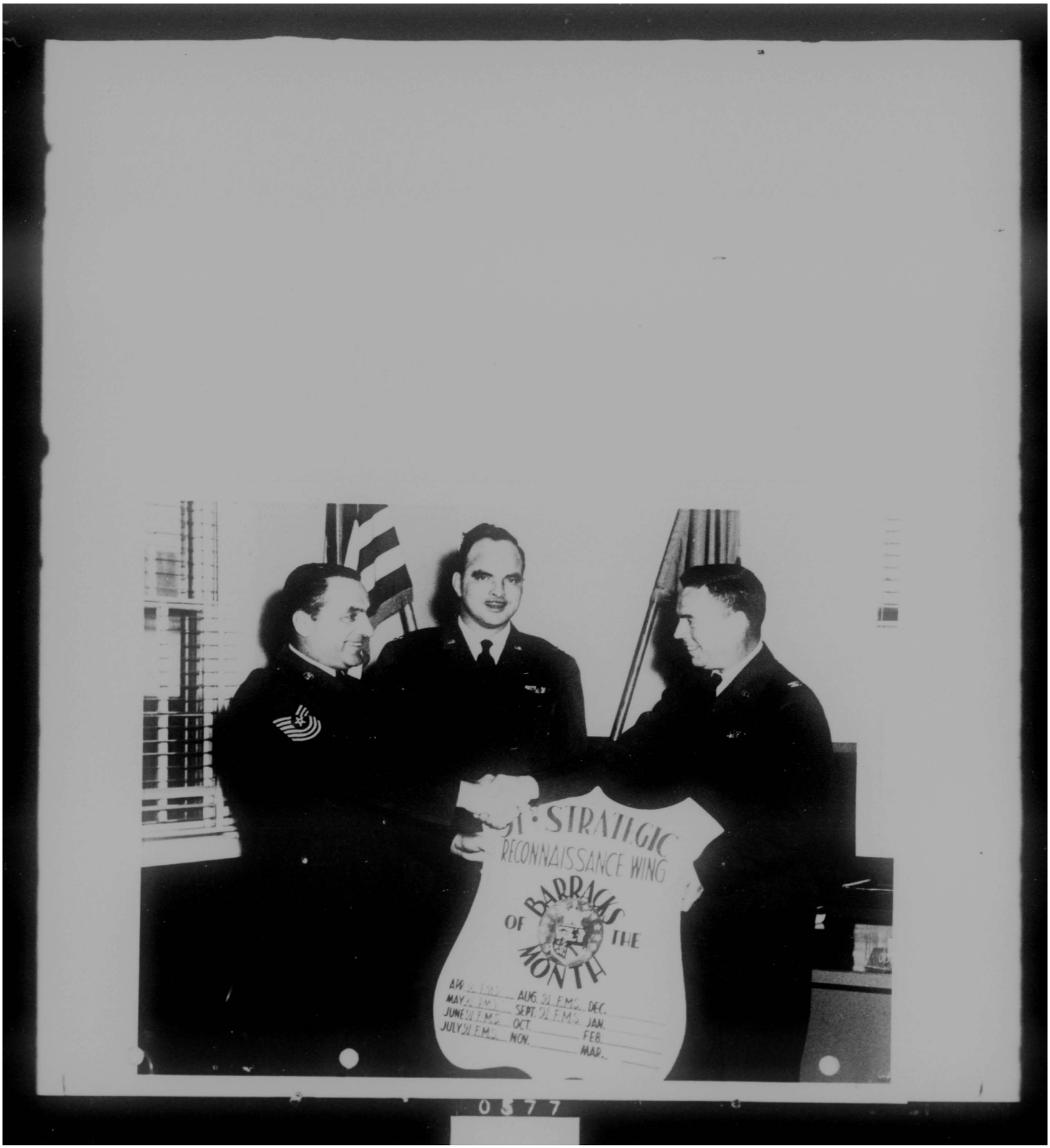
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Shown in the following photo is the presentation of the Barracks of the Month Award to M/Sgt John Senchysak and Captain Lowell B. Stere of the 91st Field Maintenance Squadron by Colonel William Burke, Deputy Commander of the 91st SW'g. This was the 4th consecutive month that Field Maint. has won this award.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

BIBLIOGRAPHY OF SOURCES

1. Special Order File, 91st SRWg
2. General Order File, 91st SRWg
3. Regulation File, 91st SRWg
4. Correspondence File, 91st SRWg
5. General Order File, Second Air Force
6. General Order File, 3901st Air Division
7. Special Order File, 3901st Air Division
8. Statistical Reports, 91st SRWg
9. The Skyhawker, Lockbourne Air Force Base
10. Regulations, Second Air Force
11. Regulations, Strategic Air Command
12. General Orders, Strategic Air Command
13. 91st SRWg Historical Reports, July and August 1954
14. 91st SRWg Director of Operations
15. 91st SRWg Director of Material
16. 91st SRWg Comptroller
17. 91st SRWg Director of Personnel
18. 91st SRWg Adjutant
19. 3901st Air Base Group Stastical Services Office
20. 3901st Air Base Group Testing Office

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1460 ACTION 91SRW

JWFKL D21
PP/MM JEDMH JEDBO WWW
DE JWFKL 1140
P/M 092105Z
FM COMAF 2 BARKSDALE AFB LA
TO JEDMH/COMSAC OFFUT AFB NEBR
INFO JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
ZEN/SHARTAF HARMON AFB NFLD

/CONFIDENTIAL/ ODD 9840. YOUR OPORD 33-54. REQ COL RICHARD E. EVANS, SAC LIAISON OFF AT HARMON ASSUME THE TASKS AS OUTLINED IN PARAGRAPH #3A (5) (6) (7). COL EVANS IS HIGHLY QUALIFIED FOR BOTH JOBS HAVING RECENTLY BEEN DIRECTOR OF OPERATIONS FOR 306TH BOMB WG. 801 ADIV CONCURS WITH THIS SELECTION.

09/2106Z JWFKL

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
Lt Colonel USAF

CONFIDENTIAL

0579

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

J-1521 ACTION 91ST WING

DE JWPKL 182

M 1 6215 OZ
FM CCHAF 2 BARKSDALE AFB LA
** ** **
JEDBO COMADIV 801 LOCKBOURNE AFB OHIO
** ** ** **
/UNCLASSIFIED/ PG 261 O SUBJ: COMBAT CREW MANNING. FOL COMMENTS OF COMR SAC AT RECENT CONF ARE FURN FYI AND NEC ACT: YOU ARE AWARE THAT THE NEW AIR FORCE OPR PROGRAM HAS INCREASED THE AUTH CREW TO ACFT RATIO, PARTICULARLY IN B-47 AND KC-97 UNITS. OUR RESOURCES TO MEET THIS CREW MANNING ARE EXTREMELY LTD AND MUST BE CLOSELY GUARDED AND WISELY EXPLOITED. IN ORDER TO FORM ADD CREWS, A GREAT DEAL OF LOCAL TNG W/B NEC, SINCE TNG COMD PAC ARE TAXED TO THE LIMIT. CREW-TYPE INDIV ARE BEING ASGD TO YOUR UNITS IN A STEADY FLOW, BUT IN TOO MANY CASES THEY ARE NOT BEING FORMED INTO CREWS. WE KNOW FROM OUR STAT RUNS THAT THE POT IS AVAL BUT IS NOT BEING USED. I WANT YOUR WG COMDRS TO TAKE AGGRESSIVE ACT TO FERRET THESE PEOPLE OUT OF NON-RTD JOBS AND FORM THEM INTO CREWS. IF ADD FORMAL TNG IS REQD, COME IN AND ASK FOR THE SPACES AND WE WILL GIVE YOU AS MUCH HELP AS POSSIBLE." REC THIS HQ INDC COMBAT CREW PERS ASGD TO MANY BOMBS OF THIS COMD OR COMBAT CREWS AND NOT BEING REPTD AS PARTIAL CREW MEMBERS. THIS IS IN DIR VIOLATION OF SAC REG 55-10 AND THE PERSONAL REMARKS OF GEN LEMAY AS QUOTED ABV. A COMBAT CREW CON BR HAS BEEN ESTB IN THIS HQ UNDER THE PROGRAMMING DIV IN THE DIRECTORATE OF PERS. THIS WILL BE RESP FOR MONITORING THE ASGMT OF EA RPT EA B/RB-47 OR KC-97 COMBAT CREW MEMBER BY NAME. INPUTS ASGD YOUR COMD W/B EXPECTED TO SHOW UP AS COMBAT CREW MEMBERS OR BE REFLECTED AS PARTIAL CREWS IMMED UPON REC YOUR STA. THE FAILURE TO PROPERLY IDENTIFY PERS ASGD PERS QUALIFIED FOR COMBAT CREW DY AND NOT PERFORMING IN A CRITICAL POS REQR A RTD OFF W/B FULLY SUBSTANTIATED TO THIS HQ WITHOUT DELAY. YOURE REMINDED OF THE POLICY GOVERNING UNTIL OFF:T-ACD'S, AFSC 1245. THIS HQ HAS KNOWLEDGE OF CERTAIN OF ITS PERS BEING UTIL AS MAINT OFFS AND IN OTHER CATEGORIES NOT COMD TO BE AUTH UTIL AT THE EXPENSE OF MANNING COMBAT CREWS EXISTING SAC POLICY GIVES NR 1 PRIORITY TO THE MANNING OF 50 B/RB-47 CREWS IN ALL UNITS EXCEPT THE 340TH AND 19TH BOMMOS. IT IS DESIRED THAT COMDRS TAKE IMMED ACT TO COMPLY WITH THIS PRIORITY OF MANNING."
16/2243Z SEP JWPKL

"A CERTIFIED TRUE COPY"

HARRIS C ANDREWS
Lt Colonel, USAF

EXHIBIT # -

0580

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

J376 ACTION 91ST WING

FM CONAF 2 BARKSDALE AFB LA.
** ** **
JEDBO/CONAFIV 801 LOCKBOURNE AFB OHIO
** ** **
/UNCLASSIFIED/OPS 0601. FOLG SAC MSG QUOTED FOR UR INFO AND GUIDANCE "DO 1 6407. THIS MSG IN 5 PARTS. PART ONE. PRELIM INVES OF 2 RECENT B/RB-36 MAJOR ACFT ACDTS W/LOSS OF 25 CREW MEMBERS INDICATES THAT POSSIBLE CAUSE COULD BE ATTRIBUTED TO CREW FATIGUE DUE TO LENGTH OF MSN OR LACK OF PROPER CREW REST PRIOR TO DEPARTURE. PART II ALL COMDRS AND SUPV ARE REMINDED THAT SAC REG 62-19, 13 JUN 52, PRESCRIBES MIN RQR REST PRIOR TO TAKE OFF FOR CREWS THAT PARTICIPATE IN FLTS IN EXCESS OF 12 HRS. INDICATIONS ARE THAT, IN SOME INSTANCES, COMDRS AND SUPV ARE NOT COMPLYING WITH AFOREMENTIONED/ DIRECTIVE. EFF IMMED, ALL COMDRS WILL TAKE ACTION TO RE-EMPHASIZE THIS DIRECTIVE AND ASCERTAIN THAT ALL SUPV PERS ARE COMPLYING W/CONTENTS THEREOF. IN ADD, ALL FLYING PERS W/B BRIEFED ON CONTENTS OF SAC REG 62-19 AND IMPORTANCE OF PROPERLY UTILIZING REST PERIOD REQ IN THIS DIRECTIVE. PART III. EFF IMMED ALL CREWS WILL NOT PRACTICE GCAS AND OTHER APPROACHES INVOLVING GO-AROUNDS. ENERG PROC. ETC., AFTER FLYING MSNS OF THIS NATURE, ACFT W/B LANDED UPON ARRIVAL OVER DESTINATION. SINCE MSG IS APPLICABLE TO OPR OF ALL ACFT W/I THIS COMD, COMDRS CONCERNED WILL DTERMINE AND ESTABLISH THE MSN DURATION TO WHICH THIS DIRECTIVE IS APPLICABLE. THIS DOES NOT PRECLUDE ACFT FR BEING LANDED IN CONJUNCTION W/GCA RQR BY SAC REG 55-1, 5 OCT 51. PART IV. ALL COMDRS AND SUPV PERS WILL RE-EMPHASIZE COMPLIANCE W/SAC REG 62-6 TO ALL FLT PERS. SPECIFICALLY PARA 4B(5) W/B EMPHASIZED. THIS PARA REQUIRES PLT OR A CREW MEMBER TO ADVISE PLT FLYING ACFT WHENEVER THE AIRSPEED FALLS BELOW COMPUTED TRAFFIC PATTERN, OR FINAL APPROACH SPEEDS, AND WHENEVER VIS OR ALT CROSS-CK INDICATES ACFT TO BE DANGEROUSLY LOW TO GRND OR OTHER OBSTRUCTIONS DURING LANDING. PART V. SAC REGS 62-19 AND 62-6 AND PRINS OF POLICY OUTLINED IN PART III ABOVE AS IMPLEMENTED W/I UR COMD W/B MADE SUBJ FOR FLYING SAFETY MEETINGS. RECM THAT FLT SURGEON PRESENT LECTURE PERTAINING TO SAC REG 62-19 IN CONJUNCTION W/FLYING SAFETY OFF. PRESENTATION SHOULD EXPRESS IMPORTANCE OF CREW REST TO PREPARE CREW MEMBERS PROPERLY FOR FLT. SUBJ SHOULD BE EMPHASIZED AND SHOULD NOT BE MERELY ROUTINE REMINDER. 03/2159Z SEP JWFHL.

A CERTIFIED TRUE COPY

HARRIS C ANDREWS
Lt Colonel, USAF

EXHIBIT # 3

0381

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1485 ACTION 915RW

DE JWFKL 336
M142255 Z
FM COMAF 2 BARKSDALE AFB LA
** ** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** ** **

/CONFIDENTIAL/ ODP 9907

FOLO SAC MSG IS QUOTED FOR YOUR INFO AND NEC ACTION: "DOOPO 8654. DURING SEVERAL RECENT MOVEMENTS, FLTS OF B-47 TYPE ACFT ARRIVED AR RENDEZVOUS FORTY MINUTES OR MORE IN ADVANCE OF DESIGNATED TIME. CURSORY INVESTIGATION INDICATES ABOVE DUE TO ONE OR BOTH OF FOLO: A B-47 TAKE-OFFS ARE NOT BEING ADJUSTED ACCORDING TO LATEST METRO WINDS TO MEET OPR AR RENDEZVOUS TIME. B. B-47 ACFT ARE FLYING ABOVE FLT PLAN TAS. IT IS ESSENTIAL THAT MAX EFFORT PRACTICABLE BE MADE TO MEET DESIGNATED AR RENDEZVOUS TIME. IN MANY INSTANCES, QUANTITY OF FUEL TO BE TRANSFERRED AND DISTANCE OF AR PT TANKER STAGING BASE REDUCES TO THIRTY MINUTES MAX TIME THAT TANKER CAN ORBIT. THIS WILL NORMALLY ACCOMMODATE ANY DIFFERENCE IN ACTUAL VERSUS PREDICTED WINDS FOR THE B-47 ACFT. ADJUSTING TAKE-OFFS ACCORDING TO LATEST METRO WINDS IS TACTICAL REQR WHICH MUST BE PRACTICED IN PEACETIME OPNS. BE MAX EFFORT BE MADE TO INSURE TAKE-OFFS ARE ADJUSTED ACCORDING TO LATEST METRO WINDS WHEN TACTICAL ACFT ARE TO MEET A PRE-DESIGNATED RENDEZVOUS OF H-HOUR OR TIME."

01/2300Z SEP JWFKL

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
Lt Col USAF

CONFIDENTIAL

EXHIBIT # ~

0582

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

J-339 ACTION 91SRW

ZN COMAF 2 BARKSDALE AFB LA
** ** ** **
INFO JSDDO/COMAFIV 801 LOCKBOURNE AFB OHIO

/UNCLASSIFIED/ CS 0680. THE NEXT 2AF COMDRS CONF IS SCHED TO BE HELD AT LOCKBOURNE AFB, OHIO 23-25 SEP 54. TENTATIVE AGENDA IS AS FOLLOWS: 23 SEP: ARRIVAL AT LOCKBOURNE PRIOR TO 1700 EST. 24 SEP: 0900-1200 STAFF PRESENTATIONS: 1330-1500 COMM SECURITY PRESENTATION: 1500-1630 GROUP DISCUSSION BY COMDRS. 25 SEP: AS SCHEDULED BY COM, 801ST ADIV. COMDRS ARE AUTH DIRECT COMM TO COORD THEIR AIR TRANSPORTATION AS DESIRED. HEQ 2A ADDRESSEE ADVISE COM, 801ST ADIV, WITH INFO THIS HQ, WHEN NAMES OF PERS ATTENDING AND ETA. SUMMER UNIFORM WITH BLOUSE IS PRESCRIBED WHILE ATTENDING CONF.

03/2249Z JWFKL

"A CERTIFIED TRUE COPY"

Harold C. Andrews
HAROLD C. ANDREWS
Lt Col USAF

EXHIBIT # 5

0583

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

J-259 ACTION 91SKW

** ** ** **

FM COMDR 363D TACRECONWG SHAW AFB SC
TO JESBN/COMDR WARNER ROBINS AIR MATERIAL AREA ROBINS AFB GA
INFO JEDBO/COMDR WARNER ROBINS AIR MATERIAL AREA
INFO JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO

RWFS9-0089 REF RB-47 NR 52-1438 INVOLVED IN MAJOR ACFT ACDT AT LOCKBOURNE AFB OHIO 7 AUG 54 AND PRESENTLY UNDERGOING REPAIRS YOUR STATION. COMDR LOCKBOURNE AFB HAS ASSUMED RESP FOR INVES AND REPT ACDT REQ YOU FWD TO LOCKBOURNE IMMEDIATELY TRUE CYS OF PARTS I II AF FORM 1 OF SUBJ ACFT IAW PAR 19C(2) AFR 62-14.

03/1530Z SEP JESBD

"A CERTIFIED TRUE COPY"

Harris C. Andrews

HARRIS C. ANDREWS
Lt Col USAF

EXHIBIT # 6

0584

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1456 ACTION 91ST WING

M 082345Z
FM COMAF 2 BARKSDALE AF BLA
** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/CONFIDENTIAL/ OTA 9830. SAC MSG DOTRS 4594 DATED 7 SEP 54 IS QUOTED FOR YOUR INFO AND NECESSARY ACTION:"SUBJ: SAC PROBATION BD PRO. CEA OR CEP IS LONGER USED IN DETERMINING SELECT AND LEAD CREW CAPABILITY. INSTEAD, CREW'S RELIABILITY FACTOR IS USED. UNDER THIS SYSTEM A CREW W/B RQRD TO PERFORM WITHIN CERTAIN LIMITS (KNOWN AS ACCURACY STANDARDS) A CERTAIN PERCENT (KNOWN AS RELIABILITY FACTOR) OF THE TIME. EXAMPLE ONLY: TYPE B-47; TYPE RUN, RADAR RBS: RQRD ACCURACY STANDARD, 2500 FT. RELIABILITY FACTOR, 85 PERCENT, USING ABOVE FACTORS A B-47 CREW BOMBING BY RADAR MUST BE SCORED 85 PERCENT OF THE TIME WITHIN 3500 FT OF AIMING POINT OR THE CREWS RECS MUST BE PRESENTED TO PROBATION DD FOR PROBATION DECISION. TO FURTHER CLARIFY, A CREW THAT MAKES 13 BOMB RUNS DURING A SPECIFIC PD WITH 12 OF THESE RUNS SCORED LESS THAN 3500 FT CE HAS A RELIABILITY FACTOR OF 92 PERCENT, AND WOULD NOT BE SUBJ TO PROBATION BD ACTION. IF 10 OF THE RUNS WERE WITHIN LIMITS THE RELIABILITY FACTOR IS 77 PERCENT, THE CREW'S RECS WOULD BE EXAMINED AND THE CREW PLACED ON PROBATION. UNLESS SOME MITIGATING CIRCUMATANCE IS PRESENT. PAR. THIS PRIN WAS APPLIED FOR QTR ENDING JUL FOR RADAR RBS AND VIS RBS. NIGHT CEL NAV, VIS RELEASES, AND ELECT RECON RUN (D/F) W/B ADDED AS SOON AS T-12 REPTG PROS PERMIT. PAR. FORTHCOMING SUPPL TO SAC REG 51-26 WILL OUTLINE PERCENT RELIBILITY SCORING SYS IN DETAIL. UNTIL MORE SPECIFIC INFO IS PRESENTED FOLG RELIABILITY FACTORS (RF) AND ACCURACY STANDARDS CAN BE USED AS A GUIDE IN KEEPING YOUR RECS: RELIABILITY FACTOR-85 PERCENT FOR ALL BOMBING AND NAVIGATION ITEMS. ACCURACY STANDARDS: B-47 ACFT*NIGHT CEL NAV, 35 NM;VIS RBS, 1900 FT CE: RADAR RBS, 3500 FT CE. B/RB-36/50 ACFT NIGHT CEL NAV, 25 NM: VIS RBS, 1500 FT CE: RADAR RBS, 2800FT CE. RB-47 ACFT NIGHT CEL NAV. 35 NM. STANDARDS AND RQ FOR VIS RELEASE AND RECON ELECT RUN (D/F) W/B FWLD AT EPD. "NEW SAC PROBATION POLICY OUTLINED. ABOVE WILL BE EXPLAINED IN DETAIL DURING THE WING COMMANDER CONFERENCE AT LOCKBOURNE AFB OHIO ON 23 SEP 54.
09/0107Z SEP JWFKL

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
LT COL USAF

CONFIDENTIAL

EXHIBIT# 7

0385

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1523 ACTION 91 SR WING

MN JEDBO JEDKG JESDL JESHN JESKH JESPA JLJSA 777
DE JWFKL 115
M 221740Z
FM COMDR 2 BARKSDALE AFB LA
** ** **
/CONFIDENTIAL/DM 6D2 10002. SUBJ APC-32A ANTENNA CONTROL AMPLIFIER RETROFIT. HQ SAC REQD IN THEIR MSG DM6D 4867, DTD 14 SEP 54, A LIST INDICATING QUANTITY OF SUBJ AMPLIFIERS WITH P/N 7031E15G1, 7031E15G1, 7031E15G2, 7031E5G3, AND 916798G1 THAT ARE ON HAND IN SUPPLY, FLYAWAY KITS, MOCK-UPS AND INSTLD IN ASGND ACFT. THIS LIST W/B SUBMITTED TO WRAMA, ATTN WRMCD, BY MSG TO REACH THERE NLT 25 SEP, WITH INFO CY THIS HQS. "AN A&E PROJ OFF W/B ASSIGNED TO OFF WITH INTERESTED AGENCIES IN ATTN TO EXPEDIATE PROGRAM. PROJ OFFS WILL NOTIFY RESPECTIVE NUMBERED AFS IMMED WHEN DIFFICULTIES OCCUR. REQ WE BE ADVISED OF THE COMPLETED RETROFIT BY WING."
22/1748ZSEP JWFKL

"A CERTIFIED TRUE COPY"

HARRIS C ANDREWS
Lt Colonel, USAF

CONFIDENTIAL EXHIBIT # 3

0586

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-4455 ACTION 91ST WING

FM COMAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/CONFIDENTIAL/ OT 9829, THIS MSG IN TWO PARTS. PART I: THIS HQ CONSIDERS SUCCESSFUL CONFIRMATION OR DISQUALIFICATION OF LEAD AND SELECT CREWS BY THE 3908TH SES DETACHMENTS AS REFLECTIVE OF THE EFFECTIVENESS OF A UNITS STANDARDIZATION AND TNG PROGRAMS. A REVIEW OF FACTORS AFFECTING DISQUALIFICATION OF SECOND AF B/MB-47 SELECT AND LEAD CREWS BY THE 3908TH SES DETACHMENTS REVEAL: (1) CREWS ARE BEING DESIGNATED LEAD THAT DO NOT MEET PROFICIENCY CRITERIA EXPECTED OF SUCH CREWS, REFERENCE 2AFOTA 2657 DATED 18 MAY 54. (2) CREWS ARE NOT ADHERING TO ESTABLISHED PROCEDURES, TECH ORDER REQUIREMENTS AND/OR CHECK LISTS. (3) IN MOST CASES DISQUALIFICATION COULD HAVE BEEN AVOIDED HAD CREWS BEEN REQUIRED TO SUCCESSFULLY COMPLETE THOROUGH AND COMPREHENSIVE REFRESHER TNG PRIOR TO BEING SELECTED FOR EVALUATION (4) PRIMARY AREAS OF DISQUALIFICATION BY CREW MEMBERS ARE: (A) ACFT COMDR-SPECIAL WPNS AND SECURITY. (B) CO-PILOT-SPECIAL WPNS, PRIMARY NAVIGATION, (C) OBSERVER-CELESTIAL PROCEDURE, SPECIAL WPNS, TARGET IDENTIFICATION, BOMB RUN PROCEDURE. PART II: THE FOLLOWING ACTION IS RECOMMENDED: (1) WG COMDRS APPOINT A PERSON, OR PERSONS, RESPONSIBLE FOR PREPARING ALL CREWS FOR SES EVALUATION, (2) WG STANDARDIZATION BOARD CREW BRIEF SELECTED CREWS ON SES EVALUATION PROCEDURES EMPHASIZING NECESSITY TO ADHERE TO ESTABLISHED PROCEDURES AND CHECK LISTS, (3) WITHIN 60 DAYS PRIOR TO EXPECTED REPORTED DATE, REQUIRE SELECTED CREWS AND ALTERNATE CREWS TO COMPLETE REFRESHER AIRCREW TNG WITH EMPHASIS ON: (A) SPECIAL WPNS TM RELEASE AND FUZING EQUIPMENT, (B) DEFENSIVE MANEUVERS, (C) AIRPLANE -1 T O (D) AFM 51-40, IAN NAVIGATION, (E) INSTRUMENT RULES AND REGULATIONS, (F) APPLICABLE SAC MANUALS AND TACTICAL DOCTRINE, (4) COMDRS AND SENIOR STAFF OFFICERS VISIT THE SES DETACHMENT WHICH EVALUATES THEIR CREWS AT PERIODIC INTERVALS, (5) WG D/OPERATIONS COUNSEL CREWS PRIOR TO DEPARTURE FOR AND RETURN FROM EVALUATION TO OBTAIN INFO THAT MAY ASSIST IN NEXT CREW REPORTING, AND TO EMPHASIZE IMPORTANCE OF SUCCESSFULLY COMPLETING SES EVALUATION. 09/0107Z SEP JMTL

A CERTIFIED TRUE COPY

HARRIS C ANDREWS
Lt Colonel, USAF

CONFIDENTIAL

EXHIBIT # 7

0387

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1416 ACTION 91 SRW

JWFKL D14
MH JEDBO WWW
DE JWFKL 226
M 01230Z
FM COMAF 2 BARKSDALE AFB LA
TO JEDMH/COMSAC OFFUTT AFB NEBR
INFO JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
/CONFIDENTIAL/ DM6C 9739. FOR DM6B AND DM3&7, SAC, MYMSG DM6C 9650, 25 AUG 54, CONCERNING K-17C CAMERAS NOT QUALIFIED FOR INSTL IN RB-47 ACFT DUE TO EXPLOSION-PROOF RQRS. IN REPLY TO TP CONV REF THEREIN, THE FOLG INFO WAS RECEIVED FR MOAMA IN THEIR MSG MOSCDP1-8-338-E 26 AUG 54: T.O. 10A1-5-2-508 IS NOW IN PROCESS TO MODIFY ALL TYPE K-17C BODIES THAT ARE NOT EXPLOSIVE-PROOF. EST AVAILABILITY TO BE APRX 90 TO 120 DAYS. FURTHERMORE MOAMA STATED THAT NON-QUALIFIED EQP WOULD BE HELD AT LOCKBOURNE PENDING AVAILABILITY OF ABOVE CITED KITS. NO REPLY WAS MADE TO INQUIRY CONCERNING QTY OF QUALIFIED K-17C BODIES AVAL FOR IMMED REPLACEMENT FOLLOW-UP LDC WAS MADE TO MOSCPP1 ON 21 AUG TO ASCERTAIN WHAT QTY K AQUC BODIES WERE AVAL FOR IMMED REPLACEMENT. A SURVEY IS TO BE MADE OF MOAMAS STOCK. THIS HQ W/B NOTIFIED 0/A 3 SEP OF QTY OF QUAL K-17C CAMERAS AVAL. YOU W/B ADVISED.
01/2321Z SEP JWFKL

"A CERTIFIED TRUE COPY"

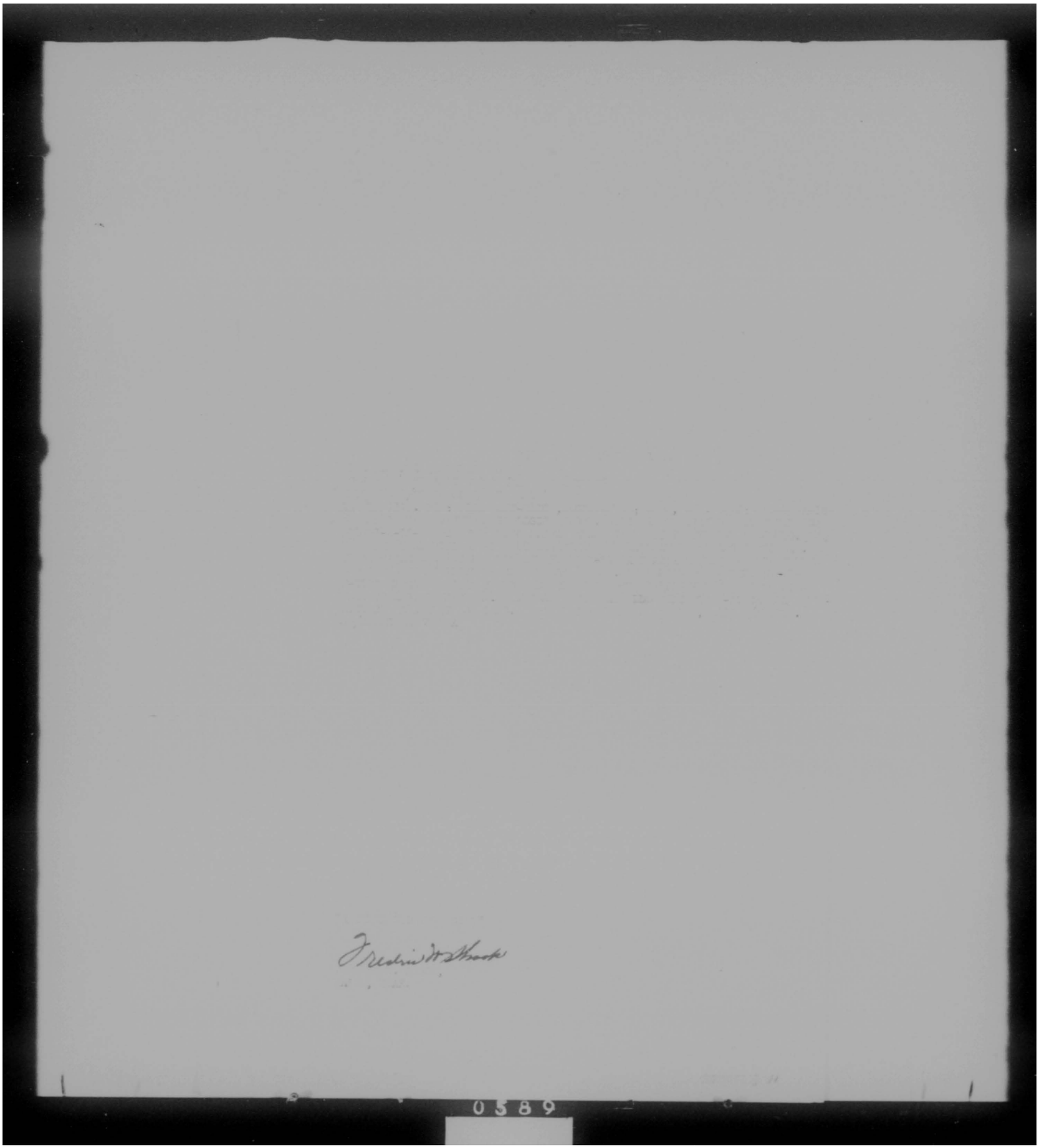
HARRIS C. ANDREWS
LT COL USAF

CONFIDENTIAL EXHIBIT# 10

0388

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECURITY INFORMATION

SECRET

HEADQUARTERS
SECOND AIR FORCE
BARKSDALE AIR FORCE BASE
Louisiana

3APOTA 353

18 Nov 53

SUBJECT: Development of Night Photographic Procedures

TO: Commander
91st Air Division
Lockbourne Air Force Base
Columbus 17, Ohio

1. Action has been taken by this headquarters to equip two (2) RB-47 aircraft assigned to the 91st Strategic Reconnaissance Wing with explosion proof K-37 cameras and A-18 image motion compensating magazines. Upon completion of the approved modification, it is requested that a program of test and technique developments be instigated by the organization. It is imperative that prior to receipt of authorized equipment, necessary to give the Wing a night photographic capability that procedures be established for proper use of this equipment.

2. The aircraft delivered by Boeing which are equipped with the unreliable A-5 cartridge ejectors will not provide the reliability necessary for a night photographic capability as desired in the ECP. Until modification kits have been received which will effectively improve the reliability of the ejectors, it is requested that the RB-47 aircraft be used with the unreliable ejectors in training for low level night photography. Training of this sort will check the crews out in proper use of the intervalometers and aerial ejector control panel. In addition, the loading and handling of the cartridges should be an item of training for armament and photographic maintenance personnel of the Armament and Electronics Maintenance Squadron.

3. Training accomplished with use of the unreliable A-5 cartridge ejectors and actual M-120 bomb releases made from the RB-47 will be reported as quantity training without any reference to quality until that time that the reliability of the equipment is established. High altitude photography will not be within the capabilities of the 91st Wing until sufficient explosion proof K-37 cameras and image motion compensating magazines are available. It is not the intent of this headquarters to penalize the Wing for unacceptable accomplishment due to inadequate unreliable equipment.

SECRET

EXHIBIT # 12

0590

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Hq Second AF, CAFCTA 353, Subj: Development of Night Photographic Procedures

4. It is requested that the 91st Strategic Reconnaissance Wing outline procedures of test designed for developing techniques for releasing the M-120 photoflash bomb from the RB-47 for high altitude night photography. Tables available for use of the M-120 bomb do not encompass high altitude and high speed operations such as that which will be encountered with the RB-47. Request that outlines for training crews and armament and photo maintenance personnel in procedures and techniques of night photography be forwarded to this headquarters by 31 January 1953.

BY ORDER OF THE COMMANDER:

/s/ EDAR W. BUCHNER, JR.
Captain USAF
Asst. Adjutant

"A CERTIFIED TRUE COPY"

Fredric M. Shock
FREDRIC M. SHOCK,
MAJOR, USAF.

2

SECRET

0391

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

J-1521 ACTION 913RM

DE JWFKL 132
M 1 6215 OZ
FM COMAF 2 BARKSDALE AFB LA
** ** **
JEBBO COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/UNCLASSIFIED/PC 2610 SUBJ: COMBAT CREW MANNING. FOL COMMENTS OF COMDR SAC AT RECENT CONF ARE FURN FYI AND NECC ACTION: YOU ARE AWARE THAT THE NEW AIR FORCE OPR PROGRAM HAS INCREASED THE AUTH CREW TO ACFT RATIO, PARTICULARLY IN B-47 AND KC-97 UNITS. OUR RESOURCES TO MEET THIS CREW MANNING ARE EXTREMELY LTD AND MUST BE CLOSELY GUARDED AND WISELY EXPLOITED. IN ORDER TO FORM ADD CREWS, A GREAT DEAL OF LOCAL TNG W/B NEC, ING. THIS COULD PAC ARE TAXED TO THE LIMIT. CREW-TYPE INDIV ARE B ING ASGD TO YOUR UNITS IN A STEADY FLOW, BUT IN TYC WHY CAUSE THEY ARE NOT B ING FORCED INTO CREWS. WE KNOW FROM OUR STAT RUNS THAT THE POT IS AVAL BUT IS NOT BEING UTILD. I WANT Y UR CC TO DEVE IG TAME ASSIGN IV. LOT TO FORCE INDIV. AVAILABLE OUT OF NON-RATED JOBS AND FORM THEM INTO CREWS. IN ADD TO THE TRG S REQ, GOOD JT AND AUTOR SPACES AND WE WILL GIVE AS MUCH HELP AS POSSI BL." REF THIS REQ IVD CONCAT CREW PER S ASGD TO MANY BO MBS OR THEY ASGD ON COMBAT CREWS AND NOT B ING RPTD AS PARTIAL CREW M MB RS. THIS IS IN DIR VIOLATION OF SAC REGS 55-10 AND THE PERSONAL REMARKS OF GEN LEMAY AS QUOTED ABV. A COMBAT CREW SR HAS BEEN ESTB IN THIS HQ UNDER THE PROGRAMMING DIV IN THEDIRECTORATE OF PERS. THIS WILL BE RESP FOR MONITORING THE ASGM OF EA RPT B/RB-47 OR KC-97 COMBAT CREW MEMBER BY NAME. INPUTS ASGD YOUR COMD W/B EXPECT D TO BE RPTD AS COMBAT CREW MEMBERS OR BE REFLECTED AS PARTIAL CREWS BASED UPON REC Y UR STA. THE FAILURE TO PROPE LY IDENTI Y PERS ASGD PERS QUALIFIED FOR COMBAT CREW DY AND NOT PERFORMING IN A CRITICAL POSIT REQR A RTD OFF W/B FULLY SUBSTANTIATED TO THIS HQ WITHOUT DELAY. YOURE REMINDED OF THE POLICY GOVERNING UTIL OFF:T-AO3'S, AFSC 1245. WHIS HQ HAS KNOWLEDGE OF CERTAIN OF THIS PERS BEING UTIL AS MAINT OF S AND IN OTHER CATEGORIES NOT CONS TO BE AUTH UTIL AT THE EXPENSE OF MANNING COMBAT CREWS. EXISTING SAC POLICY GIVES HGH PRIORITY TO THE MANNING OF 50 B/RB-47 CREWS IN ALL UNITS EXCEPT THE 340TH AND 19TH BOMB WGS. IT IS DESIRED THAT CO MDRS TAKE IMMED ACTION TO COMPLY WITH THIS PRIORITY OF MANNING."
16/2243Z SEP JWFKL

"A CERTIFIED TRUE EXTRACT COPY"
Thomas A. Andrews
ARTIS C. ANDREWS
LT COL USAF

EXHIBIT #13

0392

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1523 ACTION 91 SRW

MN JEDBO JED G JESDL JESHN JESKH JESBA JLJSA 777
DE JWPKL 115
M 221740Z
FM COMAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/CONFIDENTIAL/DM 6D2 10002. SUBJ APC-32A ANTENNA CONTROL AMPLIFIER RETROFIT, HQ SAC REQD IN THEIR MSG DM6D 4367,DTD 14 SEP 54, A LIST INDICATING QUANTITY OF SUBJ AMPLIFIERS WITH P/N 7031E15G1, 7031E15G2 7031E5, AND 916798G1 THAT ARE ON HAND IN SUOOLY, FLYAWAY KITS, MOCK-UPS AND INSTLD IN ASCND ACFT. THIS LIST W/B SUBMITTED TO WRAMA, ATTN MEMOR, BY MSG TO REACH THERE NLT 25 SEP 54, WITH INFO CY THIS HQS. "AN A&E PROJ OFF W/B ASSIGNED TO OFF WITH INTERESTED AGENCIES IN AUTH TO EXPEDIATE PROGRAM. PROJ OFFS WILL NOTIFY RESPECTIVE NUMBERED AFS IMMED WHEN DIFFICULTIES OCCUR. REQ WE BE ADVISED OF THE COMPLETED RETROFIT BY WING."
22/1748Z SEP JWPKL

"A CERTIFIED TRUE EXTRACT COPY"

Harris C. Andrews
HARRIS C. ANDREWS
LT COL USAF

CONFIDENTIAL

EXHIBIT# 7

0394

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Wing Commander

OFFICE OF THE DIRECTOR OF MATERIEL
91ST STRATEGIC RECONNAISSANCE WING (H)
Lockbourne Air Force Base
Columbus 17, Ohio

29 September 1954

SUBJECT: Minutes of Flyaway Kit Panel Meeting

TO: Personnel Concerned

1. The September meeting of the Flyaway Kit Panel, conducted by Lt Colonel Nixson, Director of Materiel, was held in the 91st Wing conference room at 1500 hours 29 September 1954 with the following personnel present:

Lt Colonel Nixson	Director of Materiel
Lt Colonel Carter	Chief of Maintenance
Lt Colonel Wilms	Acting Commander, 324th Strat Recon Squadron
Lt Colonel Wade	Commander, 91st A. R. W. Squadron
Major Chafin	Commander, 322nd Strat Recon Squadron
Major Mills	Base Accountable Officer
Major Labella	Wing Supply Officer
Major Montag	Logistics Officer
Captain Seward	Engineering Officer, 323rd Strat Recon Squadron
Captain Rice	Maintenance Control Officer
Lt Young	Supply Liaison Officer
SMO Pusey	Engineering Officer, 91st Air Refueling Squadron
CMO Sasman	Photo Section, Wing Operations
WO Jenkins	91st A. R. W. Squadron
M/Sgt Shelton	Engineering Section, 322nd Strat Recon Squadron
M/Sgt Kwit	Engineering Section, 324th Strat Recon Squadron
M/Sgt Scales	Flyaway Kit Section

2. Colonel Nixson read the current percentages of each squadron's flyaway kit, as listed in the report submitted by the Flyaway Kit Section. The Flyaway Kit Section will move the first of next week to Building 536. It is felt that extra help will not be needed, unless it is a driver and a forklift.

3. A suggestion was made by Captain Seward to make up kits of critical items which could be carried in the bomb bay compartment of the RB-47 aircraft during deployment. The idea was considered very feasible and practical, and was necessitated by the fact that too often the flyaway kit bins, shipped by support aircraft, do not arrive at the TDY base until several days after the jet aircraft are in place. These items will be specially marked and held in the Flyaway

EXHIBIT # 16

0395

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Subject: Minutes of Flyaway Kit Panel Meeting

Kit Section to be pulled at a moment's notice and placed in the bomb bay bins. Captain Seward was appointed project officer and requested to meet with Sgt Shelton, 322nd Squadron; Sgt. Kwit, 32hth Squadron; and W/O Jenkins, 91st A & E Squadron to formulate a consolidated list of items for these bins. Deadline date on this project is 15 October. Colonel Mixson suggested that they might also consider items which could be carried in other parts of the jet aircraft. The 91st Air Refueling Squadron is not included in this project since they carry all their flyaway kit bins in their own aircraft.

4. A question was raised regarding the manner in which technical order compliance on items in the flyaway kit is handled. It was the consensus of opinion that this system is working very satisfactorily. Unit I of Base Supply is furnishing the Flyaway Kit Section a vehicle to take T.O. items to Field Maintenance or A & E shops for modification. These trips average an hour a day three or four times a week. The major difficulty involving technical order compliance is the poor distribution system of technical orders.

5. W/O Pusey, Engineering Officer, 91st Air Refueling Squadron, wants to run a loading exercise of his flyaway kit bins. Major Mills said that could be accomplished in conjunction with the move of the bins to Building 536.

6. The Flyaway Kit Section requested that each tactical squadron furnish a man to help with its respective kit. At present only the 322nd Squadron has a man on duty in the section. Although the squadrons had heard of this, no official request has been received in the Director of Materiel's office on this subject. Colonel Mixson, Colonel Carter, and Major Mills will meet to discuss this requirement.

7. The modification of the bins has not been completed. W/O Pusey volunteered to donate some ball-bearing casters for the bins, and Colonel Carter will contact Colonel Lawrence to learn why Field Maintenance has not finished this portion of the modification. Regarding the level of the shelves, Colonel Mixson asked that squadron commanders and engineering personnel check their bins to decide if they want the shelves changed or not. The shelving must be uniform and a consolidated decision is required from the squadrons by 15 October.

8. Colonel Mixson requested that the squadrons inform his secretary by phone of any changes in personnel authorized visitation to the Flyaway Kit Section, so that the roster may be kept current.

9. It is planned that the October meeting will be held in Building 536, so that the Panel may check the bins in their new location. The date for the meeting is tentatively scheduled for 20 October.

Marion C. Mixson

MARION C. MIXSON
Lt Colonel, USAF
Director of Materiel

0596

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE SUPPLY
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO

DMA 27 September 1954

SUBJECT: Monthly Status Reports of Flyaway Kits

TO: Flyaway Kit Review Board
9lst Strategic Reconnaissance Wing

1. The following report is submitted in accordance with Second Air Force Regulation 65-1, dated 3 March 1953.

2. Percentage of spares on hand is reflected by the attached percentage reports. (Incls 1, 2, 3 and 4)

3. Technical Order Compliance was accomplished on eighteen (18) items. Two (2) items were lost through Technical Order Compliance.

4. It is anticipated that the Flyaway Kit Section will move into Bldg. T-535 on 4 and 5 October 1954.

5. Action is being taken to arrange for storage of electron tubes in accordance with Second Air Force Regulation 137-9, dated 2 December 1953.

DAVID R. LUBBEN
2nd Lt., USAF
Flyaway Kit Officer

4 Incls:
1. 91st AWS Percent. Rpt.
2. 322nd SRS " "
3. 323rd SRS " "
4. 324th SRS " "

0397

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE SUPPLY
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO

DMA 27 September 1954

SUBJECT: Percentage Report of 91st ARS Flyaway Kit

TO: Flyaway Kit Review Board
91st Strategic Reconnaissance Wing

1. The following percentage report for the 91st Air Refueling Squadron is current as of 27 September 1954.

CLASS	ITEMS AUTH	ITEMS ON HAND	PERCENTAGE
01	1,394	1,380	98.9
02	2,134	2,131	99.8
03	6,538	6,509	99.5
05	200	192	96.0
11	9	0	0.0
16	3,825	3,320	86.7
TOTALS	14,100	13,532	95.9 E-21-80.9
04	6,262	6,259	99.9
06	136	136	100.0
07	33	29	87.8
08	918	824	89.7
23	715	661	92.4
24	82	82	100.0
25	72	72	100.0
29	14,220	13,586	95.5

0598

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Percentage Report 91st ARS PAK (Cont)

CLASS	ITEMS AUTH	ITEMS ON HAND	PERCENTAGE
34	9	6	66.6
43	522	309	59.1
TOTAL	22,972	21,963	95.6
OVERALL TOTAL	37,072	35,495	95.7

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE SUPPLY
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO

27 September 1954

SUBJECT: Percentage Report of 322nd Strat. Recon. Sq. Flyaway Kit

TO: Flyaway Kit Review Board
91st Strategic Reconnaissance Wing

1. The following percentage report for the 322nd Strategic Reconnaissance Squadron is current as of 27 September 1954.

CLASS	ITEMS AUTH	ITEMS ON H/O	PERCENTAGE
01	1,095	1,056	96.8
02	1,876	1,862	99.3
03	1,292	1,243	96.2
05	450	415	92.2
11	451	425	94.2
16	2,359	2,220	94.3
TOTAL	7,523	7,221	95.8
06	8,121	8,113	99.8
06	64	64	100.0
07	23	23	100.0
08	1,526	1,454	95.1
10	620	616	99.3
24	3	3	100.0
25	10	0	0.0
23	409	248	60.6
26	397	397	100.0
25	21	21	100.0
29	6,369	6,058	95.1
43	12	12	100.0
510	641	602	93.9
010	498	498	100.0
570	10	0	0.0
TOTAL	18,724	18,111	96.7
OVERALL TOTAL	26,245	25,332	96.5

E-21-95.6

INCL #3

0600

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE SUPPLY
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO

MMA

27 September 1954

SUBJECT: Percentage Report of the 323rd SRS Flyaway Kit

TO: Flyaway Kit Review Board
91st Strategic Reconnaissance Wing

1. The following percentage report for the 323rd Strategic Reconnaissance Squadron is current as of 27 September 1954.

CLASS	ITEM AUTH	ITEMS ON HAND	PERCENTAGE
01	1,088	1,063	97.5
02	1,865	1,865	100.0
03	1,293	1,236	95.5
05	332	317	95.4
11	451	435	96.4
16	2,369	2,225	93.9
TOTAL	7,398	7,141	96.4
04	8,121	8,111	99.3
06	64	64	100.0
07	24	22	91.6
08	1,526	1,450	95.0
10	620	615	98.3
20	3	3	100.0
23	409	273	66.7
24	397	397	100.0
25	21	21	100.0
29	6,357	6,112	
43	12	12	100.0
SIG	641	635	
ORD	501	357	
TOTAL	18,696	18,072	96.6
OVERALL TOTAL	26,094	25,157	96.4

E-21-95.1

INCL #3

0601

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BASE SUPPLY
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO

BMA

27 September 1954

SUBJECT: Percentage Report of the 324th SRS Flyaway Kit.

TO: Flyaway Kit Review Board
91st Strategic Reconnaissance Wing

1. The following percentage report for the 324th Strategic Reconnaissance Squadron is current as of 27 September 1954.

CLASS	ITEMS AUTH	ITEMS ON HAND	PERCENTAGE
01	1,098	1,008	91.8
02	1,865	1,847	99.0
03	1,293	1,234	95.4
08	333	320	96.6
11	450	407	90.4
16	2,333	2,219	95.1
TOTAL	7,370	7,035	95.4
04	8,121	8,062	99.2
06	63	63	100.0
07	24	23	95.8
00	1,545	1,397	90.0
10	620	613	98.8
20	3	3	100.0
23	409	237	58.0
24	397	397	100.0
25	21	21	100.0
29	6,386	6,126	95.9
43	12	12	100.0
SIG	641	626	97.6
ORD	521	395	76.2
TOTAL	18,763	18,005	95.0
OVERALL TOTAL	26,133	25,040	95.8

E-21-45,0

1

INCL #4

0602

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus, Ohio

9100

6 October 1954

TO: To all Dependents of TDY Personnel

1. As dependents of personnel assigned to the 91st Wing and to the Strategic Air Command, your husbands are vulnerable to go on TDY. All dependents seem to dread these three little words "TDY". The Air Force recognizes that dependents of airmen on TDY may need help in solving their problems and has designated the "Dependents Assistance Center" as the agency to perform such duties. The Dependents Assistance Program is equipped and designed to help families while husbands are away from their home station on TDY. Feel free to call Lt Boenker, the Dependents Assistance Officer at Extension 7259, 7214 or 465 during duty hours (8:00 a.m. to 5:00 p.m.), or contact your squadron representative listed below after duty hours (5:00 p.m. to 8:00 a.m.) on any family emergency problem that may arise.

Air Refueling Squadron	-	Mrs Sawyer	EXeter 4953
Field Maintenance Squadron	-	Mrs Lawrence	DOuglas 4267
Armament & Electronics Sq	-	Mrs Wade	DOuglas 9813
Periodic Maintenance Sq	-	Mrs Broughton	EXeter 4186

2. If by chance you are unable to contact either Lt Boenker or your squadron representative, contact the 91st Wing Adjutant at Extension 386.

3. In addition, we will have a mail room open 8:00 a.m. to 5:00 p.m. week days at the 91st Wing Headquarters Building (S-265), Room 10, where dependents of personnel on TDY only, may pick up their mail, as most squadron mail rooms are located in restricted areas. If it is not possible for you individually to pick up the mail, but it can be picked up by a friend, we request you write a note authorizing that person to pick up your mail.

EXHIBIT #17

0603

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. If you leave town for a visit or go home to see the folks, please call your squadron representative and give her your forwarding address. Unless you do this, we won't be able to keep you posted on the date of your husband's return.

5. To help you solve as many of your problems as possible, you are advised of the following aids:

BASE HOSPITAL

Medical Clinic	9:30 - 11:30, except Wednesday
Pediatric Clinic	12:30 - 2:30, except Wednesday
New OB Clinic	9:30 - 11:30, Monday & Wednesday
Old OB Clinic	9:30 - 11:30 12:30 - 2:30 Tuesdays
Surgical Clinic	12:30 - 2:30, except Thursday
Orthopedic Clinic	12:30 - 2:30, except Monday

Call for appointment - FRanklin 7-5711, Ext 150 -
Except in cases of emergency

CHAPLAIN

Duty Hours	Extension 1171
After Duty Hrs	" 143

NURSERY

Monday thru Thursday	7:00 a.m. - 6:00 p.m.
Friday	7:00 a.m. - 12:00 Midnight
Saturday	12:00 Noon - 2:45 a.m.
* Sunday	8:30 a.m. - 12:30 p.m.

* (Free for Chapel)

RATES: $.25 an hr for 1 child
$.35 an hr for 2 or more children
A 30 hour card may be purchased which entitles the holder to use the Nursery 30 hours each month. Cost $5.00 for 1 child, $7.50 for one or more children. (For detailed information on these rates and other Nursery items, call Extension 7296)

COMMISSARY

Monday thru Friday 11:00 a.m. - 6:00 p.m.
Closed Saturdays)

BASE EXCHANGE

Monday thru Friday	9:30 a.m. - 6:00 p.m.
Saturday	8:30 a.m. - 12:00 Noon

0604

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PRINT SHOP

Wednesday and Friday 10:00 a.m. - 2:00 p.m.
Phone 7193

RED CROSS - Extension 495 (After duty hours - dial Lockbourne Operator)

AIR FORCE AID - Extension 465

DEPENDENTS' ASSISTANCE OFFICER - Extension 7259, 7214, 465

6. If a problem arises, do give us a call. We will do our best to lend a helping hand.

CHARLES H EISENHART
Colonel, USAF
Commander

0605

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIAL MONTHLY ACTIVITIES REPORT

1. As outlined in the Safe Aircraft Campaign Planning Guide for 1954, durring the month of September 1954 special emphasis was placed on Winter Flying Hazards and Safe Operation-numerous short squadron flying safety meetings were held at which time one or two items pertinent to winter flying were discussed.

2. Items discussed at flying safety meetings were as follows:

a. Winter flying hazards(general).

b. Braking effectiveness in snow or slush.

c. Icing-engine and aircraft.

d. Outside air temperature gage application.

e. Altimeter correction application.

f. Penetrations and turbulence.

g. Safe ground operation in winter.

h. Terrain features of local area and emergency landing facilities.

i. New information in Radio Facility Chart.

j. Flying Safety and Combat Crew articles ,TWX's and Incident Reports.

3. Aircrews of the KC-97 Squadron were reschooled in Fuel Management Procedures.

4. The Wing Flying Safety Officers attended Flying Safety Conference at Barksdale Air Force Base on 23 September 1954.

TALMA A. SCOTT
Major, USAF
Flying Officer

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
LT COL, USAF

EXHIBIT# 18

0606

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS

91ST STRATEGIC RECONNAISSANCE WING(M)

Lockbourne Air Force Base
Columbus 17, Ohio

91DOF

SUBJECT: Flying Safety Officer's Monthly Report

TO: Commander
301st Air Division
Lockbourne Air Force Base
Columbus17, Ohio

1. Transmitted herewith is the Flying Safety Officer's Monthly Report for the month of September as required by SAC Safe Aircraft Campaign for 54 Planning Guide.

2. Attached as Inclosures are:

a. Special Monthly Activities Report.

b. Nomination for SAC Combat Crew of the Month.

c. Nomination for SAC Maintenance Man of the Month.

3. Negative reports are submitted for

a. Nomination for Heads Up Club.

b. Flying Safety Tips.

c. Comments and recommendations relative to augmenting or altering any aspects of SAC for '54 Flying Safety Campaign.

CHARLES M. EISENHART
Colonel, USAF
Commander

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
LT COL, USAF

EXHIBIT#

0607

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

91ST AIR REFUELING SQUADRON
SQUADRON COMMANDER'S REMARKS
Section H of
Air Training Report Month of Sept.
RCA: 4-SAC-T-12 Date: 1 September 1954

a. Hours flown performing missions ordered by higher headquarters

(1) (Operation Cold Cup---------2AF 32-54 ---------- 162:00 HOURS
(2) SAC Reg 55-41 ---------- 41:40 HOURS
(3) Ferry Flights Div Orders ---------- 7:00 HOURS
(4) USCM ----------2AF 132-54 ---------- 98:50 HOURS
Total 309:30 HOURS

b. Weather and local conditions which preclude or affect training:
(1) None

c. Restrictions imposed by AMC or SAC Headquarters:
(1) None

d. Remarks on excessive crew changes:
(1) Changes not considered excessive

e. List of crews that were formed after 0001 hours the first day of the month:
(1) M83AO ---- 27 Sept 54
(2) M84AO ---- 27 Sept 54
(3) M85AO ---- 27 Sept 54

f. Crews which changed status:
(1) M79DO to T79DO----27 Sept 54
(2) M59GO to T59GO----30 Sept 54

g. Standardization Borad Crew:
(1) T10PO

h. Remarks on personnel and material problems which adversely affect training:
(1) None

i. If SAC minimums were not accomplished reasons why other than mentioned above:
(1) SAC minimums were accomplished

k. Comments or recommendations of Squadron Commander:
(1) None

Page 1 of 3 Pages

"A CERTIFIED TRUE COPY"

Harris C. Andrews
HARRIS C. ANDREWS
Lt Col., USAF

EXHIBIT # 20

0608

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-[illegible] 3 ACTING SIXTH

[illegible] SQUAD 2 PARTICIPATED AFT 1A.
DO SQUADRON 6/1 LAUNCHED FIVE AFT GUNS
/SENTENCE 1A/ AND 8745. FOR DETAILS SEE A.S. SIXTH. SQL. ENDD CONCERNS PARTICIPATING
AND NONACTIVE ACCOUNTABILITY BY TQ SAC AFD DAIS TQ TYPE DEC 54. ENDD CONTAINED
"SHORT CAPTION" 2 CO SUPPLIED PER; IT IS SQL FOA THE PURPOSES ONLY AND SHOULD
BE GIVEN MINIMAL DISCUSSION ATTACH.

1. SIXTH AD:
   A. 27 RC-47 AND 25 TC-97 ACFT W/PARTICIPATE TO SAC-ADC EXERCISE NEED, 10 AND
      11 JUL 54.
2. SIXTH CCT:
   A. USCH SIXED FOR 29, 30 CCT AND 1 JUL.
   B. DEPLOY 45 B-47 ACFT AND 1778 PERS TO FAIRWOOD AFD 30 TC-97 ACFT AFD 547
      PERS TO LAUNCH OF 10 SEP 4 TVG 65 DAYS TDY. B-47 ACFT W/SIX FOR-STOP
      [illegible] AT CIVIL CALGARY ALTA BY RAD AFS, A SIXTEEN AS REQ. ACFT W/B-47 A/L
      1601 1602 PERS A.D. 28.4 TONS AC CAR TO FE 10-16 SEP IN LOGISTICS TO UK,
      AND ITF 10 PERS A.D 28.2 TONS OF CA TO FE 10 CCT 16 SEP IN LOGISTICS
      TO LAWSO.
   C. [illegible] TO FE O/A 25 OCT. B-47 ACFT [illegible] AT [illegible] TO AFD, ASSIGN-
      ED TO [illegible].
3. SIXTH:
   A. [illegible] W/ [illegible] ACFT O/A TO SAC O/A [illegible].
   B. [illegible]
      SHEP CALCULUS.
   C. [illegible] 29, 30 AND 31/ OCT.
   D. PLANS CALL FOR LOGISTICS SUPPORT TO FE [illegible] TO 1-450 ACFT IN FE SIXTH OR
      5 OCT A.D TO 1-540 ACFT OF SIX 700 MEN EA 6 OCT O/A TO US.
1/ SOME JUL SIXTH

"A CERTIFIED TRUE COPY"

[signature]
[illegible] A.D.C.,
12 JUL, 1954.

CONFIDENTIAL

EXHIBIT # 21

0609

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

91ST STRATEGIC RECONNAISSANCE WING (H)
Wing Commander's Remarks
Part V of
Air Training Report for Month of September
RCS: 3-SAC-T12

1. Hours flown performing missions ordered by higher headquarters:

a.	National Air Show Fly Over 2AF 126-54	63:55
b.	USCM 2AF Ops Order 132-54	254:15
c.	2AF Ops Order 124-54 Zebra Wavcheat	80:10
d.	SES 2908th	42:40
		332:00

2. Weather or local conditions affecting training:

a. None

3. Directives imposed by WNC or SAC Headquarters which restricted flight altitude or interfered with normal training:

a. None

4. Combat Crew member gains and losses:

a. Crew members gained:

5 A/C's

5 Co-pilots

5 Photo-Navigators

b. Crew members lost:

2 A/C's transferred to Wing Staff

1 Co-pilot transferred to Wing Staff

1 Photo Observer PCS B52 Program

1 Photo Observer-Permanently Grounded

5. Crew Member Changes:

1 Co-pilot

2 Photo-Navigators

"A CERTIFIED TRUE COPY"
HARRIS C. ANDREWS
Lt Col, USAF

EXHIBIT #22

0610

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ST-1382 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
TO COMADIV 801 LOCKBOURNE AFB OHIO
/SECRET/ODD 9684. FOR: 91SRW. REF UR MSG 91DO 1317, DTD 10 AUG 54 AUTHORITY GRANTED TO CONDUCT EWP SURVEY OF GOOSE AND HEATHROW IN ACCORDANCE WITH SAC REG 55-41 AND TO MAKE FAMILIARIZATION VISIT TO SIDI SLIMANE AND OTHER FRENCH MOROCCAN BASES AS NEC. ITINERARY AND ROUTE W/B AS OUTLINED IN UR CITED MSG. NAME, RANK, SERIAL NUMBER, AND CLEARANCE STATUS OF ALL SURVEY TEAM MEMBERS W/B FWD BY COMDR 91SRW TO APPROPRIATE COMMANDS PRIOR TO DEPT OF TEAM FR LOCKBOURNE. MSG WILL REF SAC MSG DOOPO 4115, DTD 25 AUG 54, APROX 7 DAYS AFTER RETURN TO LOCKBOURNE, WG COMDR AND/OR KEY STAFF PERS WILL PRESENT BRIEFING TO GENERAL ARMSTRONG ON RESULTS OF SURVEY AND STATUS OF EWP BASE UTILIZATION PLANS. COPY OF REVISED BASE UTILIZATION PLANS AND SURVEY REPORT W/B FWDD TO THIS HQ PRIOR TO SURVEY BRIEFING. EXACT BRIEFING DT TO BE ESTBD LATER.
27/2340Z AUG JWFKL

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS,
LT COL, USAF.

EXHIBIT # 2

0611

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST-1458 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
TO COMADIV 301 LOCKBOURNE AFB OHIO
/SECRET/ODD 9831. FOR COMDR 91SRW. MSG FR 7ADIV QUOTED FOR YOUR INFO: "CONCUR WITH PROPOSED VISIT OF COL EISENHART AND SURV PARTY. MINISTRY OF TRANSPORT AND CIVIL AVIATION HAS APVD A PARTY OF SIX (6) PERS ONLY TO SURV HEATHROW ON 14 SEP 54. REQ SURV PARTY VISIT HQ 7ADIV ON 13 SEP 54. ANY CHANGE IN ITINERY THAT WILL PREVENT HEATHROW SURV BEING CONDUCTED ON SKED DATE/ SHOULD BE DUMED FWD TO THIS HQ."
09/1815Z SEP JWFKL

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS,
LT COL, USAF.

SECRET

EXHIBIT # 14

0612

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST-1454 ACTION 91SRW

R081600Z
FM COMDRADIV 7 SAC SO RUISLIP ENG
** ** ** **
JEUBO/COMDRSTRATRECNWG 91 LOCKBOURNE AFB OHIO

/SECRET/ODOO 2687-C UEMSG DOOPO 4115, 25 AUG 54, CONF, NOTAL.

SUBJ: PROPOSED SURV VISIT OF COL EISENHART. REQ PARTY ARR 3911 ABGP 0900Z, 14 SEP 54 FOR BRIEFING BY LT COL CREASMAN. SURV OF HEATHROW HAS BEEN SKED FOR 1200Z, 14 SEP 54. CIVILIAN CLOTHING W/B WORN FOR SURV OF HEATHROW.

GB/1601Z SEP JFLGB

"A CERTIFIED TRUE COPY"

Harris C. Andrews

HARRIS C. ANDREWS
Lt Colonel USAF

SECRET

EXHIBIT # 7

0613

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST-1454 ACTION: 91SRW

FM COMDA IV 7 SAC SO RUISLIP ENG
TO JEZMH/COMDRSAC OFFUTT AFB NEBR
INFO JWFKL/COMDRAF 2 BARKSDALE AFB LA
JFLGM/COMDRABG 3911 WEST DRAYTON ENG
JEDBO/COMDRSTRATRECONWG 91 LOCKBOURNE AFB OHIO
/SECRET/ODOO 2687-C. URMSG DOCTO 4115, 25 AUG 54, CONF, NOTAL. SUBJ: PROPOSED SURV VISIT OF COL EISENHART. REQ PARTY ARR 3911 ABGP 0900Z, 14 SEP 54 FOR BRIEFING BY LT COL CREASMAN. SURV OF HEATHROW HAS BEEN SKED FOR 1200Z, 14 SEP 54. CIVILIAN CLOTHING W/B WORN FOR SURV OF HEATHROW.
08/1601Z SEP JFLGB

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS,
LT COL, USAF.

SECRET

EXHIBIT # 26

0614

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Classification: SECRET
Authority: 91st SW/
Initials: [illegible]
Date: 30 Sep 54

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

29 September 1954

SUBJECT: Survey of Overseas EWP Base

GENERAL

1. Facilities of the 91st Strategic Reconnaissance Wing EWP Base were surveyed to evaluate their adequacy to support the 91st Strategic Reconnaissance Wing in the event of EWP deployment under SAC Operations Order 40-53.

2. Authority for the visit was Second Air Force Message ODD 9684 dated 27 August 1954. The survey team departed Lockbourne Air Force Base at 0630 on 12 September 1954 for the United Kingdom, and a ten hour stop-over was made at Goose Bay prior to departure for Brize Norton. The team arrived at Brize Norton Air Force Base, UK at 1330 on 13 September 1954, and reported in to Headquarters, 7th Air Division at South Ruislip, London at 1700, 13 September 1954. On 14 September 1954 the team visited West Drayton, at which time a complete briefing was conducted by the Commander and his staff of the 3911th Air Base Group on the deployment base and the supporting bases. The remainder of the day was spent surveying these stations, their facilities and the station kit. On 15 September 1954 a visit was made to 7th Air Division Headquarters at South Ruislip, London. Minor items that had been noted during the visit to the 3911th Air Base Group were discussed with staff personnel of the 7th Air Division. On 16 September 1954 the survey team went by bus to Upper Heyford to observe the movement of the 26th Strategic Reconnaissance Wing to that station. Their difficulties in effecting this movement were noted and discussed. The survey team departed from Brize Norton Air Force Base, UK on 18 September 1954.

DISCUSSION

1. During the stop-over at Goose Bay, discussions were held with Commander SAC AVON as to problems which would affect the deployment of the 91st Air Refueling Squadron. Since Lt Colonel Hamlyn had only been in place since 2 September, he did not feel qualified to discuss

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

problem areas. However, his biggest concern was the lack of jet fuel storage facilities. The personnel of the 3911th Air Base Group, located at West Drayton, responsible for operations planning, are handicapped by having practically no jet experience. This factor is being partially overcome by sending personnel to USAF bases in the UK to observe the operations of jet equipped units at that base.

2. A number of minor discrepancies noted during the visit by the survey team include:

a. No vehicle radios on hand for use by Air Police, Crash and Maintenance Control.

b. No UHF at deployment base in tower or in GCA.

c. At the present time there are no Table II and XVI spares stocked at our EWP Base.

d. Other minor deficiencies were discussed and assurance was given that action is being taken to correct them.

CONCLUSION

1. Facilities at the deployment base are considered very good. It is felt that a deployment could be accomplished by the 91st Strategic Reconnaissance Wing to its forward deployment base and that the Wing could go into emergency operations immediately with no major problems.

2. The 3911th Air Base Group has done an excellent job in accomplishing their duties pertaining to the preparation for emergency deployment of the 91st Strategic Reconnaissance Wing. It is felt that they have full capability of supporting the EWP mission.

RECOMMENDATIONS

1. That supplies of Tables II and XVI spares be stocked at the EWP Base.

2. Consideration should be given to changing the 91st Strategic Reconnaissance Wing EWP Base.

Charles M Eisenhart

CHARLES M EISENHART
Colonel, USAF
Commander

SECRET

0616

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1434 ACTION 915RW

FM COMDRSAC OFFUTT AFB NEBR
TO JWFXL/COMDRAF 2 BARKSDALE AFB LA
INFO JFLGB/COMDRADIV 7 SOU RUISLIP ENGLAND
JEDBO/COMDRADIV 801 LOCKBOURNE AFB OHIO
/CONFIDENTIAL/DOOPO 4115 DTD 25 AUG 54. SUBJ: PROPOSED SURVEY VISIT COL EISENHART. RE. YOU CHANGE SO MUCH OF ITINERARY AS CONCERNS UK DESTINATION "FAIRFORD" TO READ "BRIZE NORTON", W/INFO CY TO 7AD.
03/2110Z SEP JEDMH

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS,
LT COL, USAF.

CONFIDENTIAL

EXHIBIT # 22

0617

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1426 ACTION 91SOW

ON COMAF 2 BARKSDALE AFB LA
TO COMADIV 801 LOCKBOURNE AFB OHIO

/CONFIDENTIAL/ FROM: ODD 9766 FOR: 91SOW FOLG 7 ADIV MSG IS QUOTED FOR YOUR INFO AND NEC ACTION. "SUBJ: PROPOSED SURV VISIT OF COL KLEINHURT. BILLETING FAC AT FAIRFORD W/B INADEQUATE TO ACCOMMODATE SURV PARTY BECAUSE OF PRESENT COMMITMENTS. RECOMMEND YOUR DESTINATION BE CHANGED TO INTZA NORTON."

D2/23202 SEP JWFKL

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
Lt Colonel USAF

CONFIDENTIAL

EXHIBIT # 29

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST-1458 ACTION 91SRW

FKL D63
MM JEDBO 72
DE JWFKL 72
M 091805Z
FM COMAF 2 BARKSDALE AFB LA
TO COMADIV 801 LOCKBOU NE AFB OHIO

/SECRET/ODD 9831. FOR: COMDR 91SRW. MSG FR 7 ADIV QUOTED FOR YOUR INFO: "CONCUR WITH PROPOSED VISIT OF COL EISENHART AND SURV PARTY. MINISTRY OF TRANSPORT AND CIVIL AVIATION HAS APPROVED A PARTY OF SIX (6) PERS ONLY TO SURV HEATHROW ON 14 SEP 54. REQ SURV PARTY VISIT HQ 7 ADIV ON 13 SEP 54 ANY CHANGE IN ITINERARY THAT WILL PREVENT HEATHROW SURV BEING CONDUCTED ON SKED DATE SHOULD BE IMMED FWD TO THIS HQ."
09/1815Z SEP JWFKL

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
Lt Colonel USAF

SECRET

EXHIBIT # 30

0619

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus, Ohio

CLAS: SECRET
AUTH: Comdr 91SRW
DATE: 29 Sep 54
INIT: C.H.E.

DOP

29 September 1954

SUBJECT: Amendment Number One to 91st Strategic Reconnaissance Wing Operations Order 132-54

TO: See Distribution List

1. Amendment Number One to 91st Strategic Reconnaissance Wing Operations Order 132-54 is effective upon receipt.

2. Items for amendment:

ITEM 1: Basic Order, page 4, paragraph 3a(1), change 12 crews t read 10 crews, change 4 crews on 29 Sep 54 to 3 crews, change 4 crews on 30 Sep 54 to 3 crews.

ITEM 2: Annex "B", page 1, paragraph 1d, change so much as read: "ten and ten" to read "nine and nine"

FOR THE COMMANDER:

/s/ WILLIAM E TODD
Colonel USAF
Director of Operations

DISTRIBUTION:

Comdr 2AF	5
Comdr ADC	3
Comdr 801ADIV	1
Comdr 801RTS	2
Comdr 801ABGp	2
Comdr 26-5 Wea Det	1
Comdr 1914-2 AACS Detl	
Comdr 322SRS	4
Comdr 323SRS	4
Comdr 324SRS	4
Comdr 91ARS	2
Comdr 91A&ES	2
Comdr 91FMS	2
Comdr 91PMS	2
Comdr 91SRW	
Adj Sec	5
DO	7
DM	2
DP	1

Amnd #1 to
91SRW OPORD 132-54
dtd 29 Sep 54

SECRET PO-787

EXHIBIT # 24

0620

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

OPERATIONS ORDER

NO 132-54

USCM

91st STRAT RECON WING
LOCKBOURNE AF BASE, OHIO

SECRET

PO-764

0621

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

CLAS: SECRET
AUTH: Comdr 91SRW
DATE: 22 Sep 54
INIT: WET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
22 September 1954

OPERATIONS ORDER)

NUMBER 132-54)

CHARTS OR MAP REFERENCES: As required

TASK ORGANIZATIONS:

322d Strat Recon Sq	Major James T. Chafin
323d Strat Recon Sq	Major Frank A. Gshwandtner
324th Strat Recon Sq	Lt Col John H. Archer
91st Air Refueling Sq	Lt Col Clifford S. Hovik
91st Armt & Elect Sq	Lt Col Ernest C. Wade
91st Field Maint Sq	Lt Col David D. Lawrence
91st Per Maint Sq	Major Thomas E. Droughton

1. GENERAL SITUATION: Aerial and radar reconnaissance of certain simulated enemy targets are required.

a. Intelligence: See Annex "A".

b. Friendly Forces:

(1) 8081st Reconnaissance Technical Squadron:

(a) Process and evaluate all radar and aerial film generated by this mission in accordance with Photography Evaluation Criteria as indicated in Annex "C".

(b) Critique mission photo results in accordance with schedule set forth in paragraph 3x(9)

(c) Forward all original film to 2d RTS, Barksdale AFB after completion of this mission.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(2) 801st Air Base Group:

(a) Provide base support as required to support this mission.

(3) 26-5 Weather Det:

(a) Provide weather data as required to support this mission.

(4) 1914-2 AACS Detachment:

(a) Provide support as required to support this mission.

c. Internal Security:

(a) There are saboteurs known to be operating on Lockbourne AFB with the objective of sabotaging the equipment of the 91SRW. Their efforts will be directed toward sabotaging aircraft, flyaway kits, and POL.

(b) The 91SRW has the sole responsibility of safeguarding its aircraft twenty-four (24) hours daily during the period of this USCM.

(c) Security will be reemphasized to all personnel. In restricted or sensitive areas positive identification will be required for all personnel entering, departing, or within these areas. It is anticipated that various ruses will be employed to gain access to areas for the purpose of sabotage. The possible ruses that could be tried are unlimited. Therefore, extreme diligence is required on the part of all 91SRW personnel in halting, questioning, and positively identifying any person not normally associated with any restricted or sensitive area.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(d) The following points will be stressed:

1. Check identity cards for validity and positive identification regardless of rank.

2. Use of orders, work orders, letters, or feigned inspector status may be employed as excuses for entering an area. Unless the person is beyond any doubt on legitimate business, stop him and hold him until his "reasons" are validated by the appropriate authorities, ie., 91SRW staff agencies or the Air Police.

3. Extreme caution is directed in the conduct of business with unfamiliar personnel in regard to personal equipment, parts, or allied equipment for aircraft. Attempts can be made to plant simulated bombs in such a manner.

4. Security and safeguarding of 91SRW areas and equipment is the concern of every member of this organization. All personnel, flying, administrative and maintenance, will have this fact forcefully called to their attention. Caution and diligence on the part of all can prevent sabotage.

2. MISSION:

a. the 91SRW will fly a unit simulated combat mission to evaluate wing planning, execution, reporting, and logistical procedures.

b. Mission will comply with paragraph 6, Supplement XI, SAC Reg 50-8 and as further specified in this operations order.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

3. TASKS FOR SUBORDINATE UNITS:

a. 322d Strat Recon Squadron:

(1) Dispatch 12 crews to fly mission as set forth in Annex "B":

28 September 1954 - 4 crews (RB-47)

29 September 1954 - 4 crews (RB-47)

30 September 1954 - 4 crews (RB-47)

b. 323d Strat Recon Squadron:

(1) Dispatch 10 crews to fly mission as set forth in Annex "B":

28 September 1954 - 4 crews (RB-47)

29 September 1954 - 3 crews (RB-47)

30 September 1954 - 3 crews (RB-47)

c. 324th Strat Recon Squadron:

(1) Disptach 10 crews to fly mission as set forth in Annex "B":

28 September 1954 - 4 crews (RB-47)

29 September 1954 - 3 crews (RB-47)

30 September 1954 - 3 crews (RB-47)

d. 91st Air Refueling Squadron:

(1) Disptach 16 crews to support mission as set forth in Annex "B":

28 September 1954 - 6 crews (KC-97)

29 September 1954 - 5 crews (KC-97)

30 September 1954 - 5 crews (KC-97)

e. 91st Field Maint Squadron:
91st Armt & Elect Squadron:
91st Perodic Maint Squadron:

(1) Insure availability of fully equipped RB-47 and KC-97

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

aircraft to fly mission as follows:

28 September 1954	12 RB-47	6 KC-97
29 September 1954	10 RB-47	5 KC-97
30 September 1954	10 RB-47	5 KC-97

(2) Insure availability of two (2) fully equipped RB-47 and KC-97 aircraft daily to be used as ground spares.

x. General Instructions:

(1) Mission code name: "COPPER CLAD". All forms, communications, and clearances pertaining to this maneuver will be identified therewith.

(2) X-Day is 25 September 1954. Times and dates are expressed in GCT, unless otherwise specified.

(3) Clearances and CAA coordination will be accomplished in accordance with SAC Regulation 55-3. Routes are unclassified for clearance purposes. Each daily reconnaissance force will use the nickname "COPPER CLAD" and each daily tanker force will use the nickname "WINE CELLAR".

(4) Tactics will be as outlined in Reconnaissance Tactical Doctrine and as specified within this order.

(5) Gunnery: Not required. RB-47s will carry sufficient ballast to compensate for full ammunition load.

(6) Photography: See Annex "C".

(7) Mission requirements: See paragraph 1, Annex "B".

(8) Briefing Schedule:

(a) General Briefing: All crews (RB-47 and KC-97), 0830EST, 24 September 1954, 91ARS Briefing Room.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(b) Specialized Briefing: Immediately following general briefing, 24 September 1954.

KC-97 crews: A/C, Nav, Boom Op, Radio Op; - 91ARS Briefing Room. Flight Engineers; - 91ARS Flt Engr Office.

RB-47 : A/C and P - 323 Briefing Room

RB-47 Obs : Room 304, Base Operations Bldg

(c) Crews scheduled for briefing above will not be scheduled to fly Friday AM, 24 Sep 1954.

(9) Critique:

(a) Crew members scheduled to attend briefings set forth in paragraph (8) above will attend critique.

(b) Place: 91st ARS Briefing Room

(c) Time: 0900 EST, 4 Oct 1954

(10) Crew members scheduled to attend critique in accordance with paragraph (8) and (9) above will not be scheduled for flying Monday AM, 4 Oct 1954.

(11) Mission may be downgraded to "Unclassified" for clearance purposes only.

4. ADMINISTRATIVE AND LOGISTICS:

a. This Operations Order may be destroyed 30 days after completion of mission.

b. Maximum support will be provided by home station.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications:

(1) JANAP's, ACP's, SAC CEI, SACDAL, AFSAL 5104 and current radio facility charts apply except as modified herein.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Tactical position reports are not required.

(2) Identification, Recognition and IFF will be in accordance with SAC CEI 2407.3.

(3) Authentication will be by AFSAL 5104.

(4) Emergency procedures in accordance with ACP 130, 135, JANAP 300 and current radio facility charts.

(5) Call Signs:

(a) RB-47 Air/Air communications, "NELSON" expanded, ie., "NELSON" 1,2,3,4,5 etc.

(b) KC-97 Air/Air communications, "HEROD", expanded, ie., "HEROD" 1,2,3,4,5 etc.

(c) RB-47 CAA Air/Ground communications, SACDAL prefixed with Air Force Jet, preceded by "COPPER CLAD", ie., "This is COPPER CLAD Air Force Jet 1234."

(d) KC-97 CAA Air/Ground communication, SACDAL prefixed with Air Force, preceded by "WINE CELLAR", ie., "This is WINE CELLAR Air Force 1234."

(e) R-11 & T-11 reports, Target Task Force Identifier (TTFI).

(f) Ground stations as listed in radio facility charts.

(6) UHF channelization and frequencies for all aircraft will be in accordance with Wing SOP 100-6 and refueling flimsy.

(7) HF air/air back-up for UHF will be 4270 kcs.

(8) Rendezvous settings and frequencies in accordance with refueling flimsy.

(9) HF channelization and frequencies for KC-97 aircraft will be normal. For HF equipped RB-47 aircraft channelization will be in accordance with SACCEI Fig 11-13.

91SRW OPORD 132-54
dtd 22 Sep 1954

SECRET

0628

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(10) HF Communications Control Stations (AACS):

OFFUTT - Primary

CARSWELL - Secondary

ANY AACS HF STATION - Alternate

(11) All HF equipped aircraft will guard primary or secondary communications control station, using best frequency during periods 10-15 and 40-45 minutes past each hour. This is to provide a definite time for passing messages to aircraft if required. HF equipped aircraft will be spaced within each stream to provide maximum HF capability. All aircraft will monitor "NELSON" on (freq to be given at later date) from 0-5 and 30-35 minutes past the hour in the event of any additional instructions from wing.

(12) Reports:

(a) R-11 Strike Reports in accordance with SAC Manual 55-8D. HF equipped aircraft will transmit strike reports to primary or secondary HF Control Station relayed to "RED GRANGE". Non HF equipped aircraft will transmit R-11 to "NELSON" on UHF.

(b) T-11 Refueling Report in accordance with SAC Manual 55-8D. Report will be transmitted to primary or secondary HF Control Station relayed to "RED GRANGE".

EISENHART
Colonel

ANNEXES:
"A" - INTELLIGENCE
"B" - AIR OPERATIONS
App I - RB-47 Requirements
App II - KC-97 Requirements
"C" - PHOTOGRAPHY

91SRW OPORD 132-54
dtd 22 Sep 54

SECRET

0629

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DISTRIBUTION:

Comdr 2AF	5
Comdr ADC	3
Comdr 801ADIV	1
Comdr 801RTS	2
Comdr 801ABGp	2
Comdr 26-5 Weather Det	1
Comdr 1914-2AACS Det	1
Comdr 322SRS	4
Comdr 323SRS	4
Comdr 324SRS	4
Comdr 91ARS	2
Comdr 91A&ES	2
Comdr 91FMS	2
Comdr 91PMS	2
Comdr 91SRW	
Adj Sec	5
DO	7
DM	4
DP	1

OFFICIAL:

William E. Todd

WILLIAM E. TODD
Colonel USAF
Director of Operations

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
22 September 1954

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 132-54

INTELLIGENCE

Annex "A"
91SRW Ops O
No. 132-54
22 Sep 54

SECRET

0631

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Lockbourne Air Force Base
Columbus 17, Ohio
22 September 1954

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 132-54

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) The current world situation requires that the 91st Strategic Reconnaissance Wing (M) maintain a constant state of proficiency and readiness in order to accomplish any assignments required by higher headquarters.

(2) Exercise COPPER CLAD has been designed with this purpose in mind.

b. Enemy Order of Battle:

(1) Main Line of Resistance: For the purpose of this exercise, a firm MLR has been established along a line extending from 3000N 9830W to 4400N 9830W to 4700N 8900W. This line denotes the boundary of enemy territory which is the area West and North. This line also denotes the maximum effective range of simulated enemy EW coverage.

(2) Air Order of Battle: Although aerial superiority has been established, some enemy aircraft may still be operating as far east and south of the MLR as 300 nautical miles. Although it is unlikely that these aircraft will be able to operate with any degree of effectiveness on the dates scheduled for this operation, possible intercepts should be anticipated

Annex "A"
91SRW O.O.
No. 132-54
22 Sep 54

SECRET

0632

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

and a constant state of alertness should prevail. It is suspected that enemy aircraft are equipped with AI radar, which could be of assistance to them in making intercepts outside of their Early Warning and GCI range.

(2) Enemy aircraft are known to be operating fromthe following airfields:

BASE	NUMBER	TYPE
Rapid City A/F, North Dak	24	F-86D
Jamestown A/F, North Dak	23	F-86D
	18	F-94C
Minot A/F, North Dak	31	F-89C
	20	F-86F
North Platte A/F, Neb	20	F-86D
Denver Municipal A/F, Colo	40	F-86D
	20	F-94C
	18	F-9F
	10	F-2H
Garden City A/F, Kan	22	F-86D
	10	F-86F
Kirtland A/F, New Mex	25	F-86D
Amarillo A/F, Tex	38	F-86D
	20	F-86F
Lubbock A/F, Tex	22	F-86F
	18	F-89C
	12	F-94C
Midland A/F, Tex	34	F-86D
San Angelo A/F, Tex	40	F-86D
	20	F-9F
	18	F-94C
Pueblo A/F, Colo	26	F-9F
	14	F-4U
	20	F-94C
Scottsbluff A/F, Neb	31	F-86F
Chadron A/F, Neb	30	F-86D
Gage A/F, Okla.	48	F-86D
	10	F-2H

Annex "A"
91SHW O.O.
No. 132-54
22 Sep 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

BASE	NUMBER	TYPE
San Antonio A/F, Tex	32	F-86D
	18	F-94C
	20	F-89C
	14	F-9F
	14	F-4U

(3) Radar and Antiaircraft Order of Battle:

(a) Radar Locations: The enemy possesses a radar similar to the CPS-6 with range capabilities of 130 nautical miles for EW and 85 nautical miles for GCI. Electronic reconnaissance indicates radars at the following locations:

SITE	EQUIPMENT
Devils Lake, North Dak	CPS-6
Jamestown A/F, North Dak	CPS-6
Gettysburg, South Dak	CPS-6
Mullin, Neb	CPS-6
Arapahoe, Neb	CPS-6
Leoti, Kan	CPS-6
Gage VOR, Okla	CPS-6
33&4N 100&W, Tex	CPS-6
Eden, Tex	CPS-6
San Antonio, Tex	CPS-6
Freer, Tex	CPS-6

(b) Antiaircraft and Guided Missile Locations: Omitted.

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

(1) General: Information is desired on the following:

(a) Disposition and location of antiaircraft weapons.

Annex "A"
91SRW O.O.
132-54
22 Sep 54

(b) Aircraft characteristics and performance data.

(2) Indicators:

SECRET

-3-

0634

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(a) What type of AA was encountered along route? Location?

(b) What type of tracking was employed?

(c) What type of fighters were encountered in route to and from target areas?

(d) What sort of tactics did the enemy aircraft employ in evidence of being GCI controlled?

(e) What were the estimated speeds and armament of attacking aircraft?

b. Means of Obtaining Information:

(1) Crews will be interrogated immediately upon landing by Wing Intelligence personnel augmented by squadron Intelligence personnel.

c. Means of Reporting Essential Elements of Information:

(1) See paragraph 3c, Reports and Distribution.

3. INTELLIGENCE ACTIVITIES:

a. Maps and Materials:

(1) As required

b. Survival Intelligence:

(1) General Recommendations

(a) In the event you are forced to abandon your aircraft over enemy territory, the following recommendations apply:

1. Within twenty five (25) nautical miles of the front lines - If rescue operations are not in action (Res CAP orbiting the area, etc.), leave the immediate area of your landing, select a high vantage point if possible, rest for a period of twenty four hours and contact Air Sea Rescue through the use of the URC-4 or RS-6 Survival Radio.

Annex "A"
915TW O.O.
132-54
22 Sep 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. More than twenty five (25) nautical miles in enemy territory - It would be advisable to evade to a class "B" safe Area and contact Air Sea Rescue as outlined above or to a Class "A" Safe Area to seek assistance from organized Resistance organizations in that order of priority.

(2) Safe Areas

(a) Class "B" Safe Areas (Areas that are conducive to survival but with no known organized resistance elements available):

1. The area around Carlsbad, New Mexico, the mountains West of Bolder, Colorado, and the mountains Southeast of Gasper, Wyoming are recommended for survival purposes due to low population density, wild game available, available water, and a general lack of enemy security forces.

(b) Class "A" Safe Areas (Areas that contain known organized resistance elements capable of assisting downed crew members):

1. El Paso, Texas - Juarez, Mexico area:

a. Proceed evasively through the city of El Paso, Texas and cross the Rio Grande River into Juarez, Mexico. Extreme care should be exercised in crossing the river. Do not attempt to cross on any of the bridges as they are heavily guarded. Assistance in crossing may be obtained in the section of El Paso immediately adjacent to the river.

Annex "A"
JISRM 0.0.
No. 132-54
22 Sep 54

0636

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Once across the river, proceed to the Cucaracha Club which is located on the Plaza. Your contact in this safe area is Lolecta, a dancer at the club. Contact should be attempted only after 2330 hours local time.

2. Denver, Colorado area:

a. Extreme care should be exercised in seeking assistance in this area. Current information indicates that the resistance organization and escape net that had their headquarters in the Zanza Bar Club has been compromised and several of the personnel captured by enemy security forces. The same source indicates that this organization has been reformed and is now operating from the Brown Palace hotel. CSS agents are now working with this escape net and the evadee may receive assistance by contacting the Bell Captain. It is not recommended that evadees attempt to seek assistance from this organization unless civilian clothing isprocured as this hotel is located in the center of town. Approach should be made only during the hours of darkness.

(3) Border Crossing:

(a) Due to the continuous troop movement and rapid troop build-up in the front lines it is not recommended that the evadee attempt to cross the border without assistance.

Annex "A"
91SRW O.O.
132-54
22 Sep 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(4) Blood Chits:

(a) Blood Chits will be issued by squadron intelligence prior to take-off.

(b) The Blood Chit should be displayed only when positive of the identity of the person who offers assistance. The Blood Chit should be retained for future use while evading if at all possible.

(c) Blood Chits will be turned in upon completion of the mission, at interrogation. If individual squadron intelligence personnel are not available at interrogation the Blood Chit will be turned in to the squadron intelligence office on the following working day.

(5) Combat Crew Member Personal Data Card:

(a) It is emphasized that correct answers to questions contained on your personal data cards are essential to your safety during contact with the underground or when seeking air pick-up.

(6) Guide for the Conduct of Captured SAC Combat Crew Members:

(a) SAC Headquarters has directed that the following procedures will govern your actions in the event of capture and interrogation by the enemy:

1. Give NAME, RANK, SERIAL NUMBER, and DATE OF BIRTH ONLY.
2. Have a poor memory.
3. Be dumb about military matters.
4. In all else, be indefinite.

(b) Remember that you can discuss with the enemy anything you have read in US News and World Report, Aviation Week, and other similar publications.

Annex "A"
91SMW O.O.
132-54
22 Sep 54

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(7) Recommended Barter Items:

(a) It is recommended that barter kits be supplemented with US currency in small denominations.

(b) It has been determined that Chili Powder, rice, grits, and shoes are in demand among the natives in the territory over which crews will be operating, expecially the southern sections.

(c) Sustenance kits and other survival aids will be issued from squadron personal equipment prior to take-off.

(8) Personal Items:

(a) In the event of capture by the enemy, it will be essential to your safety that you will have left all personal items such as wallets, photographs, letters, passes, etc., in your quarters or turned in to the squadron intelligence office for safe keeping prior to take-off.

c. Reports and Distribution:

(1) Reconnaissance:

Submit reports in accordance with SAC Manuals 55-8, 55-8B and 2AF Supplementary Reporting Instructions (2AF-SRI), April 1954.

(a) Distribution A: (Plus 8th Air Force for R-3 and R-81) R-3, R-11, R-14, R-16, R-17, R-21, R-22, R-23, R-24, R-36, R-51, R-81 and reports required by paragraph 6a, SAC Manual 55-8. (Airborne reports required only from HF-equipped aircraft - address to "Red Grange".)

(b) Distribution B: R-27 and M-1. (Plus 8th AF for R-27)

(c) Distribution C: R-71

(2) Refueling: Submit reports in accordance with SAC Manuals 55-8, 55-8D and 2AF-SRI, April 1954.

Annex "A"
91SRW O.O.
132-54
22 Sep 54

0639

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(a) Distribution A:

T-2, T-10, T-11, T-14, T-15, T-17, T-21, T-22, T-23, T-24, T-36, T-81 and reports required by paragraph 6a, SAC Manual 55-8. (Address airborne reports to "Red Grange".)

(b) Distribution G: M-1.

(c) Distribution C: T-71.

(3) 801st Reconnaissance Technical Squadron: Submit reports in accordance with SAC Manuals 55-8, 55-8C, and instructions outlined in Appendix 2, Annex A to this Operations Order.

(a) Distribution A: RT-53 and RT-55.

(4) Submit M-1 reports in accordance with the format forwarded your headquarters by Second Air Force letter ICR, subject: M-1 Aircraft status Report, 28 August 1954. M-1 reports may be consolidated to include tanker aircraft. (The report will be prepared by Tactical Operations and monitored for timeliness by Intelligence).

(5) Include "Copper Clad" and mission X day in paragraph 1 of all reports.

(6) Target Task Force Identifiers will be designated in accordance with paragraph 11c(1) and (2), SAC Manual 55-8. TTF identifiers for aircraft flying the same operations plan will be suffixed with a letter designator; i.e., "A" for the first scheduled sortie, "B" for the second, etc. The same letter designators may be used for each subsequent days mission.

(7) Tanker Task Force Identifiers will be YT 132 ... A for the first day's mission. Identifiers for subsequent missions will be YT 132 ... B and YT 132 ... C.

Annex "A"
/1SRW O.O.
132-54
22 Sep 54

SECRET

0640

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(8) Include aircraft tail numbers in initial R-16 reports as required by paragraph 2a(5), 2AF-SRI.

(9) One consolidated R-27 report will be submitted at the end of the exercise and it will include tanker information normally submitted in the T-27 report.

(10) Report line numbers on all applicable paragraphs of the T-2 T-10 and T-15 reports.

(11) Report TTF identifier of receiver(s) on paragraph 4a and number of pounds of fuel transferred to each receiver on paragraph 4c, of T-15 reports.

(12) State reasons for non-submission of R/T-11 reports (if applicable) in remarks paragraph of R-16 and T-15 reports respectively.

(13) Address all R-51 reports to 2d Reconnaissance Technical Squadron.

DISMUKES
Colonel

OFFICIAL:

NILS G. PETERSON
Lt Colonel, USAF
Wg Intel Off

Annex "A"
91SRW O.O.
132-54
22 Sep 54

SECRET
-10-

0641

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
22 September 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 132-54

AIR OPERATIONS

Annex "B" to
91SRW OPORD 132-54
dtd 22 Sep 54

SECRET

0642

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
22 September 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 132-54

AIR OPERATIONS

1. Basic Rules and Criteria:

a. Flying safety will take precedence over other objectives.

b. Reconnaissance strike will be launched on X ≠ 3, X ≠ 4, and X ≠ 5.

c. Minimum reconnaissance force requirements will be in accordance with paragraph 6a(1), Supplement XI, S.C Regulation 50-8. Minimum tanker force requirements will be in accordance with 6a(7) same regulation.

d. Daily minimum of twelve, ten and ten RB-47 sorties are required on first, second and third strikes respectively.

e. Daily minimum of six, five and five KC-97 sorties are required on first, second and third strikes respectively.

2. General Instructions:

a. Targets:

(1) Reconnaissance effort an any given day of operations will be limited to one of the specified target systems, daily force will not be split between target systems.

(2) Primary and alternate target systems are specified in route outlines, Appendix I, this Annex.

(3) Weather conditions permitting, both target systems will be covered during the period of this exercise.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(4) Effectiveness targets will be so designated in Appendix I, this Annex.

b. Routes:

(1) Primary and alternate routes are as specified in Appendix I, this Annex.

(2) All aircraft will fly basic route, primary or alternate, as specified in Appendix I, except that one aircraft of each daily increment will fly the modified basic route, primary or alternate.

(3) Tanker routes will be as set forth in Specialized Briefing.

c. Air Refueling:

(1) Contained in Appendix II, this Annex.

d. Cameras - Photo and Film:

(1) See Annex "C".

e. Tactics, Speeds and Profiles:

(1) Aircraft with external wing tanks installed will maintain constant altitude of 35,000 feet and .74 M.CH while in designated enemy territory. .74 M.CH optimum cruise will be flown prior to entering and after departing simulated enemy territory.

(2) Aircraft with clean configuration will utilize performance data as indicated in Mission Flight Plans, Appendix I, this Annex.

f. Security:

(1) Unit Commanders will insure that adequate security on all aircraft and classified material is maintained in accordance with applicable directives.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(2) Aircraft Commanders of aircraft landing away from home station are responsible for security of aircraft and contents.

g. Gunnery: Not required

h. Miscellaneous:

(1) RB-47s will utilize maximum fuel load.

(2) Fuel reserves:

(a) RB-47 aircraft - in accordance with EWP (minimum 12,000# over high cone)

(b) KC-97 aircraft - in accordance with AFR 60-16.

i. Maximum Big Photo will be accomplished.

3. Additional Training Items:

(1) At discretion of individual crews, to assure fulfillment of minimum 50-8 training requirements.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
22 September 1954

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 132-54

RB-47 REQUIREMENTS

App I to Annex "B" to
91SRW OPORD 132-54
dtd 22 Sep 1954

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
22 September 1954

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 132-54

ROUTES AND TARGETS

1. BASIC ROUTES: (* Designates Evaluation Targets)

a. Operations Plan 54-Y901 (Basic Primary Route):

Lockbourne AFB

38-45N 83-00W

37-58N 100-53W

38-16N 104-35W (Pre-IP)

38-50N 104-48W (IP)

Denver, Colo. (Target)

40-29N 106-50W (Pre-IP)

41-52N 106-34W (IP)

*Casper Wyo (Natrona Co. A/F) (Target)

44-05N 103-14W (Start Search)

44-02N 101-40W (End Search)

43-10N 101-44W (Pre-IP)

42-43N 102-28W (IP)

Scottsbluff, Nebr. (Target)

44-31N 89-34W

App I to Annex "B" to
91SRW OPORD 132-54
dtd 22 Sep 1954

SECRET

0647

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

44-03N 86-31W (Start A/R)

44-03N 83-34W (Point Extra)

42-38N 83-23W (Point Yankee)

40-25N 86-53W

Lockbourne

b. Operations Plan 54-Y902 (Basic Alternate Route):

Lockbourne

38-45N 83-00W

38-03N 84-30W

36-04N 90-58W

34-10N 97-08W

32-46N 98-55W (Pre-IP)

32-28N 100-25W (IP)

Big Springs, Tex (Target)

32-00N 102-05W (Start Search)

31-26N 103-30W (End Search)

33-11N 102-17W (IP)

*Plainview, Tex (Target)

34-25N 100-13W (IP)

Frederick, Okla (Frederick A/F)(Target)

34-56N 95-47W (Moulester, Okla)

44-31N 89-34W

44-03N 86-31W (Start A/R)

44-03N 83-34W (Point Extra)

42-38N 83-23W (Point Yankee)

40-25N 86-53W

Lockbourne

App I to Annex "b" to
91SRW OPORD 132-54
dtd 22 Sep 1954

SECRET

0648

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

2. Modified Routes:

a. Operations Plan 54-Y903 (Modified Primary Route):

Basic Primary Route to:

Denver, Colo (Target)

41-35N 109-14W (Pre-IP)

41-48N 110-33W (IP)

*Logan, Utah (Logan-Cache A/F)(Target)

44-05N 103-14W (Start Search)

Resume Basic Primary Route

(Fly-out minimum overall distance of 3750 NM (ground) in vicinity of Lockbourne if necessary)

b. Operations Plan 54-Y904 (Modified Alternate Route):

Basic Alternate Route to:

32-46N 98-55W (IP)

29-21N 99-08W (Pre-IP)

29-13N 99-48W (IP)

Del Rio, Tex. (Target)

29-51N 101-23W

30-19N 104-02W (Pre-IP)

31-11N 105-22W (IP)

*El Paso, Tex. (El Paso International A/F) (Target)

31-55N 103-56W (Pre-IP)

32-25N 104-14W (IP)

Roswell, New Mexico (Walker A/F) (Target)

34-54N 102-08W (Start Search)

35-40N 101-23W (End Search)

34-56N 95-47W

Resume Basic Alternate Route

App I to Annex "B" to 91SRW OPORD 132-54 dtd 22 Sep 54

(Fly-out minimum overall ground distance of 3750 NM in vicinity of Lockbourne if necessary)

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

3. Alternate Refueling Plan (Primary Route):

Basic Primary Route and Modified to:

Scottsbluff, Nebr

Springfield, Mo (37-12N 93-18W) (TP)

Marion, Ill (37-44N 88-57W) (Start A/R)

Bend in Ohio River (38-12N 86-24W) (Refueling Leg)

Elkins, W. Va. (38-54N 79-51W) (TP)

Pittsburg, Pa (40-27N 80-00W) (TP)

Lockbourne, Ohio (Destination)

4. Alternate Refueling Plan (Secondary Route):

Basic Primary Route and Modified to:

Poolester, Okla (34-56N 95-47W)

St Joseph, Mo (39-46N 94-51W) (TP)

Norfolk Reservoir, Ark (36-13N 92-13W) (TP)

Marion, Ill (37-44N 88-57W) (Start A/R)

Bend in Ohio River (38-12N 86-24W) (Refueling Leg)

Elkins, W. Va. (38-54N 79-51W) (TP)

Pittsburg, Pa (40-27N 80-00W) (TP)

Lockbourne, Ohio (Destination)

SECRET

0650

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

USCM Primary Route — No external wing tanks.

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN — EQUATION: — — —

THIS PAGE IS DECLASSIFIED IAW EO 13526

USCM Primary Route

With external wing tanks.

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

PRE-STRIKE

SECRET

FROM / ROUTE	L AND G USE	T.C.	WIND D/V DRIFT	T.H.	VAR.	M.H.	TEMP ALT	MACH	T.A.S.	G.S.	ELAPSED TIME ACC. GRD DIS	ELAPSED TIME ACC. TIME	ELAPSED TIME ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRES. FUEL REMAIN.	FUEL FLIGHT PLAN GROSS WEIGHT	DATE OF TAKE-OFF / ENGINE START / TAKE-OFF TIME / LANDING TIME / DURATION OF FLT		
Take Off and Acceleration	-	-		-		-	15° 744	-	-	-	10 00	:02 :02			88,812 2,000 86,812	175,742 2,000 173,742			
38-45N 81-00W	CL	181			A		-30° 22M -47°	VAR	410		63 50	:11 :08							
Level Off	CL	275			A		31.7M	VAR	410		113	:19			71,250 79,562	71,250 166,492			
38-14N 98-30W Pen enemy terr.	OC	268		-6			-53° 34M	.74	433		684 797	1:37 1:56			18,800 60,762	18,800 147,692			
37-58N 100-53W	CR	262		-11			-55° 35M	.74	425		112 794	:16 1:54							
38-16N Pre 104-35W IP	CR	276		-13			°	.74	425		909 174	2:10 :24							
38-50N 104-48W IP	CR	350		-13			°	.74	425		1083 39	2:34 :05							
Denver 38-49N Pre 104-50W IP	CR	350		-14			°	.74	425		1322 56 1178 98	2:39 :08 2:49 :14							
Colo Tgt 40-29N Pre 106-50W IP	CR	293½		-14½			°	.74	425		1276 98 1276 89	3:02 :13 3:02 :13							
41-52N 106-34W IP	CR	013		-15			°	.74	425		1365 58	3:16 :09			15,750 45,012	15,750 131,942			
Metrona Co A/F Tgt	CR	004		-15			°	.74	425		1427 160	3:25 :22							
41-05N Start 107-14W Search	CR	D664		-15			°	.74	425		1587 68	3:47 :09							
41-02N End 107-40W Search	CR	092		-13½			°	.74	425		1655 59	3:57 :08							
43-10N Pre 107-44W IP	CR	197		-13			°	.74	425		1714 42	4:05 :06							
42-43N 108-28W IP	CR	229		-13			°	.74	425		1756 72	4:11 :10			9,200 35,812	9,200 122,742			
Scottsbluff Nebr. Tgt.	CR	227		-14			°	.74	425		1828 261	4:21 :37							
Dep. Enemy Terr. 42-52N 98-30W	OC	072		-12			-55° 38.8M	.74	425		2089 355	4:58 :50							
Enter Minm ADIZ 44-24N 90-42W	OC	075		-9			-55° 39.2M	.74	425		2444 31	5:48 :04							
Enter Trav ADIZ 44-28N 90-00W	OC	075		-3			-55° 40M	.74	425		2475 16	5:53 :02							
44-31N 89-34W	OC	075		-3			-55° 40.1M	.74	425		2491 92	5:55 :13			14,900 20,912	14,900 107,842			
Begin Descent 44-15N 87-20W	OC	102		-1			-55° 40.6M	.74	425		2583 40	6:08 :04			300 20,612	300 107,542			
Start A/R 44-03N 86-31W	DS	102		-1			AV-30° TO 16M	VAR	485		2623 126	6:12 :33			7,950 12,662	7,950 99,592			
44-05N 83-34W Pt Extra Dep Trav ADIZ	A/R	090			A		-17° 16M	VAR	230		2749 -	6:45 -			15,000 27,662	15,000 114,592			
ON LOAD 15,000# (2,320 gal) JP-4 FUEL							°				2749	6:45			3,550 24,112	3,550 111,042			
Level Off	CL	180			A		AV-26° TO 40M	VAR	410		75 2824	:11 6:56							
42-38N Point 83-23W Yankee	OC	180			A		-55° 40.1M	.74	425		17 2841	:02 6:58							
40-25N 86-53W	OC	232			A		-55° 40.8M	.74	425		202 3043	:28 7:27							
LAFB	OC	097			0		-55° 41.2M	.74	425		199 3242	:28 7:55			7,700 16,412	7,700 103,342			
Descent & Land	-	-			-		13M 744				115 3357	:15 8:10			3,000 13,412	3,000 100,342			

SECRET

FUEL WEIGHT

A/C BASIC WT	83,800	
CREW WT	730	
OIL WT	430	
ATO SYS WEIGHT (Empty)	-	
EXT. TANKS WT (Empty)	1,525	
OPERAT-ING WT		86,505
FUEL WEIGHT: FWD		
FUEL WEIGHT: AFT		
FUEL WEIGHT: AUX.	FULL TANKS	
FUEL WEIGHT: R.B.		
FUEL WEIGHT: ATO		
FUEL WEIGHT: EXT.		
TOTAL		91,812
BOMBS WT		-
AMMO WT		425
ADL FLUID WT		-
INITIAL GROSS WT		178,742
ATO EXP AND TAXI FUEL ALW		3,000
TAKE-OFF GROSS WT		175,742

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
744	10,500	75°F

CRITICAL FIELD LENGTH 10,000

TAKE-OFF

DISTANCE	SPEED
8,600'	153 knots

SPEED

CRITICAL ENGINE FAILURE | NEAREST BEST PLANE | LINE

ATO BOTTLES INSTALLED | ATO USED | PROPELLANT WEIGHT | ADJUSTED TAKE-OFF WEIGHT | ADJUSTED TAKE-OFF DISTANCE | ATO FIRING SPEED

NOTE: 10%

Additional Fuel included for external wing tanks.

— —

PRESS. ALT	LENGTH	AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE	SPEED

SPEED

0652

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

USCM-PRIMARY - ROUTE MODIFIED — MC-EXTERNAL WING TANKS

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SECRET

I. PRE-FLIGHT PLAN

FROM LAFB / ROUTE		T.C.	WIND DIR / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT.	MACH	T.A.S.	G.S.	UNI DIS / ACC. GROSS DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRES. FUEL REMAIN.	GROSS WEIGHT
				-	-	-	-	-	-	-	10	102	10		2000	2000
	T.O. & Accel	-	-				-				50	102	10		8812	172217
085	38-42N						-				63	109	63			
C15	83-00W	CL	181		1	61	22M	VAR	410		63	111	73			
	L.O.						-				50	108	50		6600	6600
		CL	275			61	31.7M	"	410		113	119	123		80212	166617
.74	Pen. Enemy Terr.						-				684	1135	684		16517	16517
Opt	38-14N 98-30W	CC	268			-6	33.8M	.74	433		797	1154	807		63695	149100
							-55°		AV.		112	1154	112			
965	37-58N 100-41W	CC	262			-13	39.5M	.76	437		909	2109	919			
.76	38-16N 104-35W						-55°				174	124	174		7550	7550
	Pre - IP	CC	276			-13	40M	.76	437		1083	2133	1093		56145	141550
							-55°				39	105	39			
.80	38-50N 104-48W															84980
Cond	IP	CR	350			-13	40M	.80	460		1122	2138	1132			
A14							-55°				56	1074	56		2500	2500
	Tgt - Denver,Colo	CR	350			-14	40M	.80	460		1178	2146	1188		53645	135050
965	41-34N						-55°				222	1304	222		5350	5350
CC	104-34W FIP	CC	298			-15	41M	.76	437		1400	3116	1410		42295	131700
	41-48N						-55°				60	108	60			
.80	110-33W IP	CR	2814			-164	41M	.80	460		1460	3124	1470			
Cond	Logan/						-55°				56	107	56		2800	2800
A14	Cache A/F Tgt	CR	270			-17	41M	.80	460		1516	3131	1526		45495	130900
965	41-05N Start						-55°				427	1584	427		9500	9500
CC	109-34W Search	CC	0734			-16	43M	.76	437		1943	4130	1953		15995	121400
	44-05N End						-55°				68	109	68			
	103-40W Search	CR	092			-134	43M	.80	460		2011	4139	2021			
	43-10N Pre						-55°				59	108	59			
.80	103-44W IP	CR	197			-13	43M	.80	460		2070	4147	2080			
Cond	42-43N						-55°				42	1054	42			
A14	102-09W IP	CR	229			-13	43M	.80	460		2112	4152	2122			
	Scotts Bluff						-55°				72	1094	72		5700	5700
	Nebr. Tgt.	CR	227			-14	43M	.80	460		2184	5106	2194		32995	115700
965	Dep Enemy Terr						-55°				261	136	261		5400	5400
.76	42-52N 98-30W	CC	071			-12	45M	.76	437		2445	5138	2455		24895	110300
	Enter Minn ADIZ						-55°				155	150	155			
	44-24N 90-42W	CC	075			- 9	41.3M	.74	425		2800	6128	2810			
	Enter Troy ADIZ						-55°				31	104	31			
.74	44-28N 90-00W	CC	075			- 3	41.4M	.74	425		2831	6132	2841			
Opt	44-31N						-55°				14	1054	14			
CR	89-34W	CC	075			- 3	41.4M	.74	425		2847	6135	2855			
	44-15N 87-20W						-55°				92	113	92		8100	8100
	Begin Decent	CC	102			- 1	41.8M	.74	425		2939	6148	2949		16795	102200
	44-05N 86-31W						AV-30°				40	104	40		300	300
DS	Start A/R	DS	102			- 1	16M	VAR	484		2979	6152	2989		16495	101900
A/R	44-03N 83-34W Pt Entre						-47°				126	133	126		7250	7250
	Dep Troy ADIZ A/R	090				∠ 2	16M	VAR	230		3105	7125	3115		9245	94650
											-	-	-		22000	22000
	ON ICAO 22,000# (3,440 GAL) JP-4 FUEL										3105	7125	3115		33245	116650
							AV-30°				75	111	75		3300	3300
C14	Level Off	CL	180			∠ 3	39.4M	VAR	410		3180	7136	3190		27945	113350
	42-38N 83-23W						-55°				17	1084	17			
.74	Point Yankee	CC	180			∠ 3	39.6M	.74	425		3197	7138	3207			
Opt	40-25N						-55°				202	128	202			
CR	86-51W	CC	231			∠ 3	40.9M	.74	425		3399	8106	3409			
							-55°				199	128	199			
	LAFB - VOR	CC	097			∠ 3	41M	.74	425		3598	8134	3608		9050	9050
	Local Flying						-55°				-	120	142			
	LAFB VOR	CC	-			-	41.3M	.74	425		3598	8154	3750		18695	104100
							35°				-	135	-		3000	3000
	DS & LAND	-	-			-	744	-	-	-	3598	9109	3750		15695	101100

DATE OF TAKEOFF

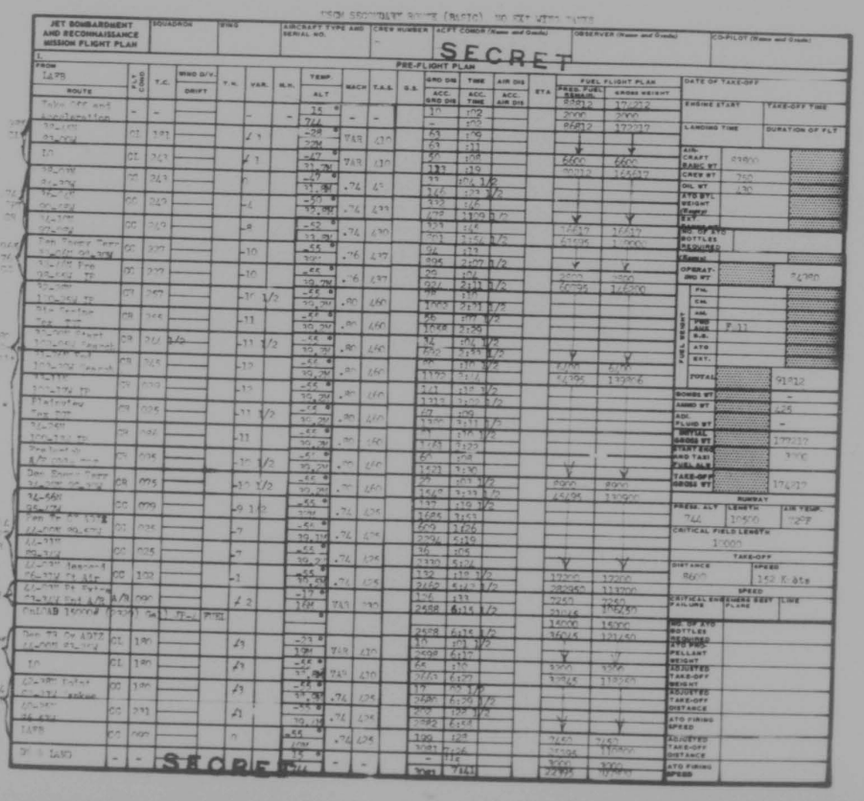
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIR START	83800	
BASIC WT	6600	
CREW WT	750	
OIL WT	430	
FIXT EQ	"	
EQUIP.		
CAT	-	
TANKS WT		
TOTAL		84980
FUEL		
OIL		
TWO AUX	FULL	
AUX		
AUX		
BAT		
TOTAL		91812
BOMBS WT		"
AMMO WT		425
MISC		
INITIAL GROSS WT		177217
TRAFFIC		3000
ANTI TANK		
TAKE-OFF GROSS WT		174217
NUMBER		
FUEL ALT	ENROUTE	SIN TEMP
744	10,500	70°F
CRITICAL FUEL LEVELS		
10,000'		
TAKE-OFF		
DISTANCE	SPEED	
8,600'	152 knots	
LANDING		
CRITICAL ALT/SPEED	WIND REF LINE	TIME
DEFUELING		
OUTLETS		
FUEL WT		
PILLANT		
WEIGHT		
DEFUELING		
AIR START		
WEIGHT		
DEFUELING		
TAKE-OFF		
DISTANCE		
DEFUELING		
SPEED		
CRITICAL ALT/SPEED	WIND REF LINE	TIME

SECRET

0653

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



SECRET

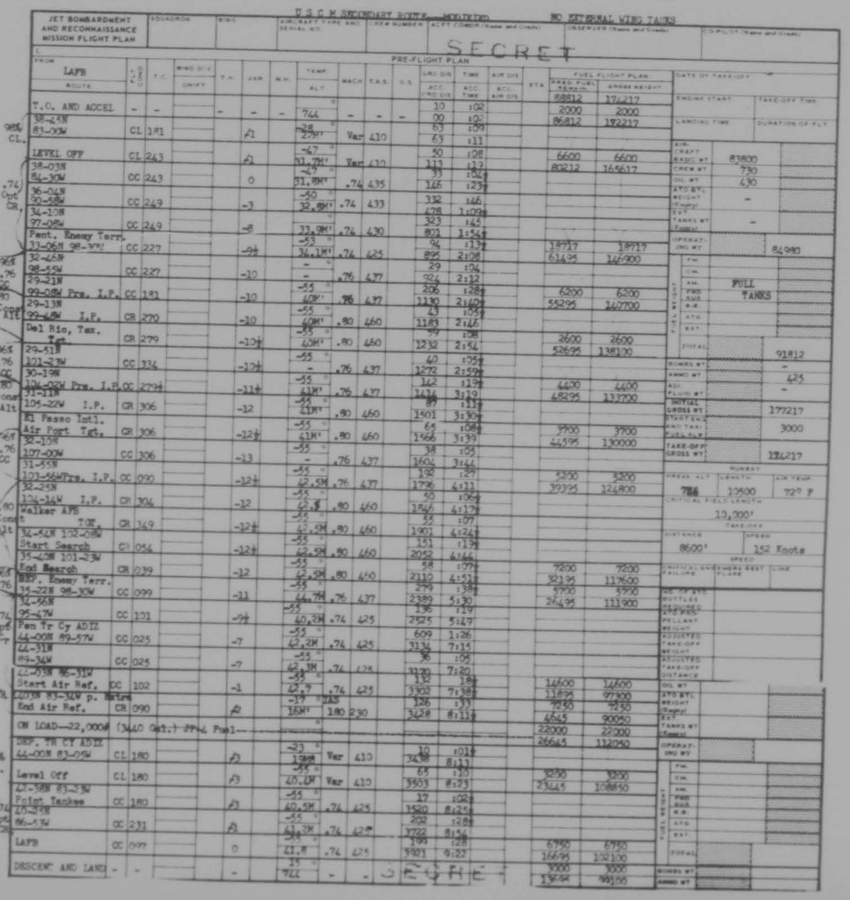
JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

PRE-FLIGHT PLAN

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
22 September 1954

APPENDIX II

TO

ANNEX "B"

OPERATIONS ORDER

SERIAL NO. 132-54

AIR REFUELING

App II to Annex "B" to
91SRW OPORD 132-54
dtd 22 Sep 1954

SECRET

0656

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
22 September 1954

APPENDIX II

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 132-54

AIR REFUELING

1. All reconnaissance aircraft will be scheduled for post target refueling.

2. Aircraft flying basic primary and alternate route will be scheduled for minimum transfer of 15,000 pounds in a two receiver/one tanker ratio.

3. Aircraft flying modified basic primary and secondary routes will be scheduled for minimum transfer of 22,000 pounds.

4. Orbit Point: 44-03N 86-31W

5. Refueling speeds: 180 kts I.S.

6. Orbiting: Tankers will orbit in a left hand holding pattern, the final orbit to be adjusted to overfly orbit point when receiver is 50 miles out. Long range power settings will be used in the orbit pattern.

7. Individual tankers will arrive at orbit point at refueling altitude 15 minutes prior to scheduled arrival time of receiver.

8. Rendezvous data:

a. APN-76 and APN-12 will be utilized as primary method of rendezvous. Verbal corrections will be given the receiver by the Tanker Navigator. APN-11 and APS-23 will be utilized to monitor above rendezvous procedures.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

b. In the event that rendezvous instructions have not been received by the receiver aircraft when 50 miles from the orbit point and contact has been established by APN-11 and APS-23 this will become primary means of rendezvous.

c. Radio silence will be maintained while in contact with the exception of an emergency.

9. Altimeter settings 29.92.

10. Air Refueling Tactics and procedures will be in accordance with Aerial Refueling Tactical Doctrine.

SECRET

0658

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

RECEIVER NELSON	TANKER HEROD	RENDEZVOUS SETTINGS					UHF		BRIEFED RNDZ TIME		RNDZ & A/R ALT
		TKR APN-12		REC APN-76		APN-11	INITIAL CONTACT	REFUELING	PRIM	SEC	
#1	#1	4	8	8	4	1-1-2	311.0	266.2	1900Z	1842Z	17,500
#2	#2	5	7	7	5	1-3	311.0	279.8	1915Z	1857Z	17,000
#3	#3	6	4	4	6	2-1	311.0	256.0	1930Z	1912Z	16,500
#4	#4	7	5	5	7	3-1	311.0	318.0	1945Z	1927Z	16,000
#5	#5	8	4	4	8	2-2	311.0	291.9	2000Z	1942Z	15,500
#6	#6	5	7	7	5	1-3	311.0	324.2	2015Z	1957Z	15,000
#7	#1	4	8	8	4	1-1-2	311.0	266.2	2030Z	2012Z	17,500
#8	#2	5	7	7	5	1-3	311.0	279.8	2045Z	2027Z	17,000
#9	#3	6	4	4	6	2-1	311.0	256.0	2100Z	2042Z	16,500
#10	#4	7	5	5	7	3-1	311.0	318.0	2115Z	2057Z	16,000
#11	#5	8	4	4	8	2-2	311.0	291.9	2130Z	2112Z	15,500
#12	#6	5	7	7	5	1-3	311.0	324.2	2145Z	2127Z	15,000

SECRET

SECRET

1. Radio silence will be maintained during actual refueling except in emergency.
2. Tankers will depart orbit point on revised ETA of receiver.
3. Rndz times will be adjusted in accordance with metro winds on day of mission to allow T/O as scheduled.
4. Nelson #4 (Primary) and Nelson #8 (Secondary) will on load minimum of 22,000#. Remaining receivers minimum of 15,000#.
5. 4270 KC will be utilized as UHF back-up freq.
6. All information pertaining to Nelson #11 and 12 and HEROD #6 will be deleted for X + 4 and X + 5 operations.

App II to Annex "B" to 91SRW OPORD 132-54 22 Sep 1954

0659

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
22 September 1954

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 132-54

PHOTOGRAPHY

Annex "C" to
91SRW OPORD 132-54
dtd 22 Sep 1954

SECRET

0660

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
22 September 1954

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 132-54

PHOTOGRAPHY

1. PHOTO EQUIPMENT:

a. Camera Installation, each aircraft:

(1) Radar: O-15 camera. Two C-1A magazines (one spare). Film type 2, Class L, 100 ft rolls.

(2) Forward Oblique: One K-38, 24" camera, 25-A filter. Film type 1B, Class L, 390 ft roll.

(3) Multi: Three K-38, 36" cameras, 25-A filters. Film type 1B, class L, 390 ft rolls.

(4) Vertical tri-camera: One K-17C, 6" camera, MB filter. Film type 1B, class L, 390 ft roll.

b. Aerial Camera Exposure Settings, all sorties:

(1) Forward oblique: 1/50 second, f/8.

(2) Multi: 1/50 second, f/8.

(3) Vertical tri-camera: 1/50 second, f/6.3.

c. Aerial film development will be Group 3 (High Contrast).

d. Camera Requirement Orders (ROLAD Form 27) will be submitted by tactical squadrons at least 24 hours prior to scheduled take-off.

e. The second target on each route is the USCM evaluation target for operational equipment.

Annex "C" to
91SRW OPORD 132-54
dtd 22 Sep 54

SECRET

0661

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

2. PHOTO REQUIREMENTS:

a. All aerial cameras will be operated as specified below regardless of cloud cover.

b. Aiming points for airfield type targets will be the center of the runway system for purposes of evaluation. Aiming points for city type targets will be the center point of the built-up area.

c. Radar route photo: Required over designated enemy territory except during IP-Target runs.

(1) Specifications: One photo every twelfth scan and Section V, S.C Regulation 95-1.

(2) Evaluation: Search leg of each route will be evaluated for training minimums - par 26b(1), S.C Regulation 95-1. Remainder of route photo will be evaluated for combat minimums - par 26b(2), S.C Regulation 95-1.

d. Radar IP-Target Photo: Required on all assigned IP's and targets.

(1) Specifications: In accordance with S.C Regulation 95-1 and S.C Manual 50-38.

(2) Evaluation: Both combat minimums and training minimums, S.C Regulation 95-1.

e. Grid legs or day celestial will be scored as claimed on individual flight logs.

f. Forward Oblique Photo: Continuous coverage required over designated enemy territory.

(1) Specifications: Coverage of each IP and Target. Minimum of 50% overlap with continuous coverage, disregarding turns.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(2) Evaluation: Training minimums for IP-Target runs.
Combat minimums for route photo - S.C Manual 55-3.

g. Trimetrogon Photo: Vertical tri-camera only will be installed under provisions of SAC message DOTRFC 1914, 9 Jul 54. Continuous coverage required over designated enemy territory for route photo and large scale orientation photo, stereo photos.

(1) Specifications: Overlap desired 60%, minimum 52%. Coverage of targets.

(2) Evaluation: Combat minimums.

h. Large Scale Target Photo: All cameras of the multi installation will be operated. Photo coverage of each assigned target and city target complex is required. Coverage of each city target complex will include built-up area and suburbs.

(1) Targets of opportunity will be photographed, but without deviation from course and provided weather and film permit.

(2) Specification: "Flight and Evaluation Specifications", consolidated 50-8 and 50-26 training specifications for assigned targets. Combat minimum for targets of opportunity - overlap desired 60%, minimum 52%.

(3) Evaluation: Training minumums for assigned targets. Combat minimums for targets of opportunity.

i. For evaluation purposes, briefed flight lines for IP-target runs will be determined after aircraft turns have been stabilized. Flight line deviation will be determined from airing points as designated on the flight logs, or if not indicated, the recon tech squadron will determine the center points of city targets.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

3. TRAINING CREDIT:

a. All radar IP-Target photo will be evaluated for 50-8 training credit. Practice photo will be determined by a "P" on the radar data card, otherwise photo will be scored as record.

b. Crews may designate trimetrogon charting strips in the remarks section of the photo log if desired for training credit. Trimetrogon charting, forward oblique IP-Target photo, and large scale multi photo will be evaluated as practice unless forms designating record training runs are submitted to the Reconnaissance Technical Squadron in advance of aircraft take-off.

4. LANDING PROCEDURES:

a. Photo flight logs will be completed by the observer prior to aircraft landing. Flight logs will be made in duplicate.

b. After landing and crew have left the aircraft, the 91A&E Sq camera personnel will be the first to enter the aircraft to secure radar and aerial film and the original copy of the photo flight log.

c. The 91A&E Sq will unload magazines and deliver film, log and camera requirement order to the Reconnaissance Technical Squadron with minimum delay.

d. In the event an observer has been unable to complete the log in flight due to an emergency, the film will be delivered to the Reconnaissance Technical Squadron, properly identified by aircraft and sortie number, without waiting for the logs. The crew will be responsible for delivery of the log direct to the Reconnaissance Technical Squadron by available personnel.

5. CRITIQUES:

a. Individual crew critiques will be scheduled by the Reconnaissance Technical Squadron and tactical squadrons prior to shipping the

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

original film. Critiques will be scheduled for completion by 1600 hours, 7 October 1954.

b. A representative of the 801st Reconnaissance Technical Sq will present aerial and radar photo results at the General Critique, to include:

(1) Percentage of targets on which acceptable photo was accomplished.

(2) Reasons for rejection of photography.

c. The Reconnaissance Technical Squadron will provide evaluation reports as requested by the 91st Wing Reconnaissance Section, as soon as available but not later than 1400 hours, 3 October 1954, for posting the USCM Recap Form for the General Critique.

d. Training evaluation forms, copies of logs and camera requirement order and the record photo forms will be forwarded to the Wing Reconnaissance Section after completion of individual crew critiques.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1398 ACTION: 91SRW

FM COMDR SAC OFFUTT AFB NEBR
TO JWFKL/COMDRAF 2 BARKSDALE AFB LA
JFRHD/COMDRAIRDIV 5 SIDI SLIMANE FR MOR
INFO JEDBO/COMDRADIV 801 LOKCBOURNE AFB OHIO
ZEN/COMDRNEAC PEPPERRELL AFB NFLD
ZEN/DR REPR HQ SAC OBOE PEPPERRELL AFB NFLD
/CONFIDENTIAL/DOOPO 4385. MYMSG DOOPO 4115, 25 AUG 54. PART 1 OF 3 PARTS. A PORTION OF MSG FR COMDR NEACHAS CONCERNS 91ST SRW SURVEY FLT O/A 10 SEP IS QUOTED FOR UR INFO AND COMPLIANCE. "PNTERNAL CITE NBR, NECOP 3285 DTD 27 AUG 54. CLRNCE APVD. REQ NAME, RANK, SCTY CLRNCE OF PERS MAKING UP SURVEY TM BE FWDD TO COMDR GOOSE W/INFO THIS HQ. ALSO, REQ ORDERS PLACING PERS ON TDY TO THIS COMD INCLUDE INTERNAL, CITE NBR AND CALENDAR DT OF THIS MSG AS AUTH FOR THEATRE CLRNCE." PART 2: 5TH ADIV CONCURS W/PROPOSED SURVEY TM VISITING SIDI SLIMANE 18 SEP 54. PART 3. FOR 5TH ADIV: PART 2 THIS MSG IN RE URMSG DO-5 1612, 26 AUG 54. FOR YOUR INFO, PROPOSED OPERATION "HIGH TIDE" HAS BEEN CANCELLED. 31/2332Z AUG JEDMH

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS,
LT COL, USAF.

CONFIDENTIAL

EXHIBIT # 3

0666

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNIASSANCE WING (M) (SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

GENERAL ORDERS)

NUMBER 19)

8 September 1954

STAFF ASSIGNMENT

WING ADJUTANT - - Announcement is made of the appointment of LIEUTENANT COLONEL HARRIS C. ANDREWS A0660609, United States Air Force, this Headquarters, this station, Strategic Air Command, as Wing Adjutant, 91st Strategic Reconnaissance Wing, Medium, effective 9 September 1954, Vice MAJOR FREDRIC W. SHOOK 13175A, relieved.

Charles M. Eisenhart

CHARLES M. EISENHART
Colonel, USAF
Commander

DISTRIBUTION: "D"
5-HQ SAC
5-HQ 2AF

EXHIBIT #34

0667

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M) (SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

GENERAL ORDERS)

NUMBER 21)

20 September 1954

STAFF ASSIGNMENT

DIRECTOR OF OPERATIONS - - Announcement is made of the appointment of COLONEL WILLIAM E. TODD 4502A, United States Air Force, this Headquarters, this station, Strategic Air Command, as Director of Operations, 91st Strategic Reconnaissance Wing, Medium, effective 20 September 1954, Vice COLONEL HAL C. CONNER 7977A, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HARRIS C. ANDREWS
Lt Col, USAF
Adjutant

Harris C. Andrews
HARRIS C. ANDREWS
Lt Col, USAF
Adjutant

DISTRIBUTION: "D"

EXHIBIT # 33

0668

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Trans 5-10 Dec 54

SECRET

OCTOBER 1954

HISTORICAL REPORT

91st STRAT. RECON. WING

91st STRATEGIC RECONNAISSANCE WING

LOCKBOURNE AIR FORCE BASE

SECRET

RSI Central File
S09713

J-14062

2D AF BARKSDALE AFB, LA. NOV. 52-8768

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Classification: SECRET
Authority: CO, 91st Strat Recon Wg.
Initials: Andrews
Date: 5 Dec 54

HISTORICAL REPORT

FOR

OCTOBER 1954

91ST STRATEGIC RECONNAISSANCE WING(M)

LOCKBOURNE AIR FORCE BASE, OHIO

SECRET

RSI Contl No
S09713

3-2462-5A

0674

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TITLE PAGE

UNIT HISTORICAL REPORT

91st Strategic Reconnaissance Wing, Medium

(801st Air Division)

(Second Air Force)

Lockbourne Air Force Base, Ohio

For Period: 1 to 31 October 1964

Assigned Units

Hq & Hq Squadron, 91st Strategic Reconnaissance Wing, Medium
91st Tactical Hospital
91st Air Refueling Squadron, Medium
322nd Strategic Reconnaissance Squadron, Medium
323rd Strategic Reconnaissance Squadron, Medium
324th Strategic Reconnaissance Squadron, Medium
91st Field Maintenance Squadron
91st Periodic Maintenance Squadron
91st Armament and Electronics Maintenance Squadron
Detachment Number One (1), Hq 91st Strategic Recon. Wing, Medium

This Report Prepared by:

HARRIS C. ANDREWS
Lt. Col, USAF
Historian

and

A/3C Walter R. Wagner
Historical Technician

This Report Approved by:

CHARLES H. EISENHART
Colonel, USAF
Commander

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TABLE OF CONTENTS

	Page
Title Page	II
Table of Contents	III
Authority	IV
Glossary of Abbrevations Used	V
Narrative Section	
Organization & Administration	1
Personnel	6
Operations & Training	12
Mission Analysis	26
Maintenance & Supply	28
Bibliography of Sources	32
Appendix of Exhibits	33

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AUTHORITY

This Historical Report is prepared in accordance with the following regulations and manuals:

SAC Regulation 210-1, dated 7 October 1952

SAC Manual 210-1, dated June 1951

2AF Regulation 210-1, dated 10 January 1953

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AWOL	Absent Without Leave
AB	Air Base
Amn	Airmen
Auth	Authorized
Col	Colonel
Cmdr	Commander
D/Opns Trg Sect	Director of Operations Training Section
D/Opns	Director of Operations
Dtd	Dated
Hqs	Headquarters
Lt Col	Lieutenant Colonel
Maint	Maintenance
(M)	Medium
Offs	Officers
Orgn	Organization
RB	Reconnaissance Bomber
Recon	Reconnaissance
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Strat	Strategic
2AF	Second Air Force
Wg	Wing

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary of Abbreviations Used (Continued)

Abbreviations Used in Aircraft Operations

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit . Only those crews which a unit commander would use for the actual combat operations will be used in this sense.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit,but which is capable of conducting operational training flights.

Potential Crew. A complete combat crew which can not be reported as combat ready or non-combat ready because of the limitations imposed by the definitions of those crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit excluding those crews reported as Table of Distribution Staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters,Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade,or other factors,which make crew utilization unprofitable.

In-Commission. An aircraft is in commision when it is capable of performing normal flight operations.

Evaluation Missions. A mission which is flown to evaluate reconnaissance crew reconnoitering capability, to test new procedures and techniques,etc.

Long Range Tactical Mission. A mission of at least ~~22~~ 10 hours duration accomplished by an individual crew or crews, which emphasizes cruise control techniques and procedures, navigation under simulated tactical conditions aerial and radar scope photography,etc.,and is not to be considered as a unit or simulated combat mission.

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current Strategic Air Command tactical war plan or any assigned unit simulated combat mission of equal scope flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary Of Abbreviations Used (Continued)

Abbreviations Used in Photo Reconnaissance

Multi-Camera Station. This set is made up of four(4) K-38 cameras fitted with 36 inch lens cones. The cameras make photographs nine (9) by 18 inches, and are so mounted so that when the four(4) pictures are placed end to end, they make one(1) continuous photograph nine(9) by 72 inches. There is less th one (1) inch overlap on each of the prints. The multi-cameras make extremely large scale photographs of any given target area and are used for detailed study of a target. The minute detail is of great value to intelligence office

Tri-Metrigon Station. The tri-metrigon system is a combination of three(3) cameras of short focal length lenses. In the case of the 91st Wing, they are K-32s fitted with six(6) inch lens cones and are so mounted so that one unit shoots down and the other two make left and right hand oblique photos. They are mounted at 60 degrees, and when the three(3) pictures are placed together they make one (1) continuous print covering the area from horizon to horizon. The print size of each photo is nine (9) by nine(9) inches. Tri-metrigon photography plays an important role in photogr phy in that a strip of it can be made into a complete photomap. When used over new areas of enemy territory the Intelligence people can locate troop concentrations, installations, transet systems, and ferr t out many other items of value. The limitations of the information gained from this photography is in direct proportion to the quality of the photogr phs and the accuracy of the photo logs kept by the photo-navigator.

Forward Oblique Camera Station. The forward oblique camera position is a K-22 camera fitted with a 12 inch lens cone. The camera shoots forward of the aircraft and is depressed 40 degrees from horizontal. Photographs taken with this camera position on an initial point to target run for example, will give a graphic presentation to a bombardier of just what he will see on his bombing run. The photographs taken with this camera are of special value to light bombardment and fighter-bomber units. From altitudes above 10,000 feet, entire airfields and large inst llations can easily be photographed. The picture taken in this position in conjunction with other two(2) installations give full and complete coverage of the target area.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ORGANIZATION AND ADMINISTRATION

Organizational Structure.

The following units were assigned or attached to the 91st Strategic Reconnaissance Wing at Lockbourne Air Force Base, Ohio and Goose Air Base, Labrador as of 2359 hours, 31 October 1954:

Headquarters Squadron Section, 91st Strategic Reconnaissance Wing, Medium

91st Tactical Hospital

91st Air Refueling Squadron, Medium

322nd Strategic Reconnaissance Squadron, Medium

323rd Strategic Reconnaissance Squadron, Medium

324th Strategic Reconnaissance Squadron, Medium

91st Field Maintenance Squadron

91st Periodic Maintenance Squadron

91st AGE Maintenance Squadron

Detachment Number 1, 91st Strategic Reconnaissance Wing, Medium

Changes in Key Wing Personnel

During October only one change took place in key wing personnel, that being the change of Squadron Commanders in Headquarters Squadron Section. Major George A. Brenner, A0650035 took over for vice Major Eugene A. Grauer, A0434902 who is currently convalescing in the hospital from a back ailment.[1]

Appointment of Additional Top Secret Control Officers

Four officers of the 91st SWg were appointed additional top secret control officers. The officers were:[2] Lt. Colonel Wile G. Peterson,

1. GO #25, Hq 91st SWg., 13 October 1954, Exhibit # 1
2. PAM #38, Hq 91st SWg., 13 October 1954, Exhibit # 2

SECRET

0681

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AO912652, Wing Intelligence Section; Major Paul L. Montag, AO433568, Wing Material Section; Major Jayne C. Chambers, AO609517, Tac Plans; and 1/Lt Thomas W. Castaldo, AO2230255, Wing Personnel Section. These officers are now authorized to control top secret material in case that they called upon to do so in the performance of their official duties.

SACLANT Staff Visit

On October 15,1954, Lockbourne Air Force Base and the 91st Strategic Reconnaissance Wing were hosts to the SACLANT Staff on their visit to this installation. SACLANT is the code name given to the joint operation whereby NATO personnel are briefed on the methods of operation of SAC bases. SACLANT Staff was composed of the following personnel:[3]

Rear Admiral L.J. Huffman USN, Captain M. Durski USN, Captain F. Novak USN, Captain J.D. Shaw-Hamilton Royal Navy, Captain D.J.M. Whitfield Jr. USN, Captain R.R.Hay USN, Captain C.D. Waters Jr. USN, Captain F.D. Foley USN, Colonel L.M. Mason USMC, Wg. Cmdr. D.P.S. Bevan-John RAF, Captain J. VanHage Royal Netherlands Navy, Captain J.C. Reed Royal Canadian Navy, Cmdr. E.J. Kroeger USN, Wg. Cmdr. R.F. Beeny RAF Cmdr. R.H.C. Wyld Royal Navy, Cmdr C.J. Douguet French Navy, Wg. Cmdr. J.P. Cody RAF, Lt. Col. J.H. Kellerman USAF, Lt Col.C.F. Byars USAF, Cmdr. T.S.B. Peacock, Royal Canadian Navy, Cmdr. R.A. Turnbull Royal Navy, Cmdr. (s) W.J.M. Buttee RCNR, Royal Navy, Wg. Cmdr. A.C. Dagg Royal Canadian Navy, Lt Col. A.C. Lund Royal Norwegian Army, Instr. Cmdr. M.P. Morgan Royal Navy, Wg. Cmdr. W. Beringer RAF, Cmdr W.H. Howe Royal Canadian Navy, L. Cmdr. A. VanCorge, Royal Netherlands Navy, L. Cmdr. P.M. Elbers, Royal Netherlands Navy, L. Cmdr F.DeSe neira Araujo Portuguese Navy, Lt. R.P. Mas, French Navy.

3. Pamphlet, "Welcome to Lockbourne Air Force Base," prep by Informational Svs., 401st Air Base Group, 15 October 1954.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The members of the Staff were welcomed and briefed by B/Gen H.T. Wheless, 801st Air Division Commander. Following this briefing, the officers were taken on a tour of base facilities. The 91st Strategic Reconnaissance Wing was host for this part of the tour. The following facilities of the 91st Strategic Reconnaissance Wing were visited: RB-47 and KC-97 Simulators, dock hanger, Static Display RB-47, jumbo hanger, 91st A&E Squadron, and a tour of the flight line.

A message was received by this headquarters from Headquarters SAC that expressed the appreciation of Gen LeMay on the fine showing made by the personnel of Lockbourne in conducting this tour.[4] In this message also is quoted the thanks of Admiral Jerauld Wright for the attention given to the SACLANT Staff at Lockbourne. He stated that they were most enthusiastic in their reports on the tour of this base and that it was a most worthwhile trip.

Maintenance Man of the Month Program

Command emphasis was given to the Maintenance Man of the Month Program during the month of October with the issuance of Wing Regulation 66-3.[5] This regulation established a procedure that will give recognition to one outstanding maintenance man in the 91st Strategic Reconnaissance Wing each month. The Commander of each maintenance activity section within the wing will recommend one airman each month for this award. The criteria for selection will be based on outstanding contributions, attitude, progressiveness, resourcefulness, knowledge of tools, knowledge of current directives, leadership qualities, military conduct and any other qualities desirable in a good maintenance man. All airmen will be

4. Msg fr. Cmdr. SAC to Cmdr 2AF, 20 Oct '54 Exhibit # 5
5. Hq 91st SRW Reg 66-3, "Maint Man Of the Month", 1Oct '54, Exhibit # 17

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

eligible regardless of rank. The Maintenance Man of the Month will be selected by the Chief of Maintenance and his name submitted to the 91st Flying Safety Officer.

Many benefits are to be derived for any airman who is the recipient of this award. Arrangements have been made with the Public Information Officer for a news item along with a picture to be printed in the base paper and in the home town paper of the person selected. The persons name is also entered on the Maintenance Man of the Month plaque, ondisplay in the 91st Wing Headquarters building. In addition, the person will receive a three day pass and arrangements will be made with the Operations Section to provide a flight by Military air to any SAC base in the United States for this three day pass. The Squadron Commander may award any other privileges commensurate with the spirit of the award.

Barracks of the Month Inspection

An inspection of the barracks of the 91st SPTg was conducted on 29 October 1954 by Lt. Colonel Peterson, Lt. Colonel Andrews, Captain Cox and Lt. Keeler.[6] The winner of the Barracks of the Month award for the fifth straight month was the 91st Field Maintenance Squadron.[7] The order in which the squadrons finished was as follows:

1. Field Maintenance Squadron
2. Periodic Maintenance Squadron
3. 322nd SPS
4. A&E Squadron
5. 323rd SPS
6. 324th SPS
7. Hq Sq Section

Inspection of the 91st A&E Squadron

An inspection was conducted by Colonel Burke and Lt. Colonel Andrews

6. Rpt,"Barracks of the Month Inspection.",29 Oct 54,prep by 91st AG Sect. Exhibit # 20.
7. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

of the 91st Armament and Electronics Maintenance Squadron on the 20 October 1954. All shops were visited and appeared to be in excellent shape.[8] Of the fourteen(14) officers and 366 airmen assigned, seven(7) officers and 301 airmen were present for duty.

The armament shops were having trouble with right hand guns shorting out.[9] They think it is due to moisture swelling the insulation, thereby causing the short to occur. Only the right hand gun control box is affected. This control box is mounted with the opening to the mechanism which is in the up position, whereas the control on the left hand gun is mounted with the opening on the bottom, thereby letting the moisture escape.[10]

Inspection of the 91st Periodic Maintenance Squadron

An inspection of the 91st Periodic Maintenance Squadron was made by Colonel Burke and Lt. Colonel Andrews on 6 October 1954.[11] The KC-97 docks, supply, engineering and orderly rooms were visited. All appeared to be in excellent shape.[12] The work load in this squadron was slowed down due to the change in inspection time required on aircraft from 100 to 200 hours. Of the five (5) officers and 170 enlisted men assigned, four(4) officers and 134 airmen were present for duty.

8. Rpt,"Inspection of 91st A/E Sq", 20 Oct 54,prep by 91st AD Sect.Exhibit # 21
9. Ibid.
10. Ibid.
11. Rpt,"Inspection of 91st Periodic Maint Sq" 6 Oct 54,prep by 91st AD Sect, Exhibit # 22
12. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PERSONNEL

Personnel Strength

As of 31 October 1954, a total of 1992 individuals was assigned to the 91st Strategic Reconnaissance Wing, Medium. However, this figure did not include the 91st Tactical Hospital on the 801st Air Base Group.[1] Of this total, 365 were officers and 1627 were airmen.[2] These figures reflected the following changes over the number of personnel assigned as of the end of September 1954:[3] Eight(8) officers were lost as were 29 airmen, resulting in an overall personnel loss of 37 individuals.

The following is a comparison of authorized versus assigned strength of this wing as of 31 October 1954:[4]

	TOTAL AUTH	TOTAL ASSG
Officers	378	365
Airmen	1669	1627
Total	2047	1992

Roster of Key Personnel of the 91st Wing

On the following page ofthis narrative will be found a roster of key United States Air Force Personnel assigned to this wing as of the end of October 1954.[5] The only change that occured in key personnel in the month of October was the change of squadron commanders in Head-

1. Weekly Mean Strength Rpt, Oct 54,prep by Stat Svs,801st AB Gp.
2. Ibid.
3. Weekly Mean Strength Rpt,Sept 54,prep by Stat Svs,801st AB Gp.
4. Rpt,"Status of Offs and Amn.",prep by Pers Sect.,91st SRWg.
5. Rpt,"Roster of Key Personnel." Oct 54,prep by Pers Sect.,91st SRWG

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

quartors Squadron Section. Major George A. Brenner, AO659035, assumed the dutoes ofthis office, vice Major Eugene A. Grauer, AO434902, relieved.[6] Major Grauer is currently convalescing in the hospital from a back ailment.

Airmen Proficiency Tests

During October the following results of Airmen Proficiency Tests taken were received on this station:[7]

Of the 130 persons who took the tests, 82 or 63 percent passed with 48 or 37 percent failing to pass. A breakdown of these tests by Air Force Speciality Code, the number who passed and the number who failed is as follows:[8]

One airman took the 32170/71, Bomb-Navigation Systems Supv. test and passed it. Of the 19 men who took the 43151, Senior Acft. Mech test, one man passed it while 18 men failed to pass it. Twenty-seven (27) airman took the 43152, Sr. Acft Recpr Eng Mech test, with 23 passing it and only four failing. Of the Three(3) personnel who took the 43153, Sr. Acft Jet Eng Mech test, two(2) passed it and one(1) airman did not pass. Nine(9) airmen took the 43154, Sr. Acft Electrican test, with eight(8) passing and one(1) airman failing. Of hte three(3) airmen who took the 43156, Sr. Acft Inst Mech test, all three(3) passed. Four(4) airmen took the 43159, Sr Inflight Refueling Spec test, three(3) airmen passed and one(1) airman failed to pass it. Of the 41 personnel

6. G.O. # 25, Hq 91st SRWg, 13 Oct 54, Exhibit # 1.
7. Interview with S/Sgt Bales, 801st AB Gp testing office by A/3C W.R. Wagner, 91st Hist Tech., 29 Nov 54
8. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ROSTER OF KEY PERSONNEL OF THE 91ST STRATEGIC RECONNAISSANCE WING AS OF 31 OCTOBER 1954

Wing Commander	EISENHART, CHARLES M.	Colonel
Deputy Commander	BURKE, WILLIAM	Colonel
Adjutant	ANDREWS, HARRIS C.	Lt. Colonel
Comptroller	RJELSTAD, KENNETH S.	Lt. Colonel
Director of Personnel	DOUGHTY, DAVID H.	Captain
Inspector General	ROSS, WILLIAM O.	Major
Intelligence Officer	PETERSON, NILS G.	Lt. Colonel
Director of Operations	TODD, WILLIAM E.	Colonel
Director of Material	MIXSON, MARION C.	Lt. COlonel
CO-322nd SRS	CHAFIN, JAMES T. JR.	Major
CO-323rd Srs	GSHWANDTNER, FRANK	Major
CO-324th SRS	ARCHER, JOHN H. JR.	Lt. Colonel
CO-91st Air Refueling Squadron	HOVIK, CLIFFORD S.	Lt. Colonel
CO-91st Field Maintenance Squadron	LAWRENCE, DAVID B.	Lt. Colonel
CO-91st Periodic Maintenance Squadron	BROUGHTON, THOMAS E.	Major
CO-Armament & Electronics Maint Sqdn	WADE, ERNEST C.	Lt. Colonel
CO-Hq Sq Section, 91st SRWg.	BRENNER, GEORGE A.	Major
Chief of Maintenance	CARTER, ROBERT F.	Lt. Colonel

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

who took the 43170/71, Acft Maint Tech test, 24 passed with 17 failing. Four(4) airmen took the 43179, Inflight Refueling Tech test with three (3) airmen passing it and one(1) failing. One(1) airman took and passed the 43372/73, Acft Jet Engine Overhaul Tech/Supv test. Five(5) airmen took and passed the 64151, Sr Organ Supply Specl test. Of the nine (9) airmen who took the 70250, Clerk test, seven(7) passed and two(2) failed to pass. One (1) airman took the 70270, Administrative Supv test and passed it.

Combat Crew of the Month

The 91st Strategic Reconnaissance Wing,Medium Combat Crew of the Month for the month of October 1954 is as follows:[9]

Aircraft Commander, Captain Max A. Moore
Pilot, Captain Norbert A. Wuthrich
Photo-Navigator 1/Lt Earl L. Huggins

Captain Moore's crew was selected as Combat Crew of the Month for the 91st Strategic Reconnaissance Wing,Medium for October due to their rapid advancement as a new crew. The crew forming in September 1954, has completed all 50-43 requirements except night air refueling. Sound flight palnning enabled the crew to obtain the maximum amount of inflight training in relatively few missions.Proof of the crew's ability was exhibited when assigned to fly as alternate crew on the USCM in October. On this mission, the crew obtained a score of 100 percent for all assigned requirements. The air refueling required pilot techniques in that refueling was conducted between cloud layers,as well as, an alternate air refueling area. This was also Captain Moore's first solo

9."Flying Safety Officer's Monthly Rpt." Oct.54, Exhibit # 12

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

air refueling. On the same mission a hydraulic leak developed in the main hydraulic system during descent. The crew executed the proper emergency procedures and landed without difficulty. Only through conscientious effort by each of the crew members could have this state of readiness be achieved in this short period.

Maintenance Man of the Month

Technical Sergeant Robert A. Leisen, AF 16327622, of the 91st Field Maintenance Squadron was selected as the 91st Strategic Reconnaissance Wing's Maintenance Man of the Month for the month of October 1954.[10]

Sergeant Leisen was selected from a field of hundreds of airmen from the 91st Wing because of his ability to conscientiously perform his duty with thoroughness, honesty, enthusiasm and co-operation. Recently it was necessary that the electrical shop be moved without the loss of production that would have kept aircraft grounded for electrical accessories. Sergeant Leisen performed this duty without the loss of production.

One of this man's outstanding jobs as aircraft electrical accessories technician was the building of A.C and D.C. generator test stands, which feature the quick disconnects and attachment connections. The work was completed in record time and the apparatus may be used for testing other equipment such as control panels, voltage regulators and three types of generators. He has further wired this test stand to carry even higher voltage for testing other equipment. Sergeant Leisen has been assigned to the same sjop for a period of four(4) years and is rated as

10. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

one of the most skilled men in his technical field.

Strategic Air Command Rating System

The Personnel portion of the SAC Rating System saw the following scores in October 1954;[11]

The Officer Manning in Required Specialities was 100 percent of maximum score received. This score was realized as there were 359 officers in required specialities of an authorized strength of 378, or 94.9 percent effectively manned.

The Airmen Manning in Required Specialities was at 50 percent in Direct Support career fields with 883 men in required specialities of an authorized 1046 or 81.3 percent effectively manned. In the/direct career field, 418 of 527 authorized men were in required specialities for an 79.3 percent effectively manned.

The Absent Without Leave Rate was at 100 percent for October, as there were only two(2) AWOL's for an assigned strength of 2119 personnel, which was a rate of .9 percent per 1000 personnel.

The reenlistment Rate was at 40.0 percent during October as there 14 airmen who reenlisted of 55 discharged eligible to reenlist, for an reenlistment rate of 25.4 percent.

The Ground Safety Score was 95.0 percent for the month and the accident cost index was 1.99.

The Utilization percentage was 71.6 for this period and this percentage was realized because of the non-utilization of the KC-97 type trainer due the TDY of the 91st ARS during October.

11. Ltr fr Cmdr 801st ADiv to Cmdr 2AF, "SAC Mgn Control Statement" (RCS:2AF-U2) for Oct 1954., Exhibit # 33.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

OPERATIONS AND TRAINING SUMMARY

Tactical Operations Analysis

During October 1954, aircraft and crews of the 91st Strategic Reconnaissance Wing, Medium, operating from Lockbourne Air Force Base, Ohio and Goose Air Base, Labrador, recorded a total of 2336 hours and 29 minutes of flying time, which was indicative of a increase of approximately 205 hours over that recorded during the month of September.[1] The end of this reporting period saw in possession of the 91st Wg,68 tactical aircraft, according to the following numbers and types:[2] 20 RB-97's and 48 RB-47E's. They were on hand 50,257 hours and were maintained in commission 42,481 hours, resulting in a monthly aircraft in commission percentage of 84.5 percent,and a monthly percentage of time aircraft were flown of 5.4.[3]

The following is a comparison of the operational and maintenance data that this wing recorded during September and October 1954:[4]

	OCTOBER	SEPTEMBER
Number Aircraft on Hand	68	68
Number Hours Aircraft on Hand	50,257	48,936
Number Hours Aircraft in Commission	42,481	39,734
Number Hours Aircraft Flown	2336:29	2131
Percentage of Time Aircraft in Commission	84.5%	81.3%
Percentage of Time Aircraft Flown	5.4%	5.3%

1. Rpt,"Form 110A,Mo Rpt of A/C Opns",Sept and Oct 54,prep by Stat Svs, 301st AB Gp.
2. Rpt,"Form 110A,Mo Rpt of A/C Opns", Oct 54,prep by Stat Svs,301st AB Gp.
3. Ibid.
4. Rpt,"Form 110A,Mo Rpt of A/C Opns",Sept and Oct 54,prep by Stat Svs, 301st AB Gp.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	OCTOBER	SEPTEMBER
Number of Hours Aircraft Out of Commission Due to Maintenance	1670	6689
Number of Hours Aircraft Out of Commission Awaiting Parts	503	1353
Number of Landings Made	939	894

The numer of aircraft on hand remained the same during the month of October. The number of hours that aircraft were on hand increased 1281 hours over the previous month. This was due to the extra day in October over September. The number of hours that aircraft were in commission increased 2749 hours over the previous month. This was caused by a big decrease in AOCM and A CP. These figures caused an increase in the percentage of time aircraft were in commission and the percentage of time that aircraft were flown.

October was not a Special Training Month and 366 hours and 05 minutes were flown in performance of missions directed by higher headquarters.[5]

Of this total, 190:15 was flown by the RB-47E's and 175:50 by the KC-97's. Of the reconnaissance aircraft hours, 24 hours and 30 minutes were spent on SAC message DIMAMTN1-C 21984, which consisted of ferrying aircraft. One hundred(100) hours were spent on aircraft assigned to the 3908th SUS. Forty-four(44) hours and 15 minutes were spent on Project # 572 (Corrode-Zebra) and 21 hours and 30 minutes were spent on Project 91-54-11.[6]

The KC-97's recorded 175:50 flying missions ordered by higher headquarters. Of this total, 16 hours were spent on VOCO 801st Air Division.

5. 91st SRWg Cmdr's Remarks to Part V of Air Trng Rpt for Mo of Oct'54. DCS:3-3AC-712. Exhibit # 10,and 91st SRWg Cmdr's Remarks to Section I of Air Trng Rpt for Mo of Oct '54, DCS:4-3AC-712, Exhibit # 11.
6. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Sixteen (16) hours and 30 minutes were spent in compliance with AFR 55-62, SAC Reg 60-25,(ferry Flights) One hundred forty-three(143) hours were spent on 2AF Operations Order 14 -54, the TDY to Goose Air Base.[7]

Of the 2836 hours and 29 minutes flown by assigned crews and aircraft of this wing in October, a total of 891 hours was recorded by the KC-97's and 1445 hours and 29 minutes by the RB-47E's.[8] A total of 211 RB-47 aircraft sorties was flown respectively, during the period reported on,accumulating 1271 hours of actual training time, The following is a summary of training accomplishments as recorded by the RB-47 crews during the period 1 thru 31 October,1954:[9]

Radar Initial Point-Target
- Attempted 148
- Accepted 145

Large Scale Photography Initial Point Target Runs
- Attempted 109
- Accepted 108

Tri-Metrigon Charting Strips of Photography
- Attempted 37
- Accepted 31

Forward Oblique Photography Initial Point Target Runs
- Attempted 28
- Accepted 27

Number of Long Range Missions 93

7. Ibid.
8. Rpt,"Form 110A, Mo Rpt of A/C Opns",Oct 54,prep by Stat Svs,301st AB Gp.
9. SAC Air Eng Rpt for Mo of Oct 54,prep by 301st SWg D/Opns

SECRET

0694

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Number of Pilot Proficiency Missions 21

Radar Navigation Legs 16

Air Refueling

Rendezvous Attempted 29

Rendezvous Accepted 29

Wet Hookups Successful

In Darkness 9

In Radio Silence 41

High Altitude 35

These figures showed a decrease from the previous month and this regression was because of the following factors:[10]

The loss of three(3) lead Photo-Observers to the SAC Instructor Navigation program in October reduced the combat effectiveness of this wing. Ground fog and low ceiling prevented co-pilot transition training resulting in the loss of 15 hours. One(1) aircraft was not available for combat crew training because use of visual cameras is prohibited by 2.FDM 60-4578, dated 28 August 1954.

Approximately 34 maximum external hook-ups were lost this 50-8 quarter because the following T.O. kits were not available this station for external wing tank modification:

T.O. 6J-14-2-12-606(External Tanks Boost Pumps)

T.O. 6J-14-2-12-607(External Tanks Boost Pumps)

10. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Three sets of exrernal wing tan s out of 15 sets authorized have had T.O. modification and are installed and ready for use. T.O. modification kits for the romaining 12 sets of wing tanks were to be shipped not later than 27 September 1954 according to the T.O."Follow-up"was made by the 91st SRWg on 8 October 1954. Latest information available indicates T.O. kits were shipped from Sacramento on 15 October 1954.At the time this narrative was written the kits were still to be received this station.

91st Air Refueling Squadron, Medium.

Tanker crews and aircraft of the 91st Air Refueling Squadron,utilizing KC-97 type aircraft, and operating from Lockbourne Air Force Base, Ohio and Goose Air Base, Labrador,recorded in October,891 hours of operational flying time.[11] This total represented an increase of approximately 197 hours of flying time as compared with the operational record of this squadron in September.[12]

This unit in addition to flying SAC Reg 50-8 training requirements, flew 176 hours in accomplishing missions directed by higher headquarters.[13] These missions and the number of hours devoted to flying them were:[14]

"2AF Oper. Order 140-54--145:00, 7000 801st ADiv --16:00,AFR 55-62 SAC Reg 60-25--16:00.

The following is a comparison of operational data as recorded by this

11. Rpt,"Form 110A,Mo Rpt of A/C Opns",Oct 54,prep by Stat Svs,801st AB Gp.
12. Ibid.
13. 91st SRWg Cmdr's Remarks to "Sect I of Air Trng Rpt for Mo of Oct 54, RCS:4-SAC-T12. Exhibit # 11.
14. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

unit in September and October 1954:[15]

	SEPTEMBER	OCTOBER
Number Aircraft on Hand	21	23
Number Hours Aircraft on Hand	15,337	16,770
Number Hours Aircraft in Commission	13,308	14,907
Number Hours Aircraft Flown	694	891
Percentage of Time Aircraft in Commission	86.8%	88.8%
Percentage of Time Aircraft Flown	5.2%	5.9%
Number of Hours Aircraft Out of Commission Due to Maintenance	491	372
Number of Hours Aircraft Out of Commission Due to Parts	545	415
Number of Landings Made	265	371

During October, a total of 155 KC-97 sorties was flown for 807 hours of actual training time, whereas in September, 140 sorties were flown for 694 hours of flying time.[16] A resume of training accomplished by the KC-97's in October is as follows:[17]

Night Celestial Navigation Legs	32
Day Celestial Navigation Legs	41
Radar Navigation Legs	33
Grid Navigation Legs	10
Number Rendezvous Attempted(APR-11)	17

15. Rpt,"Form 11CA,Mo Rpt of A/C Opns" Sept and Oct '54,prep by Stat Svc, 301st AB Gp.
16. Rpt,"Air Tng Rpt for Mo of Oct 54" prep by 91st SRW D/Opns & Tng Sect.
17. Ibid.

0697

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Number Rendezvous Attempted (APR-68)	24
Number Rendezvous Successful (APR-68)	24
Wet Hookups Attempted W/Bombers	80
Wet Hookups Successful W/Bombers	80
Dry Hookups Attempted	38
Dry Hookups Successful	38
Hours of Pilot Proficiency	93
Number of Long Range Missions	26
Total Sorties Flown	155
Total Flying Time	867
Total Gallons of Fuel transfered during the Month	77,707 gal.
Total Gallons of Fuel transfered during period to date	4,638,280 gal.

322nd Strategic Reconnaissance Squadron, Medium

Crews of the 322nd Strategic Reconnaissance Squadron, operating from Lockbourne Air Force Base, Ohio, with RB-47E's, recorded in October, 1954, 498 hours and 18 minutes of flying time as compared with 511 hours and 10 minutes in September.[18] This indicated a decrease of approximately 13 hours for this period and was due to the following reasons:[19]

The Squadron was plagued with fuel leaks that caused aircraft to be out of commission for many hours. There was of necessity a large increase in retraction checks as the gear doors were beginning to lose their configurated warp and are giving an erroneous indication as to the gear position. Aircraft 52684 was out of commission due to fire damage and the

18. Rpt, "Form 110A, Mo Rpt of A/C Opns." Sept & Oct 54, prep by Stat Svs, 301st AB Gp.
19. 91st SRWg Cmdr's Remarks to Sect II of Air Thg Rpt for Mo of Oct 54, HQ S:3-SAC-712. Exhibit # 10.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Squadron was also hampered in performance of their mission by having to support an aircraft scheduled to have the new service test engines installed. This held the aircraft out of commission for 240 hours.

A comparision of the operational data as recorded by this organization in September and October ia as follows:[20]

	September	October
Number Aircraft on Hand	16	15
Number Hours Aircraft on Hand	11,339	10,859
Number Hours Aircraft in Commission	8,736	8,271
Number Hours Aircraft Flown	311:10	498:15
Number Hours Aircraft Out of Commission Awaiting Parts	532	231
Number Hours Aircraft Out of Commission Due to Maintenance	330	0
Percentage of Time Aircraft in Commission	77.0%	76.2%
Percentage of Time Aircraft Flown	5.8%	6.0%
Number of Landings Made	145	140

The number of aircraft on hand regressed by one during this month due to aircraft number 5263A being out of commission due to fire damage, which was also the reason for the regression by approximately 480 hours in the number of hours aircraft were on hand.[21] Since the AOCP and AOCM decreased, the above named fact was also responsible for the decrease of 465 hours in the number of hours aircraft were in commission. This likewise accounted for the thirteen(13) hour decrease in flying time.

20. Rpt, "Form 110A, Mo Rpt of A/C Opns", Sept and Oct 54, prep by Stat Svs, 801st AB Gp.
21. History, 322nd SRS, Oct 54, cy on file in 91st SRWg Hist Office

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

323rd Strategic Reconnaissance Squadron, Medium

RB-47 crews and aircraft of the 323rd Strategic Reconnaissance Squadron, Medium, operating from Lockbourne Air Force Base, recorded in October a total of 463 hours of operational flying time as compared with 462 hours in September.[22] As will be noted, the figure for October increased slightly over that recorded during September.

A comparison of the operational data recorded by this organization during September and October is as follows:[23]

	September	October
Number Aircraft on Hand	15	15
Number Hours Aircraft on Hand	10,800	11,160
Number Hours Aircraft in Commission	9,527	9,644
Number Hours Aircraft Flown	461:55	463:04
Number Hours Aircraft Out of Commission Awaiting Parts	740	320
Number Hours Aircraft Out of Commission Due to Maintenance	250.	88
Percentage of Time Aircraft in Commission	88.2%	84.8%
Percentage of Time Aircraft Flown	5.1%	4.8%
Number of Landings Made	119	175

Although the aircraft on hand remained the same this month, the hours aircraft were on hand showed a big increase due to the extra day in October over September. The hours in commission remained the same, and hours flown decreased slightly. The percentage of time in Commission and the

22. Rpt, "Form 110A, Mo Rpt of A/C Opns", prep by Stat Svs, 301st AB Gp.
23. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

324th Strategic Reconnaissance Squadron, Medium

Utilizing RB-47E's and operating from Lockbourne Air Force Base, Ohio crews and personnel of the 324th Strategic Reconnaissance Squadron, recorded 484 hours of operational flying time in October.[24] This was an increase of 30 hours and 45 minutes of flying time over that recorded in September and was attributed to the big decrease in AOOP and AOCP. This also resulted in aircraft being in commission for a much bigger total of hours.

The following is a statical comparison of the operational data as recorded by this squadron in September and October, 1954:[25]

	September	October
Number Aircraft on Hand	16	15
Number Hours Aircraft on Hand	11,520	11,460
Number Hours Aircraft in Commission	8,320	9,780
Number Hours Aircraft Flown	453:25	484:10
Number Hours Aircraft Out of Commission Due to Maintenance	2368	747
Number Hours Aircraft Out of Commission Awaiting Parts	586	0
Percentage of Time Aircraft in Commission	85.6%	85.1%
Percentage of Time Aircraft Flwon	5.8%	4.2%
Number of Landings Made	145	253

The number of aircraft on hand decreased by one during the month but the hours aircraft were on hand increased slightly due to the extra day in October over September. The hours in commission showed a tremendous increase

24. Rpt, "Form 110A, No Rpt of A/C Opns", Sept and Oct 54, prep by Stat Svs, 301st AB Gp.
25. Ibid.

SECRET

0701

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

over the previous month due to the big decrease in AOCK and AOCF. The percentage of time aircraft in commission took a big increase due to these factors.

Flying Hour Allocation for the Second Quarter, Fiscal Year 1955 for the 91st Strategic Reconnaissance Wing, Medium

This wing was allocated a total of 6,270 hours of flying time for the Second Quarter of the 1955 Fiscal Year, (1 Oct-31 Dec 1954) of which 4050 was for the RB-47E's utilization, and 1230 for the KC-97F utilization and 990 hours for KC-97G aircraft.[26]

In the event operational requirements necessitated additional flying hours, requests for same must be forwarded to Headquarters, 801st Air Division with complete justification in sufficient time for that Headquarters to initiate action with Second Air Force.[27] These allocations would not be exceeded without prior authority of Headquarters, 801st Air Division.

Flying Safety Activities for the Month of October, 1954

Flying Safety Meetings were conducted within the wing on the 6th, 7th, 11th, 13th, 15th, and 22th of October 1954. The following subjects were discussed at these meetings:[28]

Flying techniques, results of Indianapolis CAA conference, pre-flights, exhaust and gage temperatures, thunderstorms flying, winter hazards, "Obscured weather", canopy icing and defrosters, adverse wind conditions, personal equipment, drag chute checks, air speed failures.

All available aircrew members and maintenance men held a two(2) hour meeting with a team of Boeing Engineers and the following subjects were

26. Memo to Cmdr 91SRWg fr Cmdr 801AD, "Flying Hr. Alloc.-2nd Qtr. Fis. Yr 1955", 18 Oct 54, Exhibit # 3, Cl: Secret
27. Ibid.
28. Flying Safety Officers Monthly Report, Oct 54, prep by 91st Flying Safety Office, Exhibit # 12.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

discussed:[29]

Wing tanks, fuel transfer problems, fuel in aft compartments, density and pressure, altitude and effect on aircraft performance, electrical power sources, indicated airspeed problems, crew comforts and ventilation.

Comments of the 91st Air Refueling Squadron Commander on Flying Hour Allocations between F and G models of the KC-97's.

The subject of allocation of flying hours between the F and G models of the KC-97 caused much comment in the 91st Air Refueling Squadron. The Squadron Commander in the remarks section of the T-12, Air Training Report, stated that the Squadron had eleven(11) KC-97F's and eleven(11) KC-97G aircraft assigned and that the second quarter flying hours allocation alloted more time to the F models than to the G models.[30] It was felt that this created an additional burden,both maintenance and operational wise. It was therefore recommended that the F and G models be allocted an equal amount of flying time for the second quarter of fiscal year 1955.

Comments of the 91st Strategic Reconnaissance Wing, edium,Commander on the SAC T-12 Report.

A request was submitted by the 91st Strategic Reconnaissance Wing Commander that consideration be given to the revision of para 4d (1) SAC Reg 50-5, Supplement II, dated 8 September 1954, as applicable.[31] Subject revision should permit qualified Staff Personnel ,substituting for a crew co-pilot, to make celestial observations and forward cruise control information to the Aircraft Commander, to allow the Aircraft Commander to maintain the cruise

30. 91ARS Cmdrs Remarks to Part I of Air Trng Rpt for Mo of Oct 54,RCS:4-SAC-T-12,Exhibit # 11.
31. 91SRW Cmdrs Remarks to Part I of the Air Trng Rpt for the Mo of Oct 54, RCS:3-SAC-T12,Exhibit # 10

SECRET

0703

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

control log and chart on the SAC form.[32] This would allow combat crews with temporary grounded co-pilots to accomplish SAC Reg 51-26 requirements, i.e. Cruise control and night celestial activities. It was the opinion of the 91st Training Section that substituting these personnel would not decrease the units capibility to perform its assigned mission.[33]

In addition, it was requested that consideration be given the revision of paragraph 3b (2) SAC Reg 55-50, dated 26 April 1954, concerning the 300 hour first pilot minimum requirements for Touch and Go Landing checkouts. It was the opinion of the 91st Strategic Reconnaissance Wing that this requirement could be lowered to 250 hours without sacrificing safety of flight.[34]

Because not enough TO kits were available for external wing tanks modification, 34 maximum external hookups were lost during this period, i.e. past 50-3 quarter, and because the 91st Air Refueling Squadron was TDY outside of the Zone of Interior for over one-third of the current 50-3 quarter, it was requested that the 91st Strategic Reconnaissance Wing be relieved of that part of SAC Reg 50-3 that requires Maximum Gross Weight Hookups.[35] The 91st Strategic Reconnaissance Wing also concurs with Sixth Air Division message to Second Air Force Director of Operation and Training 5047, dated 8 October 1954, and requests that maximum external gross weight hookups be deleted from the SAC Management Control System.[36]

It was pointed out that because the 91st Wing was the only Jet Reconnaissance Wing available at Lockbourne Air Force Base during October, the 91st

32. Ibid.
33. Ibid.
34. Ibid.
35. Ibid.
36. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

has been filling the entire 81st Air Division's SAC Evaluation Squadron commitment. This has caused an average of six (6) RB-47E's being at SMS during the entire month of October 1954.[37] These aircraft only flew 100 hours whereas had they remained at Lockbourne, the aircraft would have flown a minimum of 180 hours. This had a decided effect upon the training requirements of the Wing. A number of such factors kept the 91st Strategic Reconnaissance Wing from having the training month that would have resulted normally. In spite of such contributing factors, the wing almost met the flying hours of the previous month.

37. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

MISSION ANALYSIS

Summary

Tactical crews and aircraft of this command flew 2336 hours and 29 minutes in October 1954, of which 891 hours were flown by the tankers and the remaining 1445 hours and 20 minutes by the reconnaissance aircraft.[1] Of these totals, 190 hours and 15 minutes were flown by the RB-47s in the performance of missions directed by higher headquarters, with the KC-97s flying 175 hours and 50 minutes on missions of this nature.[2] A breakdown of this time by missions is as follows:[3]

RB-47E's-- SAC message CR4AF61-6 21984, ferrying aircraft-84:30

Project # 572 (Corrode-Zebra)--44:15

Project # 91-54-11 --21:30

3908th SES--100:00

RC-97's--2AF Ops Order 140-54--143:00

VC00 90lst ADiv (ferry flights)--16:00

AFR 35-52 SAC Reg 60-25 (ferry flights) --16:30

As was noted before, many difficulties combined to keep this month from being a good one as far as training and mission accomplishments go. One commitment that was already stated was the fact that the 91st Wing was the only Jet Reconnaissance Wing at Lockbourne during the month due to the TDY of the 26th Wing, hence this wing had to fill all of the requirements of the entire 80lst Air Division as far as SES evaluation went. The TDY of the 91st Air Refueling Squadron during the latter half of the month prohibited the fulfilling of some of the training requirements and put this Wing behind as far as the airrefueling factors of the training requirements are concerned.

1. Rpt,"Form 110A,Mo Rpt of A/C Opns",Oct 54,prep by Stat Svs,80lst AB Gp.
2. 91st SRWg Cmdrs Remarks to Part V of Air Trng Rpt for Mo of Oct 54,RCS:S-SAC-712,Exhibit # 10 and 91st SRWg Cmdrs Remarks to Sect I of Air Trng Rpt for Mo of Oct 54,RCS:4-SAC-712, Exhibit # 11.
3. Ibid.

SECRET

0706

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Deployment of 91st Air Refueling Squadron to Goose Air Base, Labrador.

Early in October 1954, this Wing was alerted to prepare for deployment to Goose Air Base, Labrador on or about 11 October 1954.[4] Detachment # 1, Headquarters 91st Strategic Reconnaissance Wing was organized effective 11 October 1954, with 483 personnel of the 91st SRWg and 801st Air Base Group included in this movement.[5]

On 8 October 1954, one (1) KC-97 aircraft with the Advance Party and the Control Team departed Lockbourne Air Force Base for Goose. On 11 October 1954, ten(10) KC-97 aircraft left Lockbourne for Goose and the following day 9 other KC-97's departed for Goose making a total of twenty(20) aircraft participating in this movement.[6]

All aircraft departed Lockbourne to Zanesville Radioat 39-55N, 82-05W, onto Youngstown Radio at 41-15N, 80-41W, onto Elmira Radio at 42-09N, 76-56W, then entered Bangor Adiz at 43-46N, 73-37W, onto Montpelier Radio at 44-16N, 72-32W, arriving at the turning point at 45-36N, 69-37W and heading for Presque Isle Radio at 46-48N, 68-04W, entering Cadiz at 47-00N, 67-45W, departed Cadiz at 50-00N, 64-27W and headed for Goose Air Base, 53-22N, 60-30W, where a successful landing was affected.[7]

This deployment will be discussed in further detail in the November 1954 History of this Wing when more material and all of the details are available.

4. Msg fr Cmdr 2AF to Cmdr 80lADIV, DCD10115, 30 Sept 54Cl: Confidential, Exh 30
5. 91SRWg OPns Order 140-54, "Goose Task Force", 5 Oct 54, Cd: Conf. Exhibit # 32
6. Hq 80lst Adiv G.O.# 23 para 1, 15 Oct 54, Exhibit # 31
7. Rpt, "Final Mission Rpt for 91st SRWg Det #1, 3 Oct 54Cy on file in 91st SRWg Hist. office.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAINTENANCE AND SUPPLY

Tactical Maintenance Summary

This wing possessed as of the end of October, 1954, a total of 68 tactical aircraft as compared with 68 in September 1954.[1] They were on hand for 50,257 hours and were maintained in commission for 42,481 hours during the month as against 39,734 hours in the previous month.[2] This increase was due in part to the tremendous decrease in both hours aircraft out of commission due to maintenance and hours aircraft out of commission due to parts. AOCM dropped approximately 5000 hours and AOCP dropped approximately 1300 hours during the month. The monthly aircraft in commission percentage was 84.5 and a total of 5.4 percent of the time aircraft were flown was recorded by this command in October 1954, whereas in the previous month, they were in commission for a rate of 81.1, and a monthly percentage of time they were flown of 5.3 percent.[3]

The following is a stastical comparison of aircraft operational and maintenance data as recorded by the 91st Wing during the months of September and October 1954:[4]

	September	October
Number Aircraft on Hand	68	68
Number Hours Aircraft on Hand	48,996	50,257
Number Hours Aircraft in Commission	39,734	42,481
Number Hours Aircraft Flown	2,131	2336:29
Percentage of Time Aircraft in Commission	81.1	84.5

1. Rpt, "Form 110A, Mo Rpt of A/C Opns, Sept and Oct 54, prep by Stat Svs, 801st AB Gp.
2. Ibid.
3. Ibid.
4. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

	September	October
Percentage of Time Aircraft Flown	5.3	5.4
Number of Hours Aircraft Out of Commission Due to Maintenance	6,689	1,670
Number of Hours Aircraft Out of Commission Awaiting Parts	1,853	503
Number of Landings Made	694	939

Maximum External Hook-ups Lost Because of T.O. Modification Kits.

Approximately 34 maximum external hook-ups were lost during this 50-8 quarter because two sets of Table of Organization kits were not available this station for external wing tanks modification.[5] These kits were as follows:[6] T.O.-6J-14-2-12-506,2 June 54(External Tanks-Boost Pumps) and T.O.-6J-14-2-12-507,2 June 54(External Tanks*Boost Pumps)

Three (3) sets of external wing tanks, out of fifteen (15) sets authorized, have had this modification and are installed and ready for use.[7] T.O. modification kits for the remaining twelve (12) sets of wing tanks were to be shipped not later than 27 September 1954 according to the T.O."Follow-up" was made by the 91st SRWg on 8 October 1954. Latest information available indicated T.O. kits were shipped from SAcremento on 15 October 1954. At the time of the writing of this narrative,the kits were still to be received on this station.

Problems of Engineering Section

Throughout the month various problems in maintenance and supply faced the sections within the wing. Some of these problems are discussed in brief here.

Several aircraft within wing were plagued by fuel leaks and experienced

5. 91st SRWg Cmdrs Remarks to Part V of Air Tng Rpt of Oct 54 RCS:3-SAC*T12, Cl:Confid.,Exhibit # 10
6. Ibid.
7. Ibid.

SECRET

0709

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

considerable difficulty in accumulating the flying time for which they were committed.[8]

The engineering section of the 322nd Strategic Reconnaissance Squadron also experienced a sharp increase in retraction checks as the gear doors were beginning to lose their configurated warp and are giving an erroneous indication as to the gear position.[9]

The engineering section of the 324th SRS experienced difficulties of a different mature. This section is having trouble keeping maintenance standards up due to increasing time demands upon their personnel.[10] These personnel have been assigned to Base Supply, MTD, Aircraft Maintenance Technician Course, K.P., and Mess Check. Maintenance personnel are also gusrding aircraft and ground power units. These duties plus normal squadron duties hav slowed down production considerably and no answer seems to be in sight. This is a problem that definitely deserves some consideration for it has been a thorn in the side of supervisors for a long time.

Assembly Line Technique in effect in 91st A&E Shop

The Camera Maintenance Field Section of the 91st Armament and Electronics Maintenance Squadron this month was in the process of changing to the "Assembly Line", technique in that shop.[11] For the past two years the specialized maintenance methods have been in effect in this shop which meant that the individual technician accomplished the entire job that was undertaken. Now with the advent of the "Assembly Line technique, the individual will accomplish only a part of each job undertaken. Disassembly, repair and service

8. History 322nd SRS, Oct 54, cy on file in 91st SRWg Hist office
9. Ibid.
10. History 324th SRS, Oct 54, cy on file in 91st SRWg Hist office
11. History 91ST A&E Sq., Oct 54, cy on file in 91st SRWg Hist office

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

checking will now be departmentalized and accomplished piece-meal, while parts ordering and other time consuming tasks, formerly in full charge of one man, now are spread out among many personnel of the shop. The effect on the shop output in general is changed very little by this technique, but rather is on the individual within the shop.[12]

12. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BIBLIOGRAPHY OF SOURCES

1. Special Order File,91st SRWg

2. General Order File,91st SRWg

3. Regulation File,91st SRWg

4. Correspondence File,91st SRWg

5. General Order File,Second Air Force

6. General Order File,801st Air Division

7. Special Order File,801st Air Division

8. Statistical Reports,91st SRWg

9. The Skyhawker,Lockbourne Air Force Base

10. Regulations,Second Air Force

11. Regulations, Strategic Air Command

12. General Orders,Strategic Air Command

13. 91st SRWg Historical Reports,August and September 1954

14. 91st SRWg Director of Operations

15. 91st SRWg Director of Material

16. 91st SRWg Comptroller

17. 91st SRWg Director of Personnel

18. 91st SRWg Adjutant

19. 801st Air Base Group Stastical Services Office

20 801st Air Base Group Testing Office

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

GENERAL ORDERS)

13 October 1954

NUMBER 25)

ANNOUNCEMENT OF APPOINTMENT OF COMMANDER

Announcement is made of the appointment of MAJOR GEORGE A. BRENNER, A0659035, as Commander, Headquarters Squadron Section, 91st Strategic Reconnaissance Wing, Modium, vice MAJOR EUGENE A. GRAUER, A0434902, relieved.

BY ORDER OF THE COMMANDER:

HARRIS C. ANDREWS
Lt Col, USAF
Adjutant

OFFICIAL:

HARRIS C. ANDREWS
Lt Col, USAF
Adjutant

DISTRIBUTION: "D"

5 - HQ SAC
5 - HQ 2AF

EXHIBIT # 1

0713

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

PERSONNEL ACTION MEMORANDUM) 13 October 1954

NUMBER 38)

1. UP of AFM 36-1 as AMND & 2AF Reg 35-3, as AMND, FNO ORG INDC 91st STRAT RECON WG (M) this STA (SAC), DAFSCs are changed as INDC EFF 8 OCT 54. Entries will be made on PERS RECS IAW AFM 35-9:

322d STRAT RECON SQ

RANK	NAME	AFSN	OLD DAFSC	NEW DAFSC
CAPT (1525F)	ROBERT F. BROMM	A0929931	1525F	7321
1STLT (1231C)	HAROLD T. MCGRATH	A02224348	7321	1231C

2. MAJ GEORGE A. BRENNER, A0659035, HQ 91st STRAT RECON WG (M) this STA (SAC) is ASG DY as COMDR HQ SQ SEC, 91st STRAT RECON WG (M) this STA (SAC) EFF 13 OCT 54, DAFSC 7021, VICE MAJ EUGENE A. GRAUER, A0434902, REL.

3. FNO HQ 91st STRAT RECON WG (M) this STA (SAC) are APTD ADD TOP SECRET CONTROL OFFs IAOD. AUTH: AFR 205-1 & MSG HQ S/C, IGISB 19638 datod 15 SEP 54:

RANK	NAME	AFSN	STF SECTION
LTCOL	NILS G. PETERSON	A0912652	WG INTEL
MAJ	PAUL L. MONTAG	A0433568	WG DM
MAJ	WAYNE C. CHAMBERS	A0698517	TAC PLANS
1STLT	THOMAS W. CASTALDO	A02230255	WG DP

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID H. DOUGHTY
Captain, USAF
Director of Personnel

THOMAS W. CASTALDO
1STLT, USAF
Personnel Officer

DISTRIBUTION:
2 - EA SQ 91st SRW
2 - MR STAT CON
2 - BPB
2 - DDP
2 - DP 91st SRW
2 - EA INDIV concerned
2 - DM 91st SRW
2 - DO 91st SRW
2 - ADJ 91st SRW
2 - CRR 91st SRW

EXHIBIT # 2

0714

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST-1627 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
/ S E C R E T /ODC 10180. TRANSMISSION ONE OF TWO TRANSMISSIONS.
SUBJ IS FLYING HOUR ALLOCATION FOR 2D QUARTER FY 1955. FLYING HRS INDICATED FOR YOUR UNIT COMPRISE TOTAL ALLOCATION FOR 2D QUARTER FY 1955. THE EXPENDITURE OF FLYING HRS FOR ACFT IN ALL CATEGORIES W/B AT A RATE SO AS NOT TO EXCEED THE TIME ALLOCATED FOR EACH MONTH WITHOUT PRIOR APPROVAL OF THIS HQ. FLYING HRS WILL NOT BE INTERCHANGED BETWEEN WINGS OR TYPE,MODEL,SERIES, AND CATEGORY OF ACFT WITHOUT PRIOR APPROVAL OF THIS HQ. FLYING HR ALLOCATION IS DIRECTIVE IN NATURE AND IT IS NECESSARY THAT A CLOSE CHECK BE MAINTAINED TO INSURE THAT ACTUAL PERFORMANCE CONFORMS WITHIN ONE(1) PERCENT OF FLYING HOURS PROVIDED. ALLOCATION OF C-124 FLYING HRS IS FOR LOCAL MISSIONS ONLY (60-2, STANDARDIZATION,TEST HOPS, ETC.) AND FLYING HRS FOR SPECIAL MISSIONS W/B PROVIDED BY HQ SAC. INSOFAR AS POSSIBLE, FLYING HRS ALLOCATED HEREIN ARE BASED ON REQUIREMENTS SUBMITTED BY USING AGENCIES CONSISTENT WITH HOURS AVAILABLE TO THIS HQ. IN VIEW OF THE ABOVE, REQ THAT AN ALLOCATION MEETING BETWEEN MAINTENANCE AND OPR PERS BE SCHEDULED UPON REC OF 2D QUARTER FY QUARTER 1955 ALLOCATION AND FLYING HRS BE PROGRAMMED FOR THE ENTIRE QUARTER. ADVISE THIS HQ NLT 12 OCT 54 OF ANY ADD FLYING HRS REQ OR AVAL FOR RETURN TO SAC. HQ USAF HAS DIRECTED THAT ALL REQ FOR CHANGES OF PROGRAMMED HRS MUST BE SUBMITTED AT LEAST 30 DAYS IN ADVANCE OF THE PERIOD FOR WHICH THE CHANGE IN REQUESTED. REQ FOR CHOICES WILL INCLUDE ACFT TYPE, MODEL, SERIES, ASG CODE, USING AGENCY, AND MONTH FOR WHICH THE CHANGE W/B SUBMITTED TO ARR THIS HQ NLT 10 NOV 54. NO REQ W/B ACCEPTED AFTER THAT DATE. ALL TIMES LISTED ARE CATEGORY CODE CC, PRIMARY TACTICAL, UNLESS OTHERWISE INDICATED.

**	**			**
91ST STRAT RECON WING	RB-47	1539	1539	972
	KC-97F	450	450	330
	KB-97G	376	376	238

"A CERTIFIED TRUE EXTRACT COPY"

HARRIS C. ANDREWS
Lt Col,USAF
Adjutant

SECRET

EXHIBIT# 3

0715

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FM COMDRASAC OFFUTT AFB NEBR
TO JTFKL/COMDRAF2 PARKSDALE AFB LA
INFO JEDPO/COMDRADIV 201 LOCKBOURNE AFB OHIO
/U N C LA S S I F I E D/ CS 29168. FOL MSGFR SAULANT IS QUOTED FOR YOUR INFO AND GUIDANCE. "PLEASE ACCEPT MY SINCERE THANKS FOR THE EXCELLENT BRIEFING GIVEN THE MEMBERS OF HTIS INTERNATIONAL STF AT YOUR HQ LAST FRIDAY. THEY WERE ALL VERY MUCH IMPRESSED AND ARE MOST ENTHUSIASTIC IN THEIR REPORTS. PARTICALARLY GRATIFYING WAS YOUR PERSONAL PARTICATION. CONSIDER TF WILL DERIVE GREAT BENEFIT IN THE FUTURE. LIKEWISE, I AM MOST GRATEFUL FOR THE HIGH DEGREE OF COOPERATION ON THE PART OF THE LOCKBOURNE AFB PERS WHO AT GREAT INCONVENIENCE TO THEMSELVES GAVE MY PEOPLE EVERY ATTENTION. ALL IN ALL IT WAS A MOST WORTHTILE TRIP. SIGNED ADMIRAL JERAULD WRIGHT." GEN LEMAY HAS ASKED ME TO EXPRESS HIS APPRECIATION TO THOSE OF YOUR PEOPLE WHO ARE RESPONSIBLE FOR THE FINE SHOWING AT LOCKBOURNE. MANY THANKS.
20/2111Z OCT JEDPO

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
LT. COL, USAF
ADJUTANT

EXHIBIT # 5

0716

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1632 ACTION 91SRW

FM COMADIV 6 MACDILL AFB FLA
TO JWFKL/COMAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/C O N F I D E N T I A L /DOP 5047 PD REF B-47"DROPTANKS". RECOMMEND RROTS INVOLVING B-47 DROP TANKS BE REMOVED IF MAX RPRLG PER 50-8 AND SAC LTR 50-1. BASIS FOR ABOVE RECOMMENDATION AS FOLS:(1) DIFFICULT TO MAINTAIN CG W/I SAFE LIMITS W/O PROPER BOMB LOAD. THIS IS A HAZARD TO FLYING SAFETY. (2) FLY TOTAL GROSS WT VARIES SEASONALLY AND WITH EACH NEW OPL SHIPMENT DUE TO SPECIFIC GRAVITY VARIANCES. (3) THERE IS NO RROT FOR DROP TANKS ON EWP FOR 6ADIV. (4) RANGE AND SPEED LOSS ARE NOT COMPENSATED FOR BY INCREASED FUEL AVAIL. (5) DURING USCM ACFT WITH DROP TANKS INSTALLED CAN NOT MAINTAIN REQUIRED ATTACK MACH NO. DUE TO BUFFETING. (6) DURING USCM OR MISSIONS WHERE ACFT WITH AND WITHOUT DROP TANKS ARE MIXED, OPTIMUM ALTITUDE VARIES POWER RROTS VARY AND MULTIPLE FLIGHT PLANS ARE NEEDED FOR IDENTICAL ROUTES. (7) USE OF DROP ATNKS INCLUDES ANOTHER ITEM THAT CAUSES ABORTIVE MISSIONS. THIS IS ATTESTED TO BY PAST MALFUNCTIONS RECORDS. (8) RPR MAX RPRLG 50 TRANSFER IN 10 MINUTES WOULD INCLUDE CREW CAPABILITY. HIGHER REQUIREMENT WOULD IN MOST CASES PROVE ONLY THAT CREW IS CAPABLE OF PROCEEDING TO ANOTHER TANKET IN SAME FORMATION TO TAKE ON ADDNL FUEL. PAGE TWO 3RD LINE.THIS IS ATTESTED TO BY PAT MALFUNCTION RECORDS.(9) RPR MAX RPRLG 50-8. A 36,000 LB TRANSFER IN 10 MINUTES.
08/1525Z OCT JESDL

"A CERTIFIED TRUE EXTRACT COPY"

HARRIS C. ANDREWS
Lt Col, USAF
Adjutant

CONFIDENTIAL

EXHIBIT # 6

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST-1590 ACTION 91SW

FM COAF 2 BARKSDALE AFB,LA
OO COMADIV 801 LOCKBOURNE AFB,OHIO
/ S E C R E T / ODP 10152. FOR: 26SW, 91SW. RE SAC YOKE OPS PLAN 51-54, AS AMENDED, REQ THIS HQ BE GIVEN THE FOLLOWING INFORMATION FOR E F P ASSIGNMENT EFFECTIVE 1 OCT 54: (1) NO. SELECT CREWS ASSIGNED A PRIMARY TARGET. (2) NO LEAD CREWS ASSIGNED A PRIMARY TARGET.(3) NO. READY CREWS ASSIGNED A PRIMARY TARGET.
02 /1620Z OCT JWFKL

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
Lt Col,USAF
Adjutant

SECRET

EXHIBIT # 7

0718

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1591 ACTION 01 OPT

FM COMAF 2 BARKSDALE AFB,LA
TO COMADIV 801 LOCKBOURNE AFB,OHIO
/C O N F I D E N T I A L / OTG 10153. REF USMSG 01DOT 15/9,20 SEP 54. THIS MSG IN 3 PARTS. PART I. SUPPL XXXXVIII 2 AFR 50-6 IS SPECIALIZED TNG FOR THE RB-47 OBSERVER, THEREAS, TNG REQUIRED UNDER SUPPL XXXV IS OF A VERY GENERAL NATURE FOR ALL STAFF PERSONNEL AND COMBAT CREW MEMBERS OF BOMBARDMENT AND RECONNAISSANCE UNITS. TNG W/B ACCOMPLISHED AS REQUIRED UNDER BOTH SUPPLS. PARTII. ANY OVERLAPPING OF TNG ACCOMP MAY BE REPTD ON ALL APPLICABLE SUPPLS AS FAR AS THE T-20 REPT IS CONCERNED. REF PAR 7C, 2AFR 50-6, 15 SEP 54. PART III. SINCE THERE IS NO ECM EQUIPMENT ASGD YOUR STA, CREDIT MAY BE GIVEN UNDER PART II, SUPPL XXXXVIII IF ALL REQMTS, OTHER THAN THOSE REQUIRED ECM EQUIPMENT ARE MET.
02/1620Z OCT JWFKD

" CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
LT COL,USAF
ADJUTANT

CONFIDENTIAL

EXHIBIT# 8-

0719

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST-1592 ACTION 915RW

FM COMDRSACOFFUTT AFB NEBR
TO JWFKL/COMDRAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMDRADIV 801 LOCKBOURNE AFB OHIO
/ S E C R E T /DOPLD 5517. UEMSG ODE 10010, 22 SEP 54 (NOTAL).
THIS HQ PROPOSES TO DESIGNATE 801AD AS TASK ORGAN UNDER SAC OPRS PLAN 45-54
EFF 6 DEC 54. REF OPRS PLANS WILL BE AMND SUFFICIENTLY IN ADVANCE OF EFF
DATE TO ALLOW FOR MEC PLANNING.

01/2343Z OCT JEDMH

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
Lt Col,USAF
Adjutant

SECRET

EXHIBIT# 7

0720

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

91ST STRATEGIC RECONNAISSANCE WING (M)
Wing Commanders Remarks
Part V of
Air Training Report for the Month of October
RCS: 3-SAC-T12

1. Hours flown performing missions ordered by higher headquarters:

a.	SAC message DM4AMTN1-6 21984, Ferrying Aircraft.	24:30
b.	Project #572 (Corrode-Zebra).	44:15
c.	Project 91-54-11.	21:30
d.	Aircraft assigned 3908th SES.	100:00
	Total	190:15

2. Weather of local conditions affecting training:

a. Ground fog and low ceilings prevented co-plot transition training: 15 hours lost.

3. Directives imposed by AMC or SAC restricting normal training.

a. One aircraft not available for combat crew training because use of visual cameras is prohibited per 2AFDM 6C-4378, dated 25 Aug 54.

b. Approximately 34 maximum external hook-ups were lost this 50-8 quarter because T.O. kits listed below, were not available this station for external wing tanks modification;

(1) T.O.-6J-14-2-12-506, 2 June 54, (External Tanks - Boost Pumps).

(2) T.O.-6J-14-2-12-507, 2 June 54, (External Tanks - Boost Pumps).

c. Three sets of external wing tanks, out of the fifteen sets authorized, have had above T.O. modification and are installed and ready for use. T.O. modification kits for the remaining 12 sets of wing tanks were to be shipped not later than 27 September 1954 according to the T.O. "Follow-up" was made by the 91st SRW on 8 October 1954. Latest information available indicates T.O. kits were shipped from Sacremento on 15 October 1954. Kits are still to be received this station.

4. Combat Crew Member gains and Losses.

a. Gains.

(1) Three photo-navigators, gained from 91st ARS. Presently located at Mathei AFB - Hi-Speed Navigation School.

Confidential

EXHIBIT # 10

0721

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

Wing Commanders Remarks (Cont'd)

b. Losses.

(1) Three photo-navigators reassigned to Instructor Navigator Program, Forbes AFB.

(2) One Photo-navigator reassigned to 801st Air Division Staff.

5. Crew Member Changes.

a. Four Photo-Navigators.

6. New Crews Formed.

a. None.

7. Crew status changes.

a. N06A0 disbanded 12 October 54 - photo-navigator reassigned to SAC Instructor Navigator Program.

b. N07A0 disbanded 12 October 54 - photo-navigator reassigned to another crew.

c. N10A0 disbanded 12 October 54 - photo-navigator reassigned to SAC Instructor Navigator Program.

d. N12B0 disbanded 12 October 54 - photo-navigator reassigned to another crew.

e. L57A0 to R57B0, 12 October 54. Crew photo-navigator reassigned to SAC Instructor-Navigator Program.

All crew losses above direct result of loss of photo-navigators to SAC Instructor Program.

f. R40B0 to L40B0 effective 21 Oct 54.

g. R37A0 to L37A0 effective 21 Oct 54.

h. N65B0 to R65B0 effective 21 Oct 54.

8. Standardization Crews.

a. L60A0 - 322d SRS Standardization Crew.

b. L76A0 - 91st SRW Standardization Crew.

c. L81A0 - 324th SRS Standardization Crew.

d. L69C0 - 323d SRS Standardization Crew.

Confidential

0722

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Wing Commanders Remarks Cont'd

9. Material and Personnel problems affecting Training.

a. Material, none.

b. Personnel.

(1) The loss of three lead Photo-Observers to the SAC Instructor-navigator program in October, and the projected loss (EDCSA's 1 Nov 54) of three photo-observers and two aircraft commanders on lead crews, to the 3908th SES MacDill AFB, will seriously reduce the immediate combat effectiveness of this wing.

10. Crews not completing SAC minimum training requirements:

a. Crew L60AO, failed to accomplish; 2 Night Celestials, 1 Cruise control and one max load gunnery mission. The co-pilot of L60AO has been temporarily grounded for the past fifty days.

11. This was not a special training month.

12. Total number of non-combat ready crews capable of being deployed.

a. Two.

13. Non-combat ready crew training.

a. Four photo-navigators on our NCR crews are TDY school and are not available for flying duties.

b. This organization is maintaining an agressive program for twent-three newly assigned 2nd Lt pilots. These pilots will have completed RB47 MTD, Basic Survival, GQ gunnery and all ground and flying training requirements of SAC Reg 51-19 by 15 December 1954.

14. Comments:

a. Request that consideration be given to the revision of par 4a (1), SAC Reg 50-5, Supplement II, dated 23 April 1953 and C3 par 7, Supplement XI, SAC Reg 50-8, dated 8 September 1954, as applicable. Subject revision should permit qualified Staff Personnel, substituting for a crew co-pilot, to make celestial observations and forward cruise control information to the Aircraft Commander, to allow the A/C to maintain the cruise control log and chart on the SAC form 1. This would allow combat crews with temporarily grounded co-pilots to accomplish SAC Reg 51-26 requirements, ie. Cruise control and night celestial activities. It is the opinion of the 91st SRW Training Section that such substitutions would not decrease the units capability to perform its assigned mission.

0723

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

Wing Commanders Remarks (Cont'd)

b. Request consideration be given the revision of par 4b (2) SAC Reg 55-50, dated 26 April 1954, concerning the 300 hour 1st pilot minimum requirement for Touch and Go Landing check-out. It is the opinion of the 91st SRW that this requirement could be lowered to 250 hours without sacrificing safety of flight.

c. In view of 3b and 3c above, and because the 91st ARS has been TDY outside the ZI for over 1/3 of the current 50-8 quarter. It is requested that the 91st SRW be relieved of that part of SAC Reg 50-8 that requires Max. External Gross-weight Hookups. The 91st SRW, also concurs with 6AD msg to 2AF DOP 5047 dtd 8 Oct 54, and requests that max external gross weight hook-ups be deleted from the SAC Management Control System.

d. The 91st SRW flew 1541:15 hours in Oct as opposed to 1542 hours scheduled.

e. Negative report submitted as required by SAC message DM3 35806 dated 29 May 54.

f. Reference paragraph 14, a(1) thru a(4) Commanders Remarks 3-SAC-T12 for September 1954. This Wing has received no information as to action taken upon our request to consider 640 rounds a maximum ammunition load.

g. Because the 91st Wing was the only Jet Reconnaissance Wing available at Lockbourne Air Force Base during the month of October the 91st Wing has been filling the entire 801st Air Division SES commitment. This has caused an average of six RB-47E's at SES during the entire month. These aircraft only flew 100 hours. Had they remained at Lockbourne the aircraft would have flown a minimum of 180 hours.

CHARLES M. EISEHART
Colonel, USAF
Commander

Confidential

0724

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

91ST STRATEGIC RECONNAISSANCE WING (M)
Wing Commander's Remarks
Air Training Report for Month of October
RCS: 3-SAC-T12

Supplement I. Ref your msg OTA 3560, dated 21 Aug 54. Night Celestia Navigation, October 1954.

L76A0 /0/
L60A0 /0/
L69C0 /2/17/34/
L81A0 /5/2/10/10/11/18/
S16B0 /0/
S31B0 /0/
S32B0 /7/5/7/10/12/13/13/15/
S39A0 /4/15/15/20/20
S51C0 /0/
L08B0 /2/15/15/
L09A0 /0/
L20B0 /1/11/
L21A0 /2/4/11/
L33A0 /0/
L35A0/1/30/
L46A0 /2/15/15/
L48A0 /2/5/7/
L55A0 /2/2/4/
L56A0 /0/
L59A0 /2/
L70A0 /1/08/
L71C0 /0/
L74C0 /2/9/12/
L75A0 /0/
L77B0 /0/
L79B0 /1/2/
L80A0 /1/11/
L82A0 /1/31/
L91A0 /0/
L98B0 /1/15/
L37A0 /0/
L40B0 /0/
L57A0 /0/
R37A0 /2/7/13/
R40B0 /2/6/12/
R57B0 /0/
R03A0 /2/8/15/
R04A0 /1/12/
R36D0 /2/10/16/
R45A0 /2/7/7/
R63B0 /2/6/11/
R85B0 /1/3/
R65B0 /0/
R78C0 /2/13/13/
N65B0 /0/
N78D0 /0/
NG1A0 /0/
N02B0 /0/
N05A0 /0/
N30B0 /0/

Confidential

0725

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Part I of
Air Training Report for the Month of October
RCS: 4-SAC-T12

a. Hours flown performing missions ordered by higher headquarters:

1. 2AF Operations Order 140-54		143:00
2. VOCO 301st Air Div	(Ferry Flights)	16:00
3. AFR 35-52, SAC Reg 60-25	(Ferry Flights)	16:50
		175:50 TOTAL

b. Weather and local conditions which preclude or affect training:

1. None.

c. Restrictions imposed by AMC or SAC Headquarters:

1. None.

d. Remarks on excessive crew changes:

1. Changes not considered excessive.

e. List of crews that were formed after 0001 hours the first day of the month:

1. None.

f. Crews which changed status:

1. None.

g. Standardization Board Crew:

1. T10 PO.

h. Remarks on personnel and material problems which adversely affect training:

1. None.

i. If SAC minimums were not accomplished reasons why other than mentioned above:

1. SAC minimums were accomplished.

k. Comments or recommendations of Squadron Commander:

1. This squadron has 11 KC97Fs and 11 KC97G aircraft assigned. The second quarter flying hours allocation allots more time to the F models. This creates an additional burden both maintenance and operational wise. Recommend the F and G models be allocated an equal amount of flying time for second quarter of fiscal year "55".

"A CERTIFIED TRUE COPY"
HARRY C. ANDREWS
Lt Col, USAF
Adjutant

EXHIBIT # //

0726

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING(M)
Lockbourne Air Force Base
Columbus 17,Ohio

91DOF

SUBJECT: Flying Safety Officer's Monthly Report

TO: Commander
801st Air Division
Lockbourne Air Force Base
Columbus 17,Ohio

1. Transmitted herewith is the Flying Safety Officer's Monthly Report for the Month of October as required by SAC Safe Aircraft Campaign for '54 Planning Guide.

2. Attached as Inclosures are:

a. Special Monthly Activities Report.

b. Nomination for SAC Combat Crew of the Month.

c. Nomination for SAC Maintenance Man of the Month.

3. Negative reports are submitted for:

a. Nomination for Heads Up Club.

b. Flying Safety Tips.

c. Comments and recommendations relative to augmenting or altering any aspect of SAC for '54 Flying Safety Campaign.

3 Incls:
1. Spec Mo Acty Rpt
2. Crew of the Mo
3. M-int Man of Mo

CHARLES M. FISENHART
Colonel, USAF
Commander

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
Lt. Col, USAF
Adjutant

EXHIBIT # 12

0727

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIAL MONTHLY ACTIVITIES REPORT

In compliance with Second Air Force Regulation 62-2, dated 12 August 1952, the following is an account of Flying Safety Activities conducted within the 91st Strategic Reconnaissance Wing (M) during the month of October 1954.

Flying Safety Meetings were conducted within the Wing on the 5th, 7th, 11th, 13th, 15th, and 22 of October 1954. Among the subjects discussed were:

Flying Techniques
Results of Indianapolis CAA conference
Pre-flights, Exhaust and Cage Temperatures, Flying Techniques
Thunderstorm Flying
Winter Hazards
"Obscured Weather"
Canopy Icing and Defrosters
Adverse Wind Conditions
Personal Equipment
Drag Chute Checks
Air Speed Failures

All available aircrew members and maintenance men held a two(2) hour meeting with a team of Boeing Engineers. Subjects Discussed were:

Wing Tanks
Fuel Transfer Problems
Fuel in Aft Compartments
Density and Pressure altitudes and Effects on Aircraft Performance
Electrical Power Sources
Indicated Airspeed Problems
Crew Comforts and Ventilation

During the month of October a new Wing Safety Officer was appointed for the 91st Strategic Reconnaissance Wing Flying Safety Section, due to the TDY of MAjor Talma A. Scott, to the University of Southern California to attend the Office of Flight Safety Training Course for Flying Safety Officers. During the temporary absence of Major Scott, CAptain Joseph H. Hales AO743404, is appointed the 91st Strategic Reconnaissance Wing (M) Flying Safety Officer.

0728

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COMBAT CREW OF THE MONTH

The 801st Air Division nominates the following Jet Air Crew, from the 91st Strategic Reconnaissance Wing (M), Lockbourne Air Force Base, Ohio, for the "SAC Combat Crew of hte Month" for October 1954.

Aircraft Commander	Captain	Max L. Moore
Pilot	Captain	Norbert A. Wuthruch
Photo Navigator	1st Lt.	Earl L. Huggins

Captain Moore's crew, due to their rapid advancement as a new crew, has been selected as"Jet Crew" for October. The crew, since forming in September 1954, has completed all 50-43 requirements except night air refueling. Sound flight planning enabled the crew to obtain the maximum amount of inflight training in relatively few missions. Proof of the crew's ability was exhibited when assigned to fly as "alternate crew" on the USCW in October. On this mission the crew obtained a score of 100 percent for all assigned requiremnets. The air refueling required pilot technique in that refueling was conducted in between cloud layers, as well as, an alternate air refueling area. This was also Captain Moore's first solo air refueling. On the same mission a hydraulic leak developed in the main hydraulic system during descent. The crew executed the proper emergency procedures and landed without difficulty. Only through conscientious effort by each ofthe crew members, could this state of readiness be achieved in the short period.

Captain Moore, an ex-observer graduated from pilot training in Feburary 1948 and from AOB school in May 1951. He was assigned to the 91st Strategic Reconnaissance Wing as a combat crew member in August 1951. Captain Moore has flown 150 hours in the RB-45 and 450 hours in the RB-47.

Captain Wuthrich, also an ex-observer, graduated from pilot training in April 1950 and AOB school in May 1951. He was likewise assigned to the 91st Strategic Reconnaissance Wing as a combat crew member in August 1951. He has acquired 150 hours in RB-47 and 350 hours in RB-47e.

1st Lt. Huggins graduated from AOB school in November 1951 and was assigned to the 91st Strategic Reconnaissance Wing as a photo navigator. He flew 750 hours in the RB-45 as a lead photo navigator and also completed a tour in USAF in RB-45 type aircraft. His reputation as a capable navigator is well known within the 801st Air Division.

In theeyes of Flying Safety this crew warrents recognition. They, through their conscientious effort as a crew, have set an example for the remaning new crews within the 801st Air Division to follow.

0729

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAINTENANCE MAN OF THE MONTH

Technical Sergeant Robert A. Leisen, AF 16327622, of the 91st Field Maintenance Squadron, 91st Strategic Reconnaissance Wing(M) , is the nominee for the Lockbourne Air Force Base "MAINTENANCE MAN OF THE MONTH" for October 1954.

Technical Sergeant Leisen has been named Maintenance Man of the Month from a field of hundreds of deserving airmen at Lockbourne Air Force Base by the Commander of the 91st Strategic Reconnaissance Wing, Colonel Charles M. Eisenhart.

This honor is given only to outstanding airmen who have proven their ability to conscientiously perform their duty with thoroughness, honesty, enthusiasim and co-operation.

Technical Sergeant Leisen has all of these qualities and more. Recently it was necessary that the electrical shop be moved into new quarters without the loss of production. And it was he who saw that there was no work stoppage that would keep aircraft grounded for electrical accessories.

One of this man's outstanding jobs as aircraft electrical accessories technician was the building of A.C. and D.C. generator test stand. Which features quick disconnects and attachment connections. The work was completed in record time and the apparatus may be used for testing other equipment than control panels, voltage regulators and three(3) types of generators. He further wired this test stand to carry even higher voltage for testing other equipment. He has been assigned to the same shop for a period of four(4) years and is rated as one of the most skilled men in his Technical Field.

It is therefore recommended that Technical Sergeant Leisen be selected as "MAINTENANCE MAN OF THE MONTH" for October 1954.

0730

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
801ST AIR DIVISION
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

DA

7 October 1954

SUBJECT: Officers Overseas Selection Categories

TO: All Officers, Lockbourne Air Force Base

1. To secure an equitable distribution of overseas duty among officer personnel, the following procedure will be used on a test basis within Second Air Force in order to determine feasibility and desirability of establishing controls for overseas selection of officers. All USAF and SAC overseas quotas levied against Second Air Force will be by grade, AFSC and category. Categories are as follows:

CATEGORY	MONTHS SERVICE IN ZI SINCE LAST OVERSEAS DUTY
I	25 - 36
II	37 - 48
III	49 - 72
IV	73 and over to include those officers who have no overseas service

2. An example of this procedure is as follows:

Headquarters SAC levy specifies selection of an officer from the 49-72 month category, (Category III). The command concerned is authorized to make selection in the 49-72 month category or 72 plus grouping. Officers in the lower group than specified in the levy will not be committed to overseas assignment without prior approval of Headquarters, USAF.

3. Officers who volunteer for overseas will be placed in Category IV.

BY ORDER OF THE COMMANDER:

Richard E Jones

RICHARD E JONES
Major USAF
Adjutant

EXHIBIT # 13

0731

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

91DP

11 October 1954

SUBJECT: Deletion of SAC Suffixes to AFSC 1245/1

TO : Distribution "D"

1. The following message from Headquarters, Second Air Force, Barksdale Air Force Base, Louisiana is quoted for your information and compliance:

"UNCLASSIFIED/PGC 1293, Subject is deletion of SAC Suffixes to AFSC 1245/1. Attention is invited to SAC Regulation 35-2, 8 July 1954. SAC suffixes to AFSC 1245/1 should have been deleted sometime ago; however, approximately 100 officers possessing AFSC 1245/1 are still being reported with suffixes. Request you take necessary action to insure that all these suffixes have been deleted and this Headquarters notified NLT 22 October 1954. 08/1626Z OCT JWFKL."

2. Request this office be notified not later than 1200 hours, 18 October 1954 of above action.

HARRIS C. ANDREWS
Lt Colonel, USAF
Adjutant

EXHIBIT # 14

0732

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1130 ACTION 01SRW

FM COMDRMAAMA OLMSTED AFB PENN
TO JUFNK/COMDROCMAMA TINKER AFB OKLA
** ** **
JEDBO/COMDRSR"01 LOCKBOURNE AFB OHIO
/C O N F I D E N T I A L /CITE WAMS-2417. ATTN:OCMS.
RE OCAMA TT OCMS-659 DTD 25 OCT 54. MAAMA PERS WILL DEPART FOR LOCKBOURNE AFB,OHIO ,1 NOV 54, TO PROVIDE ASSISTANCE IN THE INSTALLATION OF 130-R COLLINS RADIO IN 26 EA B-47 TYPE ACFT. THE DEADLINE DATE OF 1 NOV 54 AS ESTABLISHED BY SAC CANNOT BE MET BY THIS HQS, DUE TO THE PRESENT AMOUNT OF PERS NOW ON TDY. HOWEVER EVERY EFFORT W/B MADE BY MAAMA PERS TO COMPLETE THIS INSTALLATION ASAP. IN THE EVENT A NEW DEADLINE DATE IS ESTABLISHED BY SAC, REQ THIS HSQ, ATTN WAMS BE ADVISED ACCORDINGLY. SIGNED DIRECTORATE OF MAINTENANCE ENGINEERING.
27/2049Z OCT JEDIS

"A CERTIFIED TRUE EXTRACT COPY"

HARRIS C. ANDREWS
LT COL, USAF
ADJUTANT

CONFIDENTIAL

EXHIBIT # 15

0733

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

~~CONFIDENTIAL~~

CT-1681 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
JEDBO/COMADIV 101 LOCKBOURNE AFB OHIO
TO JRSHN/COMADIV 32 HUNTER AFB GA
/C O N FI D E N T I A L/DM6D 2 10362 SUBJ APG-32A ANTENNA CONTROL AMPLIFIER
REF 2AF M&G DM6D2 10002 DTD 22 SEP 54. INFO THIS HQ INDICATES THAT WRAMA
HAS NOT RECD COMPLETE INFO. REQ YOUR REVIEW THIS RPT AND RESUBMIT. THIS
LIST MUST CONTAIN: QUANTITY ON HAND BY PART NR, SUPPLY, FLYAWAY KITS, MOCK-
UPS, AND INSTALLED IN ASSIGNED ACFT. SUSPENSE IS 18 OCT 54,INFO CY THIS HQS.
13/1940Z OCT JWFKL

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
Lt Col, USAF
Adjutant

CONFIDENTIAL

EXHIBIT # 16

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 66-3)

HEADQUARTERS 91ST STRATEGIC RECONNAISSANCE WING
Lockbourne Air Force Base, Columbus, Ohio
1 October 1954

MAINTENANCE

Maintenance Man of the Month

	Paragraph
Purpose	1
Scope	2
Responsibility	3
Procedure	4

1. Purpose. To establish a procedure that will give recognition to one outstanding maintenance man in the 91st Strategic Reconnaissance Wing each month.

2. Scope. This publication is applicable to all maintenance squadrons, Engineering sections and maintenance activities within the 91st Strategic Reconnaissance Wing.

3. Responsibility. It is the responsibility of the Commanding Officers of maintenance squadrons and tactical squadrons, and other personnel as outlined in this regulation to implement the provisions of this regulation.

4. Procedure.

a. A letter recommending one airman as receipient of the Maintenance Man of the Month award will be submitted each month to the 91st Strategic Reconnaissance Wing Quality Control Section by the Commander of each maintenance activity. This letter will reach the Quality Control Section not later than the 26th day of the month for which the award is proposed. No negative reports will be submitted.

b. Recommendations will be written in a manner that will be suitable for publication as a news item in a civilian newspaper and will include mention of outstanding accomplishments, commendations and items of interest to the public.

c. The criteria for selection will be based on outstanding contributions, attitude, progressiveness, resourcefulness, knowledge of tools, knowledge of current directives, leadership qualities, military conduct and any other qualities desirable in a good maintenance man. All personnel from the rank of Airman Third Class through Master Sergeant will be equally eligible. Recommendations will not be restricted to personnel contriving outstanding inventions and the like, but will also include personnel who have consistently carried out their responsibilities in an exemplary manner.

EXHIBIT # 17

0735

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

d. The Chief of Maintenance will select the Maintenance Man of the Month from the recommendations submitted. After making the selection, the Chief of Maintenance will submit the name and written recommendation to the 91st Wing Flying Safety Officer not later than the 28th day of the month.

e. The Wing Flying Safety Officer will:

(1) Inform the 91st Wing Commander of the selection not later than the first of the month.

(2) Arrange with the Base Public Information Officer for a news item along with a picture to be printed in the base paper and in the home town paper of the person selected.

(3) Insure that the man's name, rank and organization is entered on the Maintenance Man of the Month plaque which is on display in the 91st Wing Headquarters building.

(4) Arrange with the Operations section to provide a flight by Military air to any Strategic Air Command base in the United States for the purpose of air lifting the Maintenance Man of the Month to that base to spend a three day pass.

f. The Squadron Commander of the Man selected for the award will present a three-day pass to the Maintenance Man of the Month at a time agreeable to the man selected providing it does not interfere with the accomplishent of the mission of the Squadron. In addition, the Squadron Commander may award any other privileges commensurate with the spirit of the award.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HARRIS C. ANDREWS
Lt. Col., USAF
Adjutant

HARRIS C. ANDREWS
Lt Col., USAF
Adjutant

DISTRIBUTION:
"D"

0736

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

91DOT

13 October 54

SUBJECT: Change I to 91st Wing Ground Training Schedule for October

TO: See Distribution

1. The following changes are make to the October Wing Ground Training Schedule.

B-47 MTD

Date	Course	Time	Room	Length	Quotas
4	Instrument Specialist	0800-1200	216	20 hours	91st M&E - 3
11	Seat Ejection	0800-1500	214	12 hours	322nd SRS - 1 323rd SRS - 2 324th SRS - 3
13	MTO Maintenance	1300-1700	217	8 hours	91st M&ES - 3
15	Ground Handling & Airframe	0800-1200	220	4 hours	322nd SRS - 2 323rd SRS - 2 91st FMS - 4
21	Maintenance Familiarization	0800-1200	220	140hours	322nd SRS - 2 323rd SRS - 2 324th SRS - 3 91st FMS -1
25	Electrical Specialist	0800-1200	219	20 hours	91st FMS - 4
28	Maintenance Familiarization	0800-1200	220	140 hours	322nd SRS - 2 323rd SRS - 2 324th SRS - 3 91st FMS - 1

BY ORDER OF THE COMMANDER:

HARRIS C. ANDREWS
Lt. Col., USAF
Adjutant

DISTRIBUTION:

2 - Comdr 91st SRW
2 - DO, 91st SRW
2 - DM, 91st SRW
3 - 322nd SRS
2 - 323rd SRS
3 - 324th SRS
2 - 91st FMS
2 - 91st M&ES
2 - B-47 MTD

EXHIBIT #18

0737

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

91DP

4 October 1954

SUBJECT: Amendment to SAC Regulation 52-2

TO : Distribution "D"

The following message from Headquarters Second Air Force, Barksdale Air Force Base, Louisiana is quoted for your information and compliance:

"UNCLASSIFIED/PGC 0237. Subject is amendment to SAC Regulation 52-2. Effective immediately, no airman possessing primary, duty and or utilization AFSC of Flight Engineer (43271) will be trained out of this specialty. For Ramey AFB Only: Paragraph 3b and 4b, inclosure 2 to SAC Letter, DPPAM, Subject: Utilization of Airmen Flight Engineers, is rescinded. 02/1712Z OCT JWFKL."

BY ORDER OF THE COMMANDER:

HARRIS C. ANDREWS
Lt Colonel, USAF
Adjutant

EXHIBIT #17

0738

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible]
91ST STRATEGIC [illegible] WING (H)
Lockbourne Air Force Base
Columbus 17, Ohio

Barracks Inspection

29 October 1951

An inspection of the barracks was conducted by Lt Colonel Peterson, Lt Colonel Andrews, Captain Cox and Lt Hosler.

Lt Colonel Peterson inspected the grounds and Day Rooms, Lt Colonel Andrews the latrines and utility rooms and Capt Cox and Lt Hosler inspected the individual rooms and hallways of each squadron.

Each particular item was rated by each inspector as to which squadron was 1st, 2nd, 3rd, etc, as indicated below:

Squadron	Latrines & Util. Rooms	Outside Area	Day Room	Rooms & Hallways Capt Cox	Lt Hosler	Total
322nd	6	2	4	3	3	18
323rd	3	4	2	5	7	21
324th	6	5	5	7	6	29
HQ	1	1	1	2	2	7
MS	2	3	3	1	1	10
AMS	5	6	3	4	4	22
Hqs	4	*	7	6	5	22

* Not responsible for outside area.

The Air Refueling Squadron was not included, due to the fact they were TDY during this period.

Based on the above totals and divided by the number of areas covered, the squadron with the lowest points was declared the winner. The squadrons were rated as follows:

1. Field Maintenance
2. Periodic Maintenance
3. 322nd ERS
4. AMS Sq
5. 323rd ERS
6. 324th ERS
7. Hqs Sq Sec.

[illegible]
Lt Colonel, USAF

Exhibit # 20

0739

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Inspection
91st Armament & Electronics Squadron
1600 hrs, 20 October 1954

An inspection of the 91st Armament & Electronics Squadron was made by Colonel Burke and Lt Colonel Andrews at 1600 hrs, 20 October 1954.

Major McGlynn, Executive Officer, met the inspection party.

All shops were visited and appeared to be in excellent shape.

Administration

	Officers	Airmen
Personnel authorized	[illegible]	408
" assigned	24	366
" present for duty	7	301

From the period 15 April 1954 to [illegible] 1954 seventy-two (72) people were separated from the service. Two (10) reenlisted, nine (9) to fill their own vacancy and one (1) normal [illegible]. Reenlistment rate .14%.

The Armament Shops were having trouble with right hand guns shorting out. They think it is due to moisture [illegible] the insulation, thereby causing the short to occur. Only the right hand gun control box is affected. This control box is mounted with the opening to the mechanism which is in the up position, whereas the control on the left hand guns is mounted with the opening on the bottom, thereby letting the moisture escape.

[illegible]
Colonel, [illegible]
Deputy Commander

EXHIBIT #2

0740

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

INSPECTION
91st PERIODIC MAINTENANCE SQUADRON
1530 hrs, 6 October 1954

An Inspection of the 91st Periodic Maintenance Squadron was made by Colonel Burke and Lt Colonel Andrews at 1530 hrs, 6 October 1954.

Major Broughton, in command of this unit, met the inspection party.

The EE-97 docks, B-47 docks, supply, engineering and orderly room were visited. All appeared to be in excellent condition.

Administration

	Officers	Airmen
Personnel Authorized	5	158
" Assigned	5	170
" Present for Duty	4	164

The Supply Officer is being transferred shortly, with no replacement assigned as of this date.

The work load in this squadron was slowed down due to the change in inspection time required on aircraft from 100 hrs to 200 hrs.

OJT charts were all posted and up-to-date within the different sections throughout the squadron.

WILLIAM BURKE
Colonel, USAF
Deputy Commander

EXHIBIT # 28

0741

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

91DP 12 October 1954

SUBJECT: Instructions for Promotion of Airmen, October Promotion Period

TO : Commander

91st Strategic Reconnaissance Wing (M)
Lockbourne Air Force Base
Columbus 17, Ohio

1. The following instructions confirm verbal instructions for the current promotion period:

a. No additional recommendation will be accepted for the grades of Master Sergeant and Technical Sergeant.

b. Promotion board has already met and decided to utilize priority listing published for the last promotion period (16 August 1954) with no changes.

2. Tentative date for issuance of promotion orders is 21 October 1954.

3. Following promotion quotas are allocated Squadrons as indicated:

ORGANIZATION	SSGT	A1C	A2C
Hq Sq Section	1	1	1
322nd Strat Recon Sq	1	1	7
323rd Strat Recon Sq	1	3	7
324th Strat Recon Sq	1	4	7
91st AREFS (M)	6	8	5
91st Per Maint Sq	5	5	7
91st Fld Maint Sq	7	14	12
91st A&E Maint Sq	8	13	15
91st TAC HOSP	2	2	3
	32	51	64

The above quotas were allocated on the basis of the number of assigned airmen eligible for promotion in the next lower grade. Unused quotas will be returned to this Headquarters immediately.

EXHIBIT # 23

0742

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Ltr 91DP, Subject: Instructions for Promotion of Airmen, October Promotion Period, dated 12 October 1954

5. Squadrons are not authorized to issue promotion orders on Staff Sergeants. When airmen are selected for promotion to Staff Sergeant, one copy of Promotion Data Sheet will be forwarded to this office so orders may be issued.

David H. Doughty

DAVID H. DOUGHTY
Captain, USAF
Director of Personnel

0743

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

91DP

4 October 1954

SUBJECT: Improper Selection of Students for Attendance at US Naval EOD School

TO : Distribution "D"

The following message from Headquarters Second Air Force, Barksdale Air Force Base, Louisiana is quoted for your information and compliance:

"UNCLASSIFIED/PGC 0196. The following SAC Message is quoted in part for your information and guidance: 'DPPTA 22082. Subject: Improper Selection of Students for Attendance at US Naval EOD School. Headquarters USAF has advised that personnel attending US Naval EOD School at Indian Head, Maryland are lacking necessary technical qualifications for successful completion of course. This practice has a two fold detrimental effected upon the Air Force and this command. First, Air Force student failures at Navy School embarrass the Air Force and this command; secondly time, effort and funds expended on students who fail are poor investments of Air Force training funds. Instances of airmen arriving for training with less than 4 months retainability upon graduation have been evidenced. Increased training RQR and cost of training, for which little is realized must be avoided. Personnel will not be selected for this training who have less than 16 months retainability as of scheduled graduate date on their current onlistment without authority from Headquarters USAF. Personnel arriving at Indian Head, Maryland with less retainability will be returned to their home station. Necessary action will be taken to choose only most highly technical qualified personnel for training in this course. Proper use of student qualification checklist, SAC Form 83, outlined in paragraph 9c, SAC Regulation 50-18, in each individual case will preclude improper selection.' Advise this Headquarters of receipt and that contents are understood NLT 8 October 1954. 02/1715Z OCT JWFKL."

BY ORDER OF THE COMMANDER:

Harris C. Andrews

HARRIS C. ANDREWS
Lt Colonel, USAF
Adjutant

EXHIBIT # 28

0744

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1807 ACTION 91SRW

FM COMDR 91SRW DET GOOSE AP LABR
TO COMDR 91SRW LOCKBOURNE AFB OHIO
/ CONFIDENTIAL/ 91SRW DET 10-072. ATTN: LT COL WADE,91ST A&E SQ. ATTN:CAPT BOLLINGER,91SRW'S. REQ ALL NECESSARY EQUIPMENT FOR ESTABLISHMENT "GREEN DOT" CHECK STA BE AIRLIFTED ON NEXT RETURNING KC-97 ACFT. SUGGEST POSSIBILITY USING APN 12; 7A AND INDICATOR UNITS FROM KC-97 ACFT NOT ON TDY. EQUIPMENT NEC-ESSARY FOR PROPER MAINT AND CALIBRATION.
2S/2013Z OCT JROCR

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
LT. COL, USAF
ADJUTANT

CONFIDENTIAL

EXHIBIT # 25

0745

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

FM COMD 91 SRW DET GOOSE AB LABDR
TO JEDBO/COMDR SOI ADIV LOCKBOURNE AFB OHIO
INFO COMDR 91SRW LOCKBOURNE AFB OHIO
/C O N F I D E N T I A L / 91SRWG DET 10-064. REGARDS SAC U15. THIS DET UNABLE TO FURNISH COMPLETE INFO FROM ONE HUROUGH ONE ZERO AVAILABLE ONLY AT 91ST STRAT RECON WG, MAINT CONTROL. THE FOLLOWING INFO IS SUBM FOR YOUR CONSOLIDATION AND SUBM TO 2AF. SEE SACFORM 101, 1 AUG 53,PERIOD OF 11 OCT THROUGH 20 OCT, LINE 6 COL 1,KC-97; COL C, WWUV E., 6; F, EX LINE TOTAC MAT FAILURE COL 1, 2 LINE 18 TOTALS COL 1,2/REMARKS: KC97 ACFT-PROP MAL-FUNCTION DURING FLIGHT RESULTED IN BOTH MAJOR MALFUNCTIONS AS A RESULT TWO PROP INTERRAL OIL CONTROLS HAD TO BE CHANGED.
25/1945Z OCT JEOCR

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
LT COL, USAF
ADJUTANT

CONFIDENTIAL

EXHIBIT #36

0746

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1701 ACTION 91SW

FM COMDRSAC OFFUTT AFB NEBR
TO JWEWL/COMDRAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMDRADIV 801 LOCKBOURNE AFB OHIO
/C O N F I D E N T I A L /DOOPO 6405, WYMSG DOOPR 6000, 14 OCT 54 AND 2AF MSG ODC 10427, 15 OCT 54, NOTAL. PART ONE FOR 2AF: DISPATCH FOUR RB-47 ACFT OF 801ST AD TO GOOSE ON 28 OCT 54 FOR APRX 3 DAY TDY. THESE ACFT PLUS FOUR KC-97 ACFT OF 91ST AREFS CURRENTLY TDY GOOSE W/B UTILIZED TO EVALUATE EXPEDITED INSTRUMENT APPROACH PROCEDURES AT GOOSE. UPON COMPLETION OF TEST ON 28 OCT, ACFT W/LAND GOOSE FOR CRITIQUE. POLC RON, CREWS W/B CLEARED TO PROCEED HOME STA. SAC REPR AUTH TO HOLD ACFT FOR NOT MORE THAN THREE DAYS FOR ADDNL TEST IF INITIAL REPORT UNSUCCESSFUL. PROCEDURES TO BE EVALUATED ARE CONTAINED IN RCAF-USAF IFR TRAFFIC CONTROL PROCEDURES, QX OR THICH MAILED BY NEAC TO COMDR 91ST SW . SAC REPR TO ARR LOCKBOURNE 27 OCT 54 AND W/B PREPARED TO DISCUSS DETAILS RE CONDUCT OF EVALUATION . SAC REPR W/B FURND A/L TO GOOSE ABOARD ONE OF PARTICIPATING RB-47 ACFT. WX MINS ESTABLISHED WYMSG DOOPO 262,11 JAN 54,APPLY FOR RB-47 ACFT. ALL PARTICIPATING SAC PILOTS W/B THOROUGHLY BRIEFED ON LETDOWN PROCEDURES AT DESTINATION AND ALTERNATES PRIOR TO DEPARTURE FR ZI. SAC FUNDING SERIAL NUMBER OM-79 APPLIES. REQ COMDR 6606TH AB WG, GOOSE, BE ADVISED OF SPT RQRS INCLUDING HOUSING, MESSING, AND POL EPD. PER MSG 91DO 563, 19 OCT 54,NO A/L SPT RQRD. NO PRESS STET W/B MADE IN CONNECTION W/THIS OPN. PART II FOR NEAC: REQ YOU PROVIDE BASE FACS AT GOOSE FOR DURATION THIS OPN. SAC PROJECT OFFICER W/ADVISE PRECISE TIMING FOR EVALUATION BASED UPON DECISION RE COMDR 91ST SW CONSIDERING WX AT GOOSE.
25/2354Z OCT JEDWH.

"A CERTIFIED TRUE EXTRACT COPY"

HARRIS C. ANDREWS
LT. COL,USAF
ADJUTANT

CONFIDENTIAL

EXHIBIT #27

0747

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1771 ACTION 91SRT

FM COMAF 2 BARKSDALE AFB LA
TO JRDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/C O N F I D E N T I A L/ODD 10526. REF FONECON 23 OCT 54, COL TODD 91DO AND MAJ CHAFFEE, HQ 2AF. YOU W/B REQUIRED TO HAVE TWO KC-97 ACFT ON IMMEDIATE STANDBY DURING RETURN PD OF 26 SRT B-47 ACFT TO PROV EMERG AP. YOU ARE AUTHORIZED TO RETURN TWO 91 ARFFS KC-97 TO GOOSE O/A 26 OCT. THESE ACFT W/B RETURNED TO GOOSE WHEN 26th ARFFS IS ABLE TO PROV STANDBY ACFT. THIS ANSWERS URMSG 91DO 1655, 21 OCT 54.
23/1639Z OCT JEFKL

"A CERTIFIED TRUE EXTRACT COPY"

HARRIS C. ANDREWS
LT. COL, USAF
ADJUTANT

CONFIDENTIAL

EXHIBIT # 28

0748

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1676 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
TO COMADIV 801 LOCKBOURNE AFB OHIO
/C O N F I D E N T I A L /ODC 10382. REF YOUR MSG 91DO 1574,5 OCT 54. AUTH GRANTED TO DISPATCH ONE 91ST SRS RB-47 ACFT TO GOOSE AB AS PROD. ACFT W/B EQUIPPED IAW APPROPRIATE PROV OF SSC REG 60-10. MAX 50-8 TNG W/B ACCOMPLISHED ON FLIGHT.
13/2313Z OCT JTFKL

"A CERTIFIED COPY"

HARRIS C. ANDREWS
Lt Col,USAF
Adjutant

CONFIDENTIAL

EXHIBIT No 38

0749

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1576 ACTION DIARY

FM COMAR2 BARKSDALE AFB LA
TO COMADIV 301 LOCKBOURNE AFB OHIO
/C O N F I D E N T I A L / ODD 10115. FOR COMDR 91 SRW. THIS IS A WARNING ORDER. REQMT EXISTS TO PLACE ADDITIONAL ARCPS ON TDY IN ME AREA DURING OCT 54. 91ST ARCPS W/DEPLOY TO GOOSE AB 11 OCT FOR 30 DAYS TDY. DETAILED DIRECTIVE W/B PUBLISHED O.A 4 OCT. 30/1932Z SEP JWFKL

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
Lt Col,USAF
Adjutant

CONFIDENTIAL

EXHIBIT# 3

0750

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
801ST AIR DIVISION (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS)
NUMBER 23)

15 October 1954

1. ORGANIZATION OF DETACHMENT1- HEADQUARTERS 91ST STRATEGIC RECONNAISSANCE WING, MEDIUM.-1. Announcement is made of the organization of Detachment 1, Headquarters 91st Strategic Reconnaissance Wing, Medium, composedof 483 personnel, elements of the 91st Strategic Reconnaissance Wing, Medium and 801st Air Base Group, with duty station, Norteast Air Command. Effective 11 October 1954.

2. Personnel and equipment for the detachment will be furnished from sources under the control of the Commanders, 91st Strategic Reconnaissance Wing, Medium, and 801st Air Base Group. The Commander 91st Strategic Reconnaissance Wing, Medium, may organize such flights within the 91st Strategic Reconnaissance Wing Detachment as required.

3. Authority: Paragraph 2c (4), AFR 20-38 dated 17 November 1950, and Second Air Force Operational Order 140-54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

RICHARD E JONES
Major, USAF
Adjutant

RICHARD E JONES
Major, USAF
Adjutant

DISTRIBUTION:
20 91st Strategic Reconnaissance Wing, Medium
5 Commander 801st Air Base Group
5 Commander 26th Strategic Reconnaissance Wing, Medium
2 Commander Second Air Force
2 Commander Strategic Air Command
3 91ADJ
3 801ADJ
1 DDP
2 SO SEC
1 Each organization this Station

EXHIBIT # 3

0751

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

OPERATIONS ORDER

140-54

91ST STRAT RECON WING

CONFIDENTIAL

PO-809

EXHIBIT # 32

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
5 October 1954

OPERATIONS ORDER)

NUMBER 140-54)

CHARTS OR MAP REFERENCES: As required for navigational and planning purposes.

TASK ORGANIZATIONS:

Hq Sq Sec 91SRW	Major Eugene A. Grauer
91st Air Refueling Sq	Lt Col Clifford S. Hovik
91st Armt & Elect Sq	Lt Col Ernest E. Wade
91st Field Maint Sq	Lt Col David E. Lawrence
91st Periodic Maint Sq	Maj Thomas E. Broughton
91st Tactical Hospital	Lt Col Charles E.S. Evans

1. GENERAL SITUATION: A requirement exists to deploy an additior Air Refueling Squadron to Northeast Air Command during October 1954.

a. Intelligence:

(1) Enemy Forces: Reference Vol I, DIPG, Hq SAC, 1 Feb 5

(2) Reports:

(a) In accordance with paragraph 6a, SAC Manual 55-8

(b) In accordance with SAC Regulation 55-11, dtd 3 Nov 53, Incls 1 thru 6. Normal position reporti within ZI, and procedure ALFHA OCLUS.

(c) In accordance with SAC Regulation 55-18.

b. Friendly Forces:

(1) NEAC will provide:

(a) Search and rescue facilities over applicable portions of deployment routes.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) Necessary base facilities at Goose Air Base.

(2) 1st Weather Group will provide:

(a) Necessary weather information in support of this mission.

(3) 801st Air Division:

(a) Will supervise and monitor execution of 91st SRW mission as outlined herein.

(b) Provide Class CX Control Team at Lockbourne AFB during movement of aircraft supporting this movement.

(4) 3d Strategic Support Squadron:

(a) Will provide two (2) C-124 aircraft to support movement of 91st ARS to Goose AB.

(b) Date of airlift 8 October 1954.

(c) Cargo loading will be in accordance with paragraph 1c(2), Annex "A", this order.

(5) 801st Air Base Group:

(a) Provide base support as necessary to execute this mission in addition to requirements for support personnel contained in Annex "A", this order.

(b) To provide following personnel for class CX Control Team to remain with deployed unit through completion of TDY:

1. One (1) Communications Officer (AFSC 3034)
2. One Cryptographic Technician (AFSC 29250 or 29270)

(c) Control Team members above will be cleared for TOP SECRET and possess cryptographic clearance

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

in accordance with Change 1, SAC Reg 55-16, par 3(i), dated 14 May 1954.

(6) 26-5 Weather Detachment:

(a) Provide weather data as required for execution of this mission.

(b) Provide Weather Officer (2524) to accompany unit for period of TDY.

(7) 1914-2 AACS Detachment:

(a) Provide necessary support to execute this mission.

2. MISSION: To deploy 91st Air Refueling Squadron to Goose Air Base for approximately 30 days TDY.

3. TASKS FOR SUBORDINATE UNITS:

a. Hq Squadron Sec 91st SRW:

(1) Prepare support personnel for movement to Goose AB in accordance with instructions contained in Annex "A" this order.

b. 91st Air Refueling Squadron:

(1) Deploy ADVON and Control Team to Goose AB o/a X-5 in one TDY KC-97 aircraft.

(2) Deploy 20 KC-97 aircraft with necessary crews, support personnel and equipment of 91st ARS to Goose AB for approximately 30 days TDY.

(3) Provide the following members of a class CX Control Team:

(a) Senior Controller

(b) One (1) Aircraft Maintenance Officer(AFSC 4344)

(c) One (1) Operations Specialist (AFSC 27170)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1. Control Team will remain with deployed unit until completion of TDY.

2. Control Team members will be cleared for TOP SECRET; Controller must also posses cryptographic clearance in accordance with change I, SAC Reg 55-16, paragraph 3(i), dtd 14 May 1954.

c. 91st Field Maint Squadron:
91st Periodic Maint Squadron:
91st Armt Elect Squadron:

(1) Insure availability of fully equipped KC-97 aircraft to deploy as follows:

6 October 1954	1 KC-97
11 October 1954	10 KC-97
12 October 1954	9 KC-97

(2) Prepare support personnel and equipment for movement to Goose Air Base in accordance with Annex "A", this order.

d. 91st Tactical Hospital:

(1) Provide required support personnel and equipment as indicated in Annex "A" this order.

x. General Instructions:

(1) Lt Col Clifford S. Novik is designated Task Force Commander of the deploying force.

(2) X-Day commences 0001Z 11 Oct 54, all times will be in GCT unless other wise stated.

(3) Timing:

(a) X-5: 1 KC-97 to airlift ADVON and Control Team

(b) X-Day: 10 KC-97 aircraft

(c) X+1: 9 KC-97 aircraft.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(4) Route: Lockbourne AFB to Goose AB as expanded in Annex "B", this order.

(5) 91st ARS KC-97 aircraft will be under operational control of Second Air Force at all times unless otherwise directed by 2AF or higher headquarters.

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

(7) Participating pilots will be thoroughly briefed on let down procedures at enroute bases, alternate bases and destination.

(8) For clearances and reporting procedures essential elements of this movement may be handled as unclassified information, this will be held to an absolute minimum.

(9) PIO: Approved press statment will be forwarded from 2AF by separate message to ISO.

(10) For information pertaining to air operations see Annex "E".

(11) General Briefing will be conducted 0900EST, 8 Oct 54, in 91st ARS Briefing Room.

(12) This order may be destroyed 30 days after completion of project.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. See Annex "A", this order.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal

b. Communications:

(1) JANAP's, ACP's, SAC CEI, SACMAL, AFSAL 5104, Inclosure 6 to SAC Reg 55-11, ICAO procedures apply except as

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

modified herein.

(2) Identification, Recognition and IFF will be in accordance with SAC CEI 2407.3.

(3) Emergency procedures in accordance with ACP 130, 135, JANAP 300, and Current Radio Facility Charts.

(4) Call Signs:

(a) Air to Ground - SACDAL

(b) Air to Air - 91ARS HEROD expanded.

(c) AACS airways will be as listed in current Radio Facility Charts.

(5) HF channelization and frequencies will be normal.

(6) VHF channelization and frequencies will be as normal except as indicated in Communications Flimsy.

(7) UHF Channelization and frequencies will be as normal except as indicated in Communications Flimsy.

EISENHART
Colonel

ANNEXES:
"A" - ADMIN AND LOGISTIC MATTER
"B" - AIR OPERATIONS
App 1 - Nav Logs and Flt Engr Logs

DISTRIBUTION:

Comdr 2AF	3
Comdr NEAC	3
Comdr 801ADIV	1
Comdr 801AEGp	2
Comdr 26-5 Wea Det	1
Comdr 1914-2 AACS Det	1
Comdr 3SSS	1
Comdr 91st Tac Hosp	1
Comdr 91ARS	3
Comdr 91A&ES	1
Comdr 91FMS	1
Comdr 91PMS	1
Comdr Hq Sq Sec	1
Comdr 91SRW	
Adj Sec	5
DO	4
DM	1
DP	1

91SRW OPORD 140-54
dtd 5 October 1954

0758

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

OFFICIAL:

WILLIAM E. TODD
Colonel USAF
Director of Operations

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
5 October 1954

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 140-54

ADMINISTRATIVE AND LOGISTICS MATTERS

Annex "A" to
91SRW OPORD 140-54
dtd 5 Oct 54

CONFIDENTIAL

0760

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
5 October 1954

ANNEX A
OPERATIONS ORDER
SERIAL NUMBER 140-54
ADMINISTRATIVE AND LOGISTICS MATTERS

1. Instructions contained in SAC Regulation 400-3, dated 1 March 1954 will apply except as follows:

a. Reference Section II.

(1) Paragraphs 5B, D(1) and D(2) do not apply.

(2) Paragraph 5D(3) is changed to read: "Supply support during TDY will be from the Flyaway Kit and or available resources. Items issued from the Flyaway Kit will be reported to Lockbourne Air Force Base in accordance with SAC Regulation 67-28, dated 1 March 1954. RCS: SAC-E38 will apply. Lockbourne Air Force Base Supply Officer will take immediate action to obtain and assemble items pending return of unit as required, or in the event of an emergency as directed by Headquarters Second Air Force or higher headquarters. Consumption data will be recorded and reported to Headquarters Second Air Force and Headquarters SAC within ten (10) days after the return of the 91st Air Refueling Squadron."

(3) Paragraphs 5e and f do not apply.

(4) Paragraph 6 is changed to read: "Five (5) each R-4360 complete power packs will accompany the deploying unit. . . .

(5) Paragraph 7b does not apply.

(6) Paragraph 9 add: "Home made lunches will not be deployed.

CONFIDENTIAL

0761

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

b. Reference Section IV.

(1) Paragraphs 15 and 19 do not apply.

c. Reference Section V.

(1) Reference paragraph 21, total personnel to deploy will be 521. Total cargo to deploy will be 70 tons.

(a) The personnel as listed in the First, Second and Third phases of Section D, Part II of 91st Strategic Reconnaissance Wing's Mobility Plan 2-53 will be deployed except as follows:

1. Twenty-four personnel to be deleted by Commander 91st Air Refueling Squadron.

2. Delete Phase Three personnel of the 91st Periodic Maintenance Squadron.

3. Fourteen personnel to be deleted by Commander, 91st Field Maintenance Squadron.

4. Seven personnel to be deleted by Commander, 91st Armament and Electronics Squadron.

5. 301st Operations Squadron will furnish 1 officer, AFSC 3034 and 1 airman, 29230 for the Control Team.

(b) The materiel as listed in the First, Second, and Third Phases of Section D, Part III of 91st Strategic Reconnaissance Wing's Mobility Plan 2-53 will be deployed except as follows:

1. Delete 5 each built-up R-4360 power packs from the materiel to be deployed by the 91st Field Maintenance Squadron.

CONFIDENTIAL

Annex A
91SRW Ops Order 140-54
dated 5 October 1954

0762

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. Add four (4) each T-4 hose carts to be furnished by the 801st Supply Squadron and one (1) each 3000 PSI compressor to be furnished by the 91st Air Refueling Squadron.

(2) Paragraph 22 is changed to read: "3rd Strategic Support Squadron will provide airlift from Lockbourne to Goose for zero (0) personnel and 47,800 pounds of cargo. The cargo will include 5 each built-up R-4360 power packs. The date of this airlift will be 8 October 1954."

(3) Paragraph 25 does not apply.

d. Reference Section VI.

(1) Paragraph 26 is changed to read: "The 91st Tactical Hospital will deploy personnel and equipment one (1) times part II AD or equivalent of TO 1-9022."

e. Reference Section VII.

(1) Paragraph 29 add: "One (1) Weather Officer, 2524, from Detachment 5, 26th Weather Squadron, will accompany the 91st Air Refueling Squadron."

f. Reference Section VIII.

(1) Paragraphs 42 and 43c do not apply.

g. Reference Section IX.

(1) Paragraph 48: "SAC funding Serial Number RO-45 will apply."

h. Reference Section XI.

(1) Paragraph 57 add: "Air Police deployed under provisions of this directive will be used exclusively to guard SAC

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

Aircraft and Flyaway Kits of the 91st Air Refueling Squadron. However, all Air Police activities will be coordinated with the Base Provost Marshal at Goose Bay.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
5 October 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 140-54

AIR OPERATIONS

Annex "B" to
91SRW OPORD 140-54
dtd 5 October 1954

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
5 October 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 140-54

AIR OPERATIONS

1. BASIC RULES AND CRITERIA:

a. Flying Safety will take precedance over other objectives.

2. GENERAL INSTRUCTIONS:

a. Routes:

(1) Will be flown as set forth in Appendix I, this Annex.

b. Tactics, Speeds and Profiles:

(1) Take off's will be scheduled to insure that last aircraft in stream lands at destination at least one (1) hour prior to official darkness.

(2) Aircraft will utilize performance data as outlined in Appendix I, this order.

c. Security:

(1) Task Force Commander will insure that adequate security on all aircraft and classified material is maintained in accordance with applicable directives.

(2) Aircraft Commanders of aircraft landing at other than home or destination station will be responsible for security of aircraft and contents.

d. Fuel Reserves:

(1) In accordance with AFR 60-16.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
5 October 1954

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 140-54

NAV LOGS AND FLT ENGR LOGS

App I to Annex "B" to
91SRW OPORD 140-54
dtd 5 October 1954

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

FLIGHT ENGINEER FLIGHT PLAN

| | | |

THIS PAGE IS DECLASSIFIED IAW EO 13526

AF Form 51
Approved 1 June 48

CONFIDENTIAL

AIR FORCE NAVIGATOR'S LOG

91SRW Ops Plan 140-54

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION 91ARS TYPE KC-97 DATE _____

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION _____

GROSS WT. AT T. O. LB./GAL. ABOARD AT T. O.	
ALTERNATE--	
TIME TO ALTERNATE--	HRS. M.
FUEL REQUIRED TO ALT.--	GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ FAST / SLOW

AT _____ GCT (DATE) _____ Rate sec/hr GAIN / LOSE

Departure Lockbourne AFB Destination Goose Air Base

OFFICIAL:		ALT. SETT.
(NAME)	(NAVIGATOR) (RANK)	DEP.
		DEST.

FLIGHT PLAN No Wind - Std Day

FROM— / TO—		TRUE COURSE	DRIFT	WIND USED D / V	TRUE HEADING	VAR.	MAG. HEADING	TEMP °C / ALT.	IAS / TAS (K)	G. S. (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME	Total ~~Course~~ Distance	FUEL REMAINING
Lockbourne AFB	39-49N 82-56W							Av.				T.O. :02			
Level Off	" "	077°						5M'	181		42	:14	:16	42	
Zaresville Radio	39-55N 82-05W	044°						9M'	210		07	:02	:18	49	
Youngstown Radio	41-19N 80-41W	040°						9M'	210		97	:27	:45	146	
Elmira Radio	42-09N 76-56W	073°						9M'	209		175	:50	1:35	321	
Enter Bangor Adiz	43-46N 73-37W	056°						9M'	208		175	:50	2:25	496	
Montpelier Radio	44-16N 72-32W	056°						9M'	208		55	:16	2:41	551	
Turning Point	45-36N 69-37W	058°						9M'	208		148	:43	3:24	699	
Presque Isle Radio	46-45N 68-04W	044°						9M'	207		94	:28	3:52	793	
Enter Cadiz	47-00N 67-45W	036°						9M'	207		25	:07	3:59	818	
Depart Cadiz	50-00N 64-27W	036°						9M'	207		220	1:04	5:03	1038	
Goose Air Base	53-22N 60-30W	036°						9M'	206		249	1:13	6:16	1287	
Descend & Landing (Goose AB)	" "	-						150'	-		-	:40	6:56	1287	
											TOTAL	TOTAL			FUEL RESERVE

CONFIDENTIAL

0769

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
801ST AIR DIVISION
Lockbourne Air Force Base
Columbus 17, Ohio

CONFIDENTIAL

SUBJECT: SAC Management Control Statement (RCS: DAF-CO-C2)

TO: Commander
Second Air Force
Barksdale Air Force
Shevesport, La.

1. Listed below are the estimated scores made by the 91st Strategic Reconnaissance Wing as of 31 October 1954.

a. Personnel

(1) Officers MIRS:

Authorized	"IRS"	MIRS	% of Max Score	Scored (Points)
378	359	94.9%	100.0%	30.0

(2) Airmen MIRS:

	Auth.	"IRS"	% of Max Score	Scored (Points)
Direct Supt	1046	888	50.0%	75.0
Indirect Supt	527	416	40.0%	10.0

(2) AWOL Rate

	AUG	SEPT	OCT	Quarter
No. AWOL's	3	3	2	8
Strength	2178	2154	2110	6451
AWOL Rate				1.2%

(3) Reenlistment Rate

	AUG	SEPT	OCT	Quarter
Discharges	52	60	55	167
Reenlistments	20	24	14	58
Rate:	38.4%	40.0%	25.4%	34.7%

(4) Ground Safety

The accident cost index for the month of Oct was 1.09and the accident cost was $240.00. The ground safety index was 4.55.

(5) MTD Utilization

The RB-47 model trainer was utilized for 1038 hours in the month of October and the KC-97 model was not utilized at all due to the TDY of the 91st ARS during this month.

CONFIDENTIAL

0770

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

b. Material

(1) Flying Hours Delivered As Percent of Required

There were 883 flying hours required and 881 were delivered. for almost an 100% showing.

(2) Reports of Survey

There were 2 reports of survey for an average cost per survey of $7.02 in October.

c. USCM and Flying Safety

(1) There was no USCM during October.

(2) Flying Safety-No accidents to date.

"A CERTIFIED TRUE EXTRACT COPY"

HARRIS C. ANDREWS
Lt Colonel, USAF
Adjutant

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

NOVEMBER 1954

HISTORICAL REPORT

91st STRAT. RECON. WING

91st STRATEGIC RECONNAISSANCE WING

LOCKBOURNE AIR FORCE BASE

SECRET

S09912

S 147

2D AF BARKSDALE AFB, LA. NOV. 52-8768

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HISTORICAL REPORT

FOR

[illegible] 1954

[illegible] STRATEGIC RECONNAISSANCE WING(H)

LOCKBOURNE AIR FORCE BASE, OHIO

SECRET

RSI
S09512

0777

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TITLE PAGE

UNIT HISTORICAL REPORT

91st Strategic Reconnaissance Wing, Medium

(801st Air Division)

(Second Air Force)

Lockbourne Air Force Base, Ohio

For Period: 1 to 30 November 1954

Assigned Units

Hq & Hq Squadron, 91st Strategic Reconnaissance Wing, Medium
91st Tactical Hospital
91st Air Refueling Squadron, Medium
322nd Strategic Reconnaissance Squadron, Medium
323rd Strategic Reconnaissance Squadron, Medium
324th Strategic Reconnaissance Squadron, Medium
91st Field Maintenance Squadron
91st Periodic Maintenance Squadron
91st Armament and Electronics Maintenance Squadron

This Report Prepared by:

George A. Boerner

GEORGE A. BOERNER
Major, USAF
Historian

and

A/3C Walter H. Wagner
Historical Technician

This Report Approved by:

Charles M. Eisenhart

CHARLES M. EISENHART
Colonel, USAF
Commander

SECRET

0778

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS

	Page
Title Page	II
Table of Contents	III
Authority	IV
Glossary of Abbreviations Used	V
Narrative Section	
Organization & Administration	1
Personnel	10
Operations & Training	17
Mission Analysis	40
Maintenance & Supply	47
Photo Section	59
Bibliography of Sources	64
Appendix of Exhibits	68

0779

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

AUTHORITY

This Historical Report is prepared in accordance with the following regulations and manuals:

SAC Regulation 210-1, dated 7 October 1952

SAC Manual 210-1, dated June 1951

2AF Regulation 210-1, dated 10 January 1953

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AWOL	Absent Without Leave
AB	Air Base
Amn	Airmen
Auth	Authorized
Col	Colonel
Cmdr	Commander
D/Opns Trg Sect	Director of Operations Training Section
D/Opns	Director of Operations
Dtd	Dated
Hqs	Headquarters
Lt Col	Lieutenant Colonel
Maint	Maintenance
(M)	Medium
Offs	Officers
Orgn	Organization
RB	Reconnaissance Bomber
Recn	Reconnaissance
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Strat	Strategic
2AF	Second Air Force
Wg	Wing

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary of Abbreviations Used (Continued)

Abbreviations Used in Aircraft Operations

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit . Only those crews which a unit commander would use for the actual combat operations will be used in this sense.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

Potential Crew. A complete combat crew which can not be reported as combat ready or non-combat ready because of the limitations imposed by the definthose crews. The number of crews considered in this category will represent the maxr of crews which can be formed from the available resources of the unit excluding those crews reported on Table of Distribution staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters, Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade, or other factors, which make crew utilization unprofitable.

In-Commission. An aircraft is in commision when it is capable of performing normal flight operations.

Evaluation Missions. A mission which is flown to evaluate reconnaissance crew reconnoitering capability, to test new procedures and techniques, etc.

Long Range Tactical Mission. A mission of at least ~~12~~ 10 hours duration accomplished by an individual crew or crews, which emphasizes cruise control techniques and procedures, navigation under simulated tactical conditions aerial and radar scope photography, etc., and is not to be considered as a unit or simulated combat mission.

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current Strategic Air Command tactical war plan or any assigned unit simulated combat mission of equal scope flown in accortraining directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary Of Abbreviations Used (Continued)

Abbreviations Used in Photo Reconnaissance

Multi-Camera Station. This set is made up of four(4) K-24 cameras fitted with 36 inch lens cones. The cameras make photographs nine (9) by 18 inches, and are so mounted so that when the four(4) pictures are placed end to end, they make one(1) continuous photograph nine(9) by 72 inches. There is less th one (1) inch overlap on each of the prints. The multi-cameras make extremely large scale photographs of any given target area and are used for detailed study of a target. The minute detail is of great value to intelligence offic

Tri-Metrigon Station. The tri-metrigon system is a combination of three(3) cameras of short focal length lenses. In the case of the 91st Wing, they are K-32s fitted with six(6) inch lens cones and are so mounted so that one unit shoots down and the other two make left and right hand oblique photos. They are mounted at 60 degrees, and when the three(3) pictures are placed together they make one (1) continuous print covering the area from horizon to horizon. The print size of each photo is nine (9) by nine(9) inches. Tri-metrigon photography plays an important role in photography in that a strip of it can be made into a complete photomap. When used over new areas of enemy territory the Intelligence people can locate troop concentrations, installations, transet systems, and ferret out many other items of value. The limitations of the information gained from this photography is in direct proportion to the quality of the photographs and the accuracy of the photo logs kept by the photo-navigator.

Forward Oblique Camera Station. The forward oblique camera position is a K-22 camera fitted with a 12 inch lens cone. The camera shoots forward of the aircraft and is depressed 40 degrees from horizontal. Photographs taken with this camera position on an initial point to target run for example, will give a graphic presentation to a bombardier of just what he will see on his bombing run. The photographs taken with this camera are of special value to light bombardment and fighter-bomber units. From altitudes above 10,000 feet, entire airfields and large installations can easily be photographed. The picture taken in this position in conjunction with other two(2) installations give full and complete coverage of the target area.

SECRET

0783

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ORGANIZATION AND ADMINISTRATION

Organizational Structure

The following units were assigned or attached to the 91st Strategic Reconnaissance Wing, Medium, at Lockbourne Air Force Base, Ohio as of 2359 hours, 30 November 1954:

Headquarters Squadron Section, 91st Strategic Reconnaissance Wing, Medium

91st Tactical Hospital

91st Air Refueling Squadron, Medium

322nd Strategic Reconnaissance Squadron, Medium

323rd Strategic Reconnaissance Squadron, Medium

324th Strategic Reconnaissance Squadron, Medium

91st Field Maintenance Squadron

91st Periodic Maintenance Squadron

91st Armament and Electronics Maintenance Squadron

Changes in Key Wing Personnel

Several changes took place among key personnel of this Wing during the month of November. Lt. Colonel Harris C. Andrews temporarily assumed the duties of Wing Comptroller relieving Lt. Colonel Kenneth B. Fjelstad who is TDY to Air University, Maxwell Air Force Base, Alabama to attend Air Command and Staff School Academic Instructor Course.[1] Lt. Colonel Andrews in addition retained his duties as Wing Adjutant.

Major Charles S. Graham assumed the duties of Squadron Commander of the 91st Field Maintenance Squadron on 1 November 1954, relieving Lt.

1. Interview of Captain Doughty, 91 SRW D/P, by A/3C Wagner, 91SRW Hist. Tech, 15 Dec 54

SECRET

0784

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Colonel David S. Lawrence who departed PCS to David Monthan Air Force Base, Arizona.[2]

Major Arthur K. Alexander assumed command of the 323rd Strategic Reconnaissance Squadron on 4 November 1954, vice-Major Frank J. Schwandtner relieved.[3] Major Schwandtner was assigned to Headquarters Second Air Force, Barksdale Air Force Base, Louisiana for duty on the Board of Directors at that command.

Officers and NCO Call,91 SRW

Officers and NCO Call was held by the 91st Strategic Reconnaissance Wing, Medium on 1 November 1954, and all units were present except the 91st Air Refueling Squdron, which was TDY.[4] Brigadier General Wheless, 801st Air Division Commander presented M/Sgt. Trotter, 323th Strategic Reconnaissance Squadron with the Soldiers Medal and Lt. Colonel Dixson Headquarters Section, with the Commendation Medal.

General Wheless also gave a brief talk on the future construction that is contemplated for Lockbourne Air Force Base, which included such things as recreational facilities, Cherry housing, and also outlined S.A.C's Spot Promotion Plan.

Colonel Eisenhart, the 91st Wing Commander, introduced those officers who recently received spot promotions along with M/Sgts and T/Sgts who recently received another stripe . The NCO Academy graduates were also introduced. A rundown was given by Colonel Eisenhart on 91st Wing plans for the holiday season.

2. History 91st SRS,Nov 54,cy on file 91st Hist Office
3. History 323sr SRS,Nov 54,cy on file 91st Hist Office and Skyhawker, Lockbourne Air Force Base 2 Dec 54,Exh # 19
4. Rpt,"Off & NCO Call,91 SRW", prep by 91st AD Sect.,Exh # 2

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Immediately following the Officers and NCO Call, a Standby inspection of the Airmen was held in Squadron barracks areas. Wing Staff Officers made this inspection to check for proper winter uniforms. The overall condition, with a few exceptions, was good.

Staff Visit to the 91st Air Refueling Squadron

A Staff visit was made to the 91st Air Refueling Squadron by Colonel Burke, 913RW Deputy Commander on 24 November 1954.[5]

Of the 113 officers and 249 airmen assigned , 103 officers and 200 airmen were present for duty. Form 5's were spot checked and found to be only in fair condition-some completely up to date and some with discrepancies and not fully complete.

Fresh paint in the halls has completely improved the appearance of the interior of the building and it was recommended that the rest of the building should be painted. Latrines and showers were in need of repair and work.

It was noted that since arrival from Goose Bay, eleven (11) aircraft have been through the wash racks. Three (3) aircraft,number 392, 589, and 791 were inspected for general appearance and cleanliness. It was evident that a great deal of hand work had been done on wheel wells and that the interior had been vacumed. Fire bottles and fire guards were satisfactory.

Manhour Accounting System Instructions for 91 SRS

During November, a manhour accounting system was drawn up to be

5. Rpt,Staff Visit to 91ARG?,prep by 91AR Sect.,Exh 4

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

put in effect in the 91st Strategic Reconnaissance Wing for airmen and civilian personnel who are not currently being recorded under the Maintenance Manhour Accounting System.[6] The purpose of this system is to furnish and cost data for management use under the objectives of the USAF Financial Management System. This system was to be placed into effect 1 December 1954.

Each airman and civilain employee was to receive daily a prepunched time card(AMC Form 322) prepared by Base Statistical Services which contains his name, rank, man number, supervisory area, and organization. On this time card, an individual will record the number of hours in a duty, absence, ar borrowed and loaned status to account for an eight(8) hour day, forty(40) hour week. In the absence of an individual for a day; i.e. leave, pass, etc., the supervisor will fill out his card.

The instructions for completing the cards briefly were as follows:[7]

The applicable duty, absence or loaned code will be entered on the face of the card, and the appropriate duty or absence code, the number of hours that the individual is in that status will be entered opposite the appropriate duty so that all eight(8) hours are accounted for.

A seperate card will be prepared for overtime. Cards will be distributed and returned for processing on a daily basis. The various codes drawn up are: duty codes, absence codes, and loaned codes. These are further broken down by numbers to include every possible reason for absence.

The Management and/or Supervisory area codes assigned to the 91 SRWg

6. Rpt,"Instructions for Accounting,91 SRWg", Hq 801 ABdv, Exh # 10
7. Ibid.

SECRET

0787

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

are as follows:

Command & Administration-HQ, 91 SRWg Operations and Training & Unit Supply of Maintenance Squadrons-81,91SRWg Intelligence Section and 91A&E Combat Crews-82,91 Hqqdquarters Communications and Tac & AGB Operations-83, Material-84, Personnel Staff 91SRWg-85, 91SRWg Comptroller-86, Hq Sect-87.

Results and more information on this system will be forthcoming in future historical reports of this wing.

Wing Regulation on Appointment of Squadron Communications Officers

91ST Strategic Reconnaissance Wing Regulation 100-5 was published 8 November 1956 to effect the appointment of communications officers in certain Squadrons of the Wing and to prescribe their duties and responsibilities.[9]

The Commanding Officers of each tactical squadron(322nd, 323rd, and 324th SRS) was directed to assign an officer within his command the additional duty of Squadron Communications Officer on Squadron orders. The Commander of the 91st Air Refueling Squadron was directed to assign the officer filling the authorized T/O position of Communications Officer the duty of Squadron Communications Officer on Squadron orders.

The duties of the Squadron Communications Officer are as follows:[10]

Insure that all KC-97 aircraft assigned are crystallized with 140.1 mcs. in ECHO channel and 130.42 mcs in FOXTROT channel prior to each flight except where operational requirements dictate otherwise and insure installation of those crystals to meet special operational require-

8. Ibid.
9. Hq 91SRWg Reg 100-5, 8 Nov 56, Exh # 20
10. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ments in KC-97's. The Commander will also maintain a file of all a pli-cable USAF, SAC, 2AF, and 91SRW Regulations, SOP's, JANAPS, ACPs, tech-nical orders, letters, messages and any other publications pertaining to communications matters. To maintain the current SAC Communication Electronic Instruction file is another of his duties together with initiating and maintaining adequate communications training program within the Squadron. This function will be coordinated with the Squadron Training Officer. The officer will disseminate information pertaining to communications to all crew members and other affected personnel, and prepare communications flimseys as required, and conduct communications portion of squadron crew briefings. He will coordinate all communications difficulties with the Wing Commander and/or 91st ACS Squadron as appropriate, and maintain a Squadron SOP setting forth the coordination necessary to accomplish crystallization other than standard installation on KC-97 aircraft.

Second Air Force Inspection Report.

An inspection of the 801 Air Division, 91st and 26th Strategic Reconnaissance Wings, and 801st Air Base Group, Lockbourne Air Force Base, Ohio was conducted during the period 8-10 November 1954, by Colonel [illegible] L. Snider, USAF, Inspector General, 2AF, assisted by an inspection team, under authority of AF Regulation 123-1, 13 January 1953.[11] Some of the results of this inspection that deal with administration are noted herewith:[12]

The inspection team noted that the Headquarters Squadron Section,

11. Rpt, "Inspection of 801ADiv, 91&26th S W and 801ABGp", prep by IG, 2AF, Cl:Secret, cy on file 91 Hist Office
12. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

the 322nd, 323rd SRS, 91ARS, PRS, FTS, & ASE Maintenance Squadrons were comparable to the better organizations observed throughout 2AF. The 324th was found to be in an acceptable condition and the Tactical Hospital was slightly below accaptable administrative standards. In the latter unit, administrative discipline and supervision were found to be lax and numerous errors in posting and morning report data to basic records were discovered that could cost the government the loss of monies if not corrected.

Squadron mobility planning was found to be excellent and immediate implementation of the mobility plan would be effective.

The OJT Program was found to be progressing satisfactorily but it was recommended that the practice of utilizing aircrew personnel as Squadron OJT Officers be discontinued and that Squadron Adjutants be appointed additional duty as Unit OJT Officers. Further, it was recommended that OJT Officers conduct periodic checks to insure that all supervisors are properly monitoring the training being provided trainees.[13]

The Wing Adjutant's Office was reported to be functioning effectively and coorespondence control and maintenance of publications were excellent.[14] The publication of orders was adequate; however, it was found that action will be required to reduce the excessive number of amendments and deletions. The Administrative handling of classified documents was being accomplished in accordance with AFR 205-1, as amended. Top Secret Control Officers had been designated on PAM's and alternates had been appointed. Inventories had been completed prior to 1 October 54,

13. Ibid.
14. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

and no missing documents were reported. Second Air Force Forms 243 and 187 were being utilized in accordance with pertinent 2AF directives.

The Unit Security Programs of the 91 BSG were considered satisfactory based on the inspection of the 322nd SES, 91AMS, 91FMS, and 91PMS.[15] All of the organizations inspected had formulated adequate counter-sabotage SOP's relative to normal daily security operations; however, a number of airmen contacted in the Flight Line Area of the wing were unfamiliar with these procedures. It was recommended that all personnel be thoroughly indoctrinated in existing counter-sabotage SOP's. All organizations inspected had formulated adequate procedures for the emergency issuance of firearms and for the recall of off-base personnel during an emergency.[16]

In the 91 FMS communications relative to clearance for access to classified information were not being retained in the individual Unit Personnel Records. Reference was made to paragraph 12a(1) (r), AFR 31-8.

Presentation of Phase I of the SAC Security Indoctrination Program in the 91 SRW was considered satisfactory.[17] Records made available by the Ground Training Branch of this wing indicated that 92% of assigned personnel had completed this phase; however Phase II of this program had not been inaugurated. This discrepancy was observed during the 2AF Inspection of April 1954.[18]

Barracks of the Month Inspection

The winner of the Barracks of the Month award for the sixth (6)

15. Ibid.
16. Ibid.
17. Ibid.
18. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

straight month was the 91st Field Maintenance Squadron.[19] Periodic Maintenance Squadron again held down second spot. Headquarters Squadron Section showed the most improvement by coming from last place the previous month to third place this month.

19. Interview of Maj. George A. Brenner, 91 SRWg Adj. by A/3C W. [illegible]. Wagner 91SRWg Hist Tech, 16 Dec 54.

SECRET

0792

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PERSONNEL

Personnel Strength

As of 30 November 1954, a total of 2035 individuals was assigned to the 91st Strategic Reconnaissance Wing,Medium, at Lockbourne Air Force Base, Ohio.[1] This total did not include the 91st Tactical Hospital or the 801st Air Base Group. Of the 2035 individuals assigned, 347 were officers and 1661 were airmen.[2] These figures reflected the following changes over the number of personnel assigned as of the end of October 1954:[3] Nine(9) officers were gained and 34 airmen were gained, resulting in an overall personnel gain of 43 individuals.As of 1 November 1954, the authorized personnel for the Tactical Squadrons and the 91Air Refueling Squadron increased due to the new T.D. 1-1478P-2 which changed the authorized crew to aircraft ratio from 1.25-1 to 1.5-1.

The following is a comparison of authorized versus assigned strength of this wing as of 30 November 1954:[4]

	TOTAL AUTH.	TOTAL ASSD
Officers	402	374
Airmen	1581	1661
	1983	
Total		2035

Roster of Key Personnel

On the following page of this narrative will be found a roster of key USAF personnel assigned this wing as of 2359 hours, 30 November 1954.[5] It is pointed out that Lt Colonel Harris C. Andrews temporarily assumed the duties of Wing Comptroller in addition to his normal duties of wing

1. Rpt,"Weekly Mean Strength", Nov 54,prep by Stat Svs,801ABGp
2. Ibid.
3. Rpt," Weekly Mean Strength", Oct & Nov 54,prep by Stat Svs,801ABGp.
4. Ibid.
5. Rpt,"Roster of Key Personnel," Nov 54,prep by 91st D/P.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ROSTER OF KEY PERSONNEL OF THE 91ST STRATEGIC RECONNAISSANCE WING AS OF 30 NOVEMBER 1964

Wing Commander	EISENHART, CHARLES M.	Colonel
Deputy Commander	BURKE, WILLIAM	Colonel
Adjutant	ANDREWS, HARRIS C.	Lt. Colonel
Comptroller	*ANDREWS, HARRIS C.	Lt. COLonel
Director of Personnel	DOUGHTY, DAVID E.	Captain
Inspector General	ROSS, WILLIAM O.	Major
Intelligence Officer	PETERSON, WILS G.	Lt. Colonel
Director of Operations	TODD, WILLIAM E.	Colonel
Director of Material	NIXSON, MARION C.	Lt. Colonel
CO-322nd SRS	CHAFIN, JAMES T. JR.	Major
CO-323rd SRS	ALEXANDER, ARTHUR	Major
CO-324th SRS	ARCHER, JOHN H. JR.	Lt. Colonel
CO-91st Air Refueling Squadron	HOWIK, CLIFFORD S.	Lt. Colonel
CO-91st Field Maintenance Squadron	BRAHAM, CHARLES S.	Major
CO-91st Periodic Maintenance Squadron	BROUGHTON, THOMAS E.	Major
CO-91st Aand E Squadron	WADE, ERNEST C.	Lt. Colonel
CO-Eq Sq Section, 91st SRWg	BREHNER, GEORGE A.	Major
Chief of Maintenance	CARTER, ROBERT F.	Lt. Colonel

*Colonel Andrews temporarily handling both jobs.

SECRET

0794

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Adjutant. This adjustment was merely temporary until a replacement for Lt. Colonel Kenneth S. Fjelstad, who is TDY to the Air University, Maxwell Air Force Base, Alabama to attend Air Command and Staff School Academic Instructor Course, could be assigned.[6]

Major Charles S. Graham assumed the duties of Squadron Commander of the 91st Field Maintenance Squadron on 1 November 54, relieving Lt. Colonel David B. Lawrence, who departed PCS to David Monthan Air Force Base, Arizona.[7]

Major Arthur R. Alexander assumed command of the 323rd Strategic Reconnaissance Squadron on 4 November 1954, Major Frank J. Schwandtner relieved.[8] Major Schwandtner was assigned to the Board of Directors at SAC Operations at Barksdale Air Force Base, La.

Results of Airmen Proficiency Tests

During the month of November the following results of Airmen Proficiency tests taken by 91 SMWg personnel were received on this station:[9]

Of the 202 persons who took the tests, 227 or 80% passed with 55 or 19% failing to pass. A breakdown of these tests by Air Force Specialty Code, the number who passed and the number who failed is as follows:[10]

Of the 174 airmen who took the 43151, Senior Aircraft Mechanics test, 149 passed and 25 failed to pass. Twenty-four (24) of the 27 airmen who took the 43152, Senoir Aircraft Recpr Engine Mech test passed it with only three(3) persons failing. Four (4) airmen passed and one failed the 43153, Senior Aircraft Jet Engine Mech test. Of the ten(10) air-

6. Interview of Capt. Doughty, 91SMWg D/P, by A/3C Wagner, 91SMWg Hist Tech, 15 Dec 54
7. History, 91 FMS, Nov 54, cy on file 91 Hist Office
8. History, 323rd SRS, Nov 54, cy on file 91st Hist Office
9. Interview of S/Sgt Allen, 8081st AF Testing Office by A/3C Wagner, 91st Hist Tech
10. Ibid.

SECRET

0795

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

men who took the 43154,Senior Aircraft Electrician test, nine (9) airmen passed with one (1) airmen failing to pass. Three (3) airmen passed the 43156,Senior Aircraft Instrument Tech. test and one person failed to pass it. Three (3) out of four (4) personnel who took the 43159,Senior Inflight Refueling Specialist test passed it. Of the fifty(50) persons who took the 43170/71, Aircraft Maintenance Tech. and Supv. test, 31 persons passed it and 19 failed to pass it. One (1) man took and passed the 43372/73, Aircraft Jet Engine Overhaul Tech test. Four persons took the 43179,Inflight Refueling Tech test with three(3) passing and one(1) failing. Five(5) persons took and passed the 70250,Clerk test. Four (4) persons took the 70270,Administrative Supv test with two(2) passing and two(2) failing. Four persons successfully took the 64151,Senior Organizational Supply Specialist test. One (1) person failed the 64173,Organizational Supply Supv. test and no one passed it.

Second Air Force Inspection Report

Results of the Second Air Force Inspection of the 91st Strategic Reconnaissance Wing,Medium that was conducted 8-19 November 1954 that pertain to personnel are briefly covered herein.

It was noted by the inspection team that the Personnel Directorate was one of the better organized and functioning personnel offices observed throughout 2AF. The Director and his staff were well qualified and performing their duties in an excellent manner.[11] From a personnel planning picture, the wing was considered capable of supporting its mission and immediate implementation of the mobility paln would be effective.[12] Officer manning was approximately 105 percent bodywise and 94 percent

11. Rpt,"Inspection of 80lst ABDiv, 91st SRW, 80lst ABSp," prep by IG,2AF,Cl:Secret,page 21,cy on file 91st Hist Office
12. Ibid.

0796

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

percent effective. All shortages were on requisition. Forty-six (46) B-47 and 25 KC-97 crews had been formed. Pilots were available for additional crews but a shortage of five(5) observers (1525Fs) existed.[13]

Airmen manning was approximately 102 percent bodywise and 84 percent effective. Current shortages were in the Aircraft Radio Repairman (30150), Aircraft Electronic-Navigation Maintenance Tech.(30171), ECM Repairmen (30230), Weapons Mech.(46230) and Air Transportation Supervisor (60170).[14]

The Combat Crew Control Section was found to be functioning as one of the best in 2AF.

The inspectors stated that recurring supervisory staff visits and/or inspections of all squadrons by Wing and Division had been frequent. Compliance reports were available for evaluation and gave excellent coverage, pointing out deficiencies and including the reasons why errors existed and necessary corrective action to preclude future ones. These visits and/or inspections had been a contributing factor to the improved squadron administration throughout the Wing with the exception of the Tactical Hospital where administrative conditions were below acceptable standards.[15]

Teh inspection team found that the OJT Program was being effectively monitored by the Director of Personnel and proper planning of assignments and utilization of trainees was being accomplished.The OJT control and accountability of the 373 trainees was judged as being among the

13. Ibid.
14. Ibid.
15. Ibid.

0797

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

best observed in tactical wings of 2AF. The small number of personnel failing proficiency tests indicated that the trainning being provided by supervisors was adequate.[16]

Charts and graphs portraying manning, Combat Crews, re-enlistments, staff visits, and other personnel trends were available and were an excellent source for keeping the Wing Commander informed.[17]

It was recommended that airmen assigned to Headquarters 813SWg be attached to Headquarters Squadron Section for administration.[18]

Strategic Air Command Rating System

The Personnel portion of the SAC rating system saw the following scores achieved by the 813st SWg in November 1956:[19]

The Officer Manning in Required Specialities for the quarter ending November was 80 percent of maximum score. This was realized as 370 officers of 440 authorized or 84.1 percent were effectively manned.

The Airmen Manning in Required Specialities was at 10 percent of maximum in Direct Support career fields with 807 in required specialities of an authorized 1287 or 70.3 percent effectively manned. In the Indirect career field, 444 of 520 authorized men were in required specialities for an 85.3 percent effectively manned score.

The Absent Without Leave Rate was at 100 percent for November, as there was only one (1) AWOL of an assigned strength of 2123 personnel which was a rate of .4 percent per 1000 personnel.

The reenlistment rate was at 19.2 percent during November with five (5) men reenlisting of 26 discharged. During the quarter ending in Nov-

16. Ibid.
17. Ibid.
18. Ibid.
19. Rpt,"SAC Management Control Statement(RCS:2AF-M2)," for Nov 56,01:Conf Exhibit , 55

0798

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

the rate was 16.2 percent with 23 men reenlisting of 151 discharged.

The Ground Safety Score was 70 percent for the month with four(4) lost time accidents and no civilian lost time accidents.

The AFS Utilization percentage was 69 percent for the month of November and 81.3 percent for the quarter ending in November.

SECRET

0799

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Tactical Operations Analysis

During November 1954, aircraft and crews of the 91st Strategic Reconnaissance Wing, Medium, operating from Lockbourne Air Force Base, Ohio recorded a total of 2419 hours of flying time, which was indicative of an increase of approximately 5 hours over that recorded during the month of October.[1] The end of this reporting period saw in possession of the 91st Wing at Lockbourne Air Force Base, 69 tactical aircraft, according to the following numbers and types:[2] twelve(12) KC-97F's, eleven (11) KC-97G's and 46 RB-47E's. They were on hand 49,715hours, and were maintained in commission 40,130 hours, resulting in a monthly aircraft in commission percentage of 80.7 percent, and a monthly percentage of time aircraft were flown of 6.0.[3]

The following is a comparison of the operational data that this wing recorded during October and November 1954:[4]

	October	November
Number Aircraft on Hand	66	69
Number Hours Aircraft on Hand	50,257	49,715
Number Hours Aircraft in Commission	42,401	40,130
Number Hours Aircraft Flown	2838:28	2419
Percentage of Time Aircraft in Commission	84.8%	80.7%
Percentage of Time Aircraft Flown	5.4%	6.0%
Number of Hours Aircraft Out of Commission Due to Maintenance	1670	1399
Number of Hours Aircraft Out of Commission Awaiting Parts	303	1186
Number of Landings Made	959	931

1. Hist,"Form 110A,Hq Dept of AC Opns", Oct-Nov 54,prep by Stat Svs,91SRWg
2. Ibid.
3. Ibid.
4. Ibid.

SECRET

0800

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The number of aircraft on hand increased by one during November. The number of hours that aircraft were on hand showed a slight decrease and the hours that aircraft were in commission showed a slightly larger decrease. The latter was caused by the tremendious increase in AOCs and caused the percentage of time in commission to drop. The percentage of time flown showed a marked increase over October.

November was not a Special Training Month and 757:15 were flown in performance of missions directed by higher headquarters.[5]

Of this total 262:15 was flown by the RB-47E's and 495 hours by the RB-57's.[6] Of the reconnaissance aircraft hours, 189:45 were spent by aircraft assigned to the 3942nd SES. 22:30 was spent on 91-54-13, Lake Charles Photo project(photographing Lake Charles Air Force Base), and 8:10 on 91-54-11,Clinton County Photo project. 41:50 were spent on Cocoa Sat Let-Down Project.[7]

The RB-57's recorded 495:00 flying missions ordered by higher headquarters. Of this total, 198 hours were spent on 32lst Wing Operations Order 142-54,(High Ball). The 91AWS flew on the 3rd, 4th, and 5th of November to successfully fulfill their support committment on the final graduation flight of the 321st. Refuelings were accomplished from formation flight and the only difficulty encountered was the receiver flights were fairly consistant in overshooting and seemed unsure which tanker to line up on.[8]

Three hundred and fifty-six (356) hours were spent on combined 2AF Operations Order 142-54 and 2AF Operations Order 38-54. These two Orders

5. 91 SMW Cmdr's Remarks to Part I of Air Trg Rpt for Mo of Nov54 (CS: S-AAC-712, Exh # 26 and 91 SMW Cmdr's Remarks to Section I of Air Trg Rpt for Mo of Nov 54, CS:S-AAC-712, Exh #25
6. Ibid.
7. Ibid.
8. Ibid.

0801

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

took in three(3) distinct missions.

Operation "Razor Strap", the first of these missions was flown on the 8th, 9th, and 10th of November in support of the 306th Wing during their re-deployment exercise. Refuelings were effected from formation flight and no difficulty in technique were encountered. Execution orders from 2AF were delayed resluting in it being necessary to dispatch some aircraft prior to receipt, in order to make good the rendezvous times.[10]

Three(3) aircraft were dispatched to Loring Air Force Base, Maine to support the 306th Wing during their re-deployment on the 13th, 14th, and 15th of November. This mission involved the crews being placed on a standby status to refuel the B-47's in the event of gear trouble or similar esergencies.[11]

The final phase of this three-fold operation saw the 91ARS re-deployed to Lockbourne Air Force Base, and all except the three crews at Loring and one clean up crew held at Goose Air Base, arrived home on 12 November 1954.[12]

Of the 2419 hours flown by assigned crews and aircraft of this wing in November, a total of [illegible] hours and 10 minutes was recorded by the KC-97's and 1886 hours and 45 minutes by the KC-47M's.[13] A total of 281 B-47 aircraft sorties was flown respectively, during the period reported on, accumulating 1400 hours respectively of actual training time.[14] The following is a summary of training accomplishments as recorded by the RB-47 crews during the period 1thru 30 November 1954:[15]

9. Ibid and History 91ARS,Nov 54,C1:Secret, cy on file 91 Hist Office
10. History 91ARS, Nov 64,C1:Secret,cy on file 91 Hist Office
11. Ibid.
12. Ibid.
13. Rpt,"Form 110A,Mo Rpt of A/C Opns," nov 54,prep by Stat Svs, 301 ABGp
14. SAC Air Trng Rpt for Mo of Nov 54,prep by DCS/Ops D/Opns & Trng
15. Ibid.

SECRET

0802

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Radar Initial Point Target Runs

Attempted X 131

Accepted 121

Large Scale Photography IP Target Runs

Attempted 66

Accepted 66

Tri-Metrigon Charting Strip of Photography

Attempted 40

Accepted 34

Forward Oblique Photography IP Target Runs

Attempted 15

Accepted 15

Low Altitude Daylight Photo Runs

Attempted 48

Accepted 47

Longe Range Missions 51

Number of Pilot Proficiency Missions 74

Radar Navigation Legs 6

Air Refueling

Rendezvous Attempted 56 Accepted 56

Radar Bomb Scoring Runs

Attempted 85

Accepted 82

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

These figures showed an increase in certain factors and a decrease in others. On the whole, the training was as good as and a little better than that accomplished in October. Some factors that affected training were as follows:[16]

Fifteen (15) pilots proficiency missions were cancelled due to low ceiling and fog causing a loss of 45 hours. One aircraft was not available for combat crew training because use of visual cameras is prohibited by 2 AFDM GC-4375, dated 25 August 1954. Two Aircraft Commanders and three(3) photo-navigators were lost to 3942th SES, one co-pilot to 801 ADiv and one co-pilot was separated from the Air Force. The installation of 25 Collins 18-5-4 HF sets during the early part of this month restricted availability of aircraft to operations for flying.

91st Air Refueling Squadron, Medium

Tanker crews and aircraft of the 91st Air Refueling Squadron, utilizing KC-97 type aircraft, and operating from Lockbourne Air Force Base, Ohio and Goose Air Base, Labrador, recorded in November 1954, 855 hours of operational flying time.[17] This total represented a decrease of approximately 6 hours of flying time as compared with the operational record of this squadron in October.[18]

This unit in addition to flying SAC Reg 50-8 training requirements, flew 495 hours in accomplishing missions directed by higher headquarters.[19] These missions and the number of hours devoted to flying them were:[20]

321st Operations Order 142-54-139:00. 2AF Operations Order 142-54- and 2AF Operations Order 38-54-356:00.

16. Ibid.
17. Rpt, "Form 110A, Mo Rpt of A/C Opns," Nov 54, prep by Stat Svs, 801 ABGp
18. Ibid. and 110A for Oct 54.
19. 91SRWg Cmdr Remarks to Sect I of Air Tng Rpt for Mo of Nov 54, RCS:4-SAC-T12, Cl: Conf., Exh # 25
20. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The following is a comparison of operational data as recorded by this unit in October and November 1954:[21]

	October	November
Number Aircraft on Hand	23	23
Number Hours Aircraft on Hand	16,770	16,704
Number Hours Aircraft in Commission	14,807	15,308
Number Hours Aircraft Flown	891	880:10
Percentage of Time Aircraft in Commission	88.3%	69.8%
Percentage of Time Aircraft Flown	5.9%	5.8%
Number of Hours Aircraft Out of Commission Due to Maintenance	372	790
Number of Hours Aircraft Out of Commission Awaiting Parts	415	308
Number of Landings Made	371	222

During November, a total of 162 KC-97 sorties was flown for 885 hours of actual training time, whereas in October, 155 sorties were flown for 867 hours of actual training time.[22]

A resume of training accomplished by the KC-97s in November is as follows:[23]

Night Celestial Navigation Legs	35
Day Celestial Navigation Legs	19
Radar Navigation Legs	18
Grid Navigation Legs	7
Number of Rendezvous Attempted (APN-11)	93
Number of Rendezvous Successful(APN-11)	44
Number Rendezvous Attempted (APN-68)	80

21. Rpt,"Form 11CA,Mo Rpt of A/C Opns",Oct&Nov54,prep by Stat Svs,301ABGp
22. Rpt,"Air Trng Rpt for Mo of Nov 54",prep by 91 SMSg D/Ops & Trng Sect.
23. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Number Rendezvous Successful (APW-68)	56
Wet Hookups Attempted W/Bombers	316
Wet Hookups Successful W/Bombers	314
Dry Hookups Attempted	31
Dry Hookups Successful	31
Hours of Pilot Proficiency	48
Number Long Range Missions	20
Total Sorties Flown	162
Total Flying Time	685
Total Gallons of Fuel transferred during the Month	3,12,919 gal.
Total Gallons of Fuel transferred To Date	4,851,209 gal.

322nd Strategic Reconnaissance Squadron, Medium

Crews and aircraft of the 322nd Strategic Reconnaissance Squadron, operating from Lockbourne Air Force Base, Ohio with RB-47E's, recorded in November, 485 hours and 30 minutes of flying time as compared with 498 hours and 15 minutes in October.[24]

A comparison of the operational and maintenance data as recorded by this organization in October and November is as follows:[25]

	October	November
Number Aircraft on Hand	15	15
Number Hours Aircraft on Hand	10,[illegible]9	10,800
Number Hours Aircraft in Commission	[illegible],271	8,106
Number Hours Aircraft Flown	498:15	485:30

24. Rpt, "Form 110A, No Rpt of A/C Opns", Oct & Nov 54, prep by Stat Svs, 801 ABGp.
25. Ibid.

SECRET

0806

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	October	November
Number Hours Aircraft Out of Commission Awaiting Parts	231	248
Number Hours Aircraft Out of Commission Due to Maintenance	0	2448
Percentage of Time Aircraft in Commission	76.2%	76%
Percentage of Time Aircraft Flown	6.0%	5.0%
Number of Landings Made	140	222

The aircraft on hand and the hours aircraft on hand remained very much the same as the previous month as did the hours aircraft were in commission. The flying hours decreased slightly. The AOG showed a tremendous increase over the previous month. The percentages remained approximately the same as October.

323rd Strategic Reconnaissance Squadron, Medium

RB-47E crews and aircraft of the 323rd Strategic Reconnaissance Squadron, operating from Lockbourne Air Force Base, recorded in November, a total of 475 hours of operational flying time as compared with 463 hours in October.[26] As will be noted, the figure for November increased slightly over that recorded during November.

A comparison of the operational data recorded by this organization during October and November is as follows:[27]

	October	November
Number Aircraft on Hand	18	18
Number Hours Aircraft on Hand	11,160	10,800
Number Hours Aircraft in Commission	9,344	8,395
Number Hours Aircraft Flown	466:04	475:18

26. Ibid.
27. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	October	November
Number Hours Aircraft Out of Commission Awaiting Parts	320	32
Number Hours Aircraft Out of Commission Due to Maintenance	68	2373
Percentage of Time Aircraft in Commission	84.6%	77.7%
Percentage of Time Flown	4.8%	5.6%
Number of Landings Made	175	215

Although the aircraft on hand remained the same this month, the hours aircraft were on hand showed a decrease due to November being a short month. The hours in commission decreased sharply due to the big increase in AOG. The percentage of time aircraft were in commission also showed a large decrease due to the same reason. The flying time and percentage of flying time bith increased over the previous month.

32nth Strategic Reconnaissance Squadron, Medium

Utilizing RB-47E's and operating from Lockbourne Air Force Base, Ohio, crews of the 32nth Strategic Reconnaissance Squadron recorded 578 hours of operational flying time in November.[28] This was an increase of 94 hours of flying time over that recorded in October and was attributed to the increase of one more aircraft being on hand and the good flying month the squadron experienced. It was a new high for any month for the squadron.

The following is a statical comparison of the operational data recorded by the aircraft of this squadron in October and November 1954:[29]

	October	November
Number Aircraft on Hand	15	16

28. Ibid.
29. TDIH.

0808

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

	October	November
Number Hours Aircraft on Hand	11,468	11,411
Number Hours Aircraft in Commission	9,760	8,621
Number Hours Aircraft Flown	494:10	578:00
Number Hours Aircraft Out of Commission Due to Maint	747	2790
Number Hours Aircraft Out of Commission Awaiting Parts	0	0
Percentage of Time Aircraft in Commission	85.1%	75.5%
Percentage of Time Aircraft Flown	4.3%	6.7%
Number of Landings Made	258	272

The number of aircraft on hand increased by one over the previous month and since November was a short month, the hours aircraft were on hand remained approximately the same. The tremendous increase in AOCS caused the hours that aircraft were in commission to decrease strongly from October as did the percentage of time aircraft were in commission. The flying hours and percentage of time aircraft were flown both showed a big increase over the previous month.

Changes in Flying Hour Allocations

The original Flying Hour Allocation for the second Quarter of fiscal Year 1956 allocated more time to KC-97F type aircraft than to KC-97G type aircraft. Since there were 11 of each type on hand, it was requested by the 91st Air Refueling Squadron Commander that the allocation be changed to allow equal commitments to each type aircraft.[30]

It was noted that the changes to the flying hour allocation have

30. History, 913th, Oct 54, Operations and Training Chapter, page 25

SECRET

0809

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

been made to conform as closely as possible to changes requested by individual units consistent with time available to Headquarters Second Air Force. The allocation for month of October was changed to indicate within a few hours the time actually utilized during that month. The remaining hours were allocated in November and December. These hours if not flown in November will be carried over to December and any overflown will be deducted from December. The new allocations are as follows:[31]

	OCT	NOV	DEC
RC-97	487	333	260
RC-97	404	476	260
RB-47E	1351	1527	972

As will be noted, the hours for December are qualified and equally distributed between the two types of RC-97's.

Flying Safety Activities for the Month of November, 1954

The Month of November 1954 found the 91st Strategic Reconnaissance Wing accident free and this was accomplished by the personnel of the wing being constantly flying safety conscious.[32] The Wing and Squadron Flying Safety Officers covered the following subjects during November:[33]

Items of interest in the Flying Safety Combat Crew, and Maintenance Review magazines were covered along with the excellent Summary of Aircraft Accidents/Incidents. The Pilots Information Files have been completely reorganized in an effort to make reading and finding of information easier and quicker. The Flying Safety Bulletin Boards in the many different locations were rearranged and new posters were placed in various "Busy Spots"

31. Msg fr. Cmdr 2AF, to Cmdr 801 ADiv ODC10986, 1 Nov 54, Secret
32. Rpt, "Flying Safety Officers Monthly Rpt", Nov 54, prep by 91 Flying Safety Office, Exh 21
33. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The following movies were shown during this month:[34]

"Functions of Air Traffic Control Facilities","Crash Landing in Unfuvorable Terrain",AND "Avoid Colds-Do not Fly With a Cold".

Various lectures were also given and among them were the following:[35]

Aborts and Winter Problems, SOP's, Dash One Revision, Winter Techniques, Wing Poop Sheet, E27's vs Turbine Bucket Life, Copilots Ejection Seat, Preflight Items, Proposed Instrument Systems. Airspeed Limitations, and Aileron Effectiveness.

There is in effect a plan to have the patch of trees cut down that is believed to be causing a blind spot in the GCA unit at Lockbourne. This spot exists to the southwest of the unit.

The Wing Flying Safety Officer has begun to publish a weekly bulletin called "Flight Poop Sheet." It consists mostly of local flying hazards and pertinent information pertaining to the ramp area. It is believed that in general there is contained therein, good information for prevention of Accidents/Incidents to help carry on the aggressive Flying Safety Campaign that is now functioning within the 91st SRW.

Combat Crew of the Month

The 91st Strategic Reconnaissance Wing Jet Air Crew composed of Aircraft Commander Major Ray A. Sahls, Pilot, Captain Joseph S. Tolbert, and Photo-Navigator, Captain John A. Lenardic have been chosen as Lockbourne's Combat Crew of the Month and submitted as "SAC Combat Crew of the Month"from Lockbourne for November 1954.[36]

34. Ibid.
35. Ibid.
36. Ibid.

0811

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

By conscientious flight planning and close crew coordination, Major Dahls' crew accomplished all SO-3 training for November in only five(5) missions. Major Dahls also flew 45 hours as an IP in addition to the thirty (30) hours with his crew. This crew during the month of November accomplished two(2) feats worthy of recognition. While on a low level Photo Run. a camera door hydraulic line ruptured. This resulted in the loss of all hydraulic fluid in both the main and emergency reservoirs. Immediately there was a loss of nose wheel steering and also the surface power controls went on emergency. Only hydraulic pressure remained between the brakes and the brake metering valves. The crew elected to fly at a low level in order to expediate the landing since the brake pressure was bleeding down slowly. Major Dahls elected to use touch down speed in lieu of best flare speed since only one brake application remained. The aircraft was landed in the first 500 feet and brought to a safe stop 5,000 feet down the runway. During another mission, Major Dahls demonstrated his capability to complete air refueling at 24,000 feet due to the clouds being at 1100 feet between that level. The additional duty of being the Squadron Standardization Board Crew was assigned to this crew in November. The crew has energetically devoted all available time to this duty. This crew has demonstrated their ability to carefully analize and solve inflight problems.

The conscientious efforts of this crew toward the betterment of Flying Safety is worthy of recognition and they have therefore been selected to represent Lockbourne Air Force Base in the "SAC Combat Crew of the Month" contest.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Maintenance Man of the Month

Technical Sergeant Edwin Archer of the 91st Field Maintenance Squadron was selected as the 91st Strategic Reconnaissance Wing Maintenance Man of the Month for November.[38]

T/Sgt. Archer was selected as NCOIC of the Field Maintenance auto-pilot section two years ago and during this time has developed usable flyaway mock-ups for B-4 auto-pilot, A-12D auto-pilot, F-1 auto-pilot, Fluxgate Compass and E-1 Compass systems.

During May 51, Sgt. Archer was dispatched to the 91st Strategic Reconnaissance Squadron in Japan for 7 months to support RB-45 aircraft furnishing the 91SRS by the 91SRW. At that time, RB-45's were having serious trouble with the aircraft control in the B-4 auto-pilot which was hampering the accomplishment of their mission. Sgt. Archer modified the D-8 amplifier of the B-4 autopilot so that all control was effective.

Sgt Archer was detailed as NCOIC of the 91st A & E Detachment at Goose Air Base, Labrador in October 1954. Due to his extensive knowledge that Sgt Archer possessed on electronics, he not only supervised the detachment effectively but assisted the other A & E sections in solving maintenance problems dealing with Aux Radar and Radio. In addition to this, Sgt. Archer found time to instruct personnel of the 5006th Maintenance Squadron in maintenance of the E-1 Compass system and assisted the 5006th in constructing a E-1 compass mock-up.

T/Sgt Archer's conduct and bearing is above reproach. He is a great asset to this organization and a great credit to the Air Force. For these reasons, he has been chosen as Maintenance Man of the Month for the 91st Reconnaissance Wing.

38. Ibid.

SECRET

0813

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Comments of the 91st SRWg Commander on the T-12 Report

The Wing Commander re-expressed his remarks of October and added some new ones that were as follows:[39]

Permission has been requested for qualified staff co-pilots to aid in 50-8 celestial and cruise control missions. It was asked that first pilot time be reduced from 300 to 250 hours for performing pilot proficiency missions, i.e. touch and go landings for other than IP's. Deletion of maximum external gross weight hook-ups was also requested. To date this organization has not received any indication, if any of these recommendations have been favorably considered or not.

Another problem that this organization is experiencing is the difficulty in obtaining fighter attacks. This is an item of training over which the crews have no control and of which there is no quality measurement presently available. In order for a crew for obtain fighter attacks it is generally necessary for it to spend a great deal of time calling the various GCI sites to alert the fighters. They must often deciate from their planned mission by circling, reducing airspeed, flying at a lower altitude, and even go so far as to search out fighters in order that this requirement can be met. Should this happen to a crew only once or twice a training quarter, it would not be especially serious; however when it occurs, as it has to one crew eight times during the quarter, it is apparent that a great deal of time which could be devoted to other training is being wasted and crew efficiency lowered.

39. D1SRWg Cmdr's remarks Part V of Air Tng Rpt for the Mo of Nov 54, CS:3-SAC-T12, Cl:Secret, Exh # 26.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Several reasons were given for this unit not accomplishing any maximum external gross weight refuelings during this 50-S scoring period. They were as follows:[40]

The small number of KB-47 aircraft with modified wing tanks available was one of these reasons. None were available in September, three(3) in October, and has now been increased to a total of nine(9) in the wing. The other reason was the extended unavailability of Air Refueling Squadron during period 1 October to 15 Novemebr 1954, resluting in a larger number of receiver crews requiring rendezvous and hookups. In the interest of maintaining proficiency for maximum number of crews, refueling was scheduled for entire last portion of November on a two receiver to one tanker basis. This restricted the ability of the tankers to make large individual transfers.

Goose Bay Let-Down Project

The 91st Strategic Reconnaissance Wing was ordered by Headquarters Strategic Air Command to dispatch three(3) RB-47E's to Goose Air Base, Labrador on 27 October 1954 to test Unedited Instrument Approach procedures at that base.[41] These tests were delayed until 2 November 1954 at which time they were completed on 3 November 1954.[42] Forty-one hours and fifty minutes (41:50) were spent by RB-47's of the 91st SRW in accomplishing these tests, the purpose of which was to provide MAC with final analysis of Air Traffic Control Procedures for Goose Air Base utilizing facilities presently available. The tests were co-ordinated with local representatives and a detailed process based on test results was submitted to Northeast Air Command for further review and approval.

40. Ibid.
41. Msg fr Cmdr SAC to Cmdr 2AF,[illegible]
42. Msg fr Controller SAC Goose AB,Lab. to Cmdr Pepperell AFB,Nfld. [illegible]

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Second Air Force Inspection Report

The Second Air Force Inspection Team that conducted an inspection of the 801 ADiv, 26 & 91st SRWg, and 801ST ABGp on 5-19 November 1954 found the 91st Strategic Reconnaissance Wing Operations activities to be staffed with well-qualified personnel and operating in an efficient manner.[43] The problems that hampered the overall efficiency were the shortages and limitations of the photo equipment associated with the RB-47 aircraft, the poor operational building facilities and the lack of a firm monthly ground and flying training schedule.[44] The outstanding items observed were the plan for training and upgrading newly assigned 2/Lt pilots, the good utilization of flying time, and the marked improvement in standardization board activities since the last inspection.[45]

The Wing was considered capable of performing its assigned ECP. However, no crews had accomplished an ultrasonic radar run on their target plate as of 9 November 1954. Responsible personnel stated that this was caused primarily by the trainer being out of operation.[46]

The prediction team had accomplished approximately half of the prediction plates, but progress had been delayed due to shortage of plexiglass to mount the predictions. The Plans Section was organized and operating effectively and all plans were generally up-to-date with the exception of the 1954 Emergency Evacuation Plan", which was revised but not published pending the material portion of the plan.[47]

The B-47 Air Training Program(SAC Reg 50-8) for the 2nd Quarter of

43. Rpt, "Inspection of 801 ADiv, 26 & 91SRWg, and 801 ABGp", prep by IG, 2AF, CLASSIFIED
44. Ibid.
45. Ibid.
46. Ibid.
47. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

September, October, and November 1954 was approximately 80 percent completed as of 9 November 1954 and was progressing satisfactorily with the exception of Maximum External Refuelings. It appeared to the Inspectors that required quarterly training in this area would not be accomplished since only two of this type refueling had been completed as of 9 November 1954. The deficiency was caused by a noncompliance with TO 00-14-2-12-506 and 507, 2 June 1954, External Tank-Boost Pumps which were not available this station.[48]

The Ground and Flying Safety Training scheduled program had more deviations and was less firm than some other 2AF comparable Wings. It was recommended that appropriate representatives visit the 301st Bomb Wing, Barksdale Air Force Base, La., to observe their monthly scheduling program which was judged the best in 2AF.[49]

The "Early Bird" training program designed to qualify 2/Lt's as B-47 co-pilots at the earliest possible date was considered to be outstanding in 2AF and the curriculum consisted of the following:[50]

Each pilot was allotted 25 hours B-47 flight time and the ground training phase incorporated 512 hours of instruction including both SAC Regulation 51-19 and 2AF Regulation 50-6 training. A total of 14 weeks was required to complete both air and ground training phases.

The procedure for recording and reporting air training accomplishments was basically sound; however there was a need for better "bookkeeping" and cross-checking of records at wing level. Utilization of

48. Ibid.
49. Ibid., page 10
50. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

flying hours versus training accomplishments was extremely high; the best within 2AF, but crews were found to be going far beyond their needed training to accomplish items of training in order to show maximum utilization of flying time.[51]

The overall photo reconnaissance capability had improved considerably since the last inspection but as of 12 November 1954, it was stated by the inspection team that the Wing still did not have a night photo capability. Equipment for night photography was arriving on the station at the time of the inspection and a night capability was expected in the very near future.[52] The daylight photo capability was excellent with a high acceptability rate for all types of photography. It was recommended that emphasis be put on building up the target folders with better target materials.[53]

The overall navigation capability was considered to be excellent considering that the majority of the celestial missions were accomplished utilizing hand held sextants taking observations through the co-pilots canopy. Of the RF-47 aircraft assigned, 31 did not have periscopic sextants located in the co-pilots canopy. This modification was programmed in the IRAN project which had commenced at a rate of approximately two aircraft per month. Much improvement was observed since the last 2AF inspection in Navigation records standardization and Navigation procedures.

The flying safety program was functioning in a satisfactory manner

51. Ibid.
52. Ibid.
53. Ibid.

SECRET

0818

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

and conducted in accordance with applicable directives. Several recommendations that were made to increase effectiveness were as follows:[54]

The file should be reviewed periodically to insure that revisions to pertinent directives are received. Priority should given to qualified the assigned flying safety officer as an Aircraft Commander in the unit tactical aircraft. The Escape and Ejection System should be included periodically in the monthly program for both flying and maintenance personnel.

It was felt by the inspection team that the B-47 Standardization Program was generally satisfactory and showed a marked improvement since the last inspection. Activities were conducted or monitored by well-qualified personnel. Written exams were adequate for all crew members; however, the pilots' proficiency tests were administered in an open book manner with a time limit. This procedure was patterned after that employed by the 390th SMS but does not comply with 2AF Reg 51-1.[55]

Personnel Equipment Sections were satisfactorily organized and providing maximum support consistent with some few exceptions. The Ground Training Program was considered by the inspection team to be well-organized and under the supervision of an exceptionally well-qualified officer. The over-all accomplished training ending 31 October 1954 was approximately 72 percent which is slightly under the proportionate requirements for the year.[56] Combat Crew Training had precedence over other training

54. Ibid.
55. Ibid.
56. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

requirements and this accounted for and precluded proportional compliance of all SAC 50-3 training. Training records were in good order but attendance reports to support entries on these records were missing in a few instances.[57]

The Wing Performances Engineer was judged to be qualified and was functioning under the Plans Section. ADP Flight Mission Plans(SAC Form 1) were complete and studies by combat crews had been accomplished. No problems existed except the need for computation forms for computing long range cruise control missions.[58]

The A-8 Summary Program was found to be satisfactory and satisfying the present requirements; however there was found to be a definite need for a fully qualified Wing Summary Officer. Since the Wing Munitions Officer was assigned additional duty as the Summary Officer and was not qualified on the A-8 System, all technical training was being conducted by A-8 Personnel and Tech Representatives. It was felt that the continuation of this system would not be conducive to a good summary program.[59]

The Communication Section was found to be adequately staffed with qualified personnel and was functioning very effectively with the Plans Section. Files were complete and properly secured.[60]

The Inspection Team noted that the Intelligence Sections were organized and operating effectively. The weakest area encountered was the ADP. Emphasis was needed in requiring crews to accomplish trainer runs

57. Ibid.
58. Ibid.,page 14
59. Ibid.
60. Ibid.,page 15

SECRET

0820

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

on assigned targets. ~~Asle~~ Also progress on accomplishing prediction plates was delayed due to nonavailability of material. The Intelligence Training Program was progressing satisfactorily both for combat crews and Intelligence personnel.[61]

Second Air Force Inspection Report of 91st Air Refueling Squadron

The 91st ARS was found to be capable of performing their assigned CWP mission and the Squadron was well-organized and staffed with qualified personnel.[62] The major problems discovered were:[63]

The allocation of flying hours and the shortage of professional and personel equipment to supply the additional newly assigned navigators were two of these problems. Others were shortage of qualified personnel to adequately maintain the Form5 section, and projected loss of crew personnel.

The Air Training Problem (SAC Regualtion 50-8) for the quarter (September, October, November) has progressed satisfactorily in this Squadron and was 95 percent complete as of 17 November 1954. A large problem associated with the program was the unequal allocation of flying hours to the Fand G models when the number of each type of aircraft was the same. This has been since been remidied with the change in flying hour allocation.[64]

The Stanfardization Program was functioning in a satisfactory manner and was staffed by a well qualified crew. Sound procedure and

61. Ibid.
62. Ibid.
63. Ibid.
64. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

policies were evident with the exception that flight checks were being administered for a complete crew on a whole one-flight basis. This as was stated, does not comply with 2AF 51-4.[65]

The Navigation capability of the Squadron was judged to be excellent. Navigation records and procedures had shown marked improvement since the last inspection. The Squadron had completed all of the 51-8 navigation requirements assigned and a well-rounded program had been organized to up-grade the navigators at the earliest date possible. The only problem encountered was furnishing the additional assigned navigators with sufficient personal and professional equipment. The Personal Equipment Section was providing adequate support to the wing but various shortages were reduced the over-all effectiveness.[66]

The Ground Training Program was effective and the records were in very good condition. The performance engineering section was staffed with a qualified engineer, was well organized and functioning in an efficient manner. Of 29 flight engineers assigned, 21 were combat ready and an effective program was established for the training of additional engineers. Engineers logs were properly maintained and filed.[67]

The Communications section of the 91st SMW was found to be adequately staffed with a qualified communications officer and 25 radio operators.[68]

On the whole the 91 SMW was found to be well staffed and operating in an efficient manner.

65. Ibid.
66. Ibid.
67. Ibid.
68. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MISSION ANALYSIS

Summary

Tactical crews and aircraft of this command flew 2419 hours in November 1954, of which 880 hours and 10 minutes were flown by the tankers, and the remaining 1538hours and 50 minutesby the reconnaissance aircraft.[1] Of these totals, 232 hours and 15 minutes were flown by the RB-47's in the performance of missions directed by higher headquarters, with the KC-97's flying 498 hours on missions of this nature.[2] A breakdown of this time by missions is as follows:[3]

RB-47's--Aircraft assigned to 3942th ABS-189:45.
Goose Bay Lot-Down Project--41:50
91-54-15, Lake Charles Photo Project- 22:30
91-54-11, Clinton County Photo Project--8:10

KC-97's--nder 321st Operation Order 142-54(Operation High Ball), the 91st ARS supported the 321st Wing during their final graduation flight. The Squadron flew 133:00 hours on the 3rd, 4th, and 5th of November and successfully fulfilled their support committment. Refuelings were accomplished from formation flights and the only difficulty encountered was the receiver flight were consistantly overshooting and seemed unsure of which tanker to line up on. 356 hours were spent on combined SAC Operations Orders 142-54 and 38-54. These two Orders took in 3 distinct missions. Operation "Razor Strap", the first of these missions was flown the 8th, 9th, and 10th of November in support of the 306th wing during their redployment exercise. Three aircraft were dispatched to Loring Air Force Base, Maine to support the 306th Wing during their re-deployment on the 13th, 14th, and 15th of November. The final phase of this three-fold operation saw the 91st ARS redeployed to their home base on November12,1954.

Final Mission Report-91st Strategic Reconnaissance Wing Operations Order 140-54-Deployment of 91st ARS to Goose Air Base,Labrador.

To fulfill a requirement that existed during October 1954 for an Air Refueling Squadron to be deployed to Northeast Air Command, the 91st Air Refueling Squadron, under 91st SRWg Operation Order 140-54,dated 5 October 1954, was deployed to Goose Air Base, Labrador on 11-12 Oct-

1. Rpt,"Form 110A,Mo Rpt of A/C Opns," Nov 54,prep by Stat Svs,801 ABGp
2. 91st SRWg Cmdrs Remarks to Part I of Air Eng Spt for Mo of Nov 54, CS:6-SAC-F12, 30th Nov 54, and 91stWg Cmdrs Remarks to Sect I of Air Eng Spt for Mo of Nov 54, CS:6-SAC-F12,30th Nov 54
3. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ober 1954.[4]

On 11-12 October 1954, nineteen (19) KC-97's were dispatched to Goose Air Base, Labrador. The period from 13 October to 3 November 1954 was utilized to conduct SAC 50-8 and 51-19 training. This time was also used to conduct Expedited Instrument Approach tests that were mentioned in the Operations And Training chapter of this narrative.[5] Thirty-nine (39) sorties were flown on the 3rd and 5th of November in support of 321st Operations Order 142-54 (Operation High Ball) and 29 sorties were flown on 8th, 9th, and 10th of November in support of 2AF Operations Order 38-54, (Operation Razor Strap). Three (3) aircraft were deployed to Loring Air Force Base, Maine in support of 2AF Operation Order 38-54 and were placed on emergency standby for redeployment of 306th Wing.[6]

The 50-8 training was virtually completed during this TDY.[7] Six(6) navigators completed 51-19 Ground School and 50 percent of the flying requirements. Two crews completed training preparatory to Standardization Board check ride. It was felt that much valuable experience was gained in cold weather operation, formation flights, and expedited approaches.[8] Some difficulty was encountered in scheduling due to allocation of time to "F" and "G" models. This condition was covered in the Operations and Training chapter of this narrative.

The Logistics section reported that Base Supply was unable to provide some expendable items which were procurred from Home Station.[9] Maintenance encountered severe shortages in parts replacement necessitating temporary repair and continued service of the malfunctioned parts. Refuel-

4. Rpt, "Final Mission Rpt for 21st SAW Det #1", prep by [illegible]
5. Ibid.
6. Ibid.
7. Ibid.
8. Ibid.
9. Ibid.

SECRET

0824

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ing and defueling facilities were not considered adequate during this period of 70/11 was recommended that Air refueling operations be conducted in accordancewith SAC Manual [illegible]-10.[10]

The transportation situation was considered to be poor due to condition of equipment provided. The number and type of vehicle could be considered adequate provided all are in servicable condition. It was recommended that servicable transportation equipment be provided in future moves.[11]

The housing facilities provided did not meet normal health and sanitation standards in that the living areas were seriously overcrowded. Messing facilities were crowded and control of sanitation was seriously hampered due to the fact that civilian contract workers were utilizing the same mess area. One of the recommendations made at the end of this movement was that in the future, SAC personnel be messed at a separate facility.[12]

The Security report of this deployment showed that the shortage of three(3) lock safes resulted in difficulty in safeguarding security information. Security guards were provided by the Air Police to maintain 24 hour surveillance of aircraft. An entry point to aircraft parking area was set up and perimeter guards posted. No vehicle had been allotted to the Air Police and one could not be provided which seriously interfered with security operations.[13]

10. Ibid.
11. Ibid.
12. Ibid.
13. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

the units mobility plan was found to be in excellent in general, but in need of a few amendments in engineering personnel provided. A recommendation was made that a vitalized flying Safety Program be initiated to prevent taxi accidents. Serious hazards existed due to extensive construction projects.[14]

Crews and support personnel were re-deployed to Lockbourne Air Force Base, Ohio on 12 November 1954. Five hundred thirteen (513) personnel were deployed for this operation.[15]

91st Wing Survey- Heathrow and West Drayton

During November, a detailed report was put out by this wing on the survey of the operational facilities at west Drayton and Heathrow, United Kingdom, on 15-18 September 1954. This survey was conducted in compliance with Eighth Air Force Operations Order 81-54, by the 91st Wing Survey Team consisting of sixteen(16) officers and two(2) airmen. The purpose of the survey was to:[16] Familiarize the Wing Commander and his staff with the forward operating bases. To accomplish a base survey in compliance with SAC Regulation 55-41. To provide the 3911th Air Base Commander with detailed requirements to effectively support the wing under current SAC plans, and to become acquainted with existing problems of base support being remote from the actual operating base.

Upon arrival at Headquarters Seventh Air Division, the Survey Team was briefed by the 3911th Air Base Group Commander upon the general status of available facilities and the sensitiveness of the political

14. Ibid.
15. Ibid.
16. Rpt, "91st Wing Survey- Heathrow, West Drayton," 23 Nov 54, Cl:Secret, Exh. J, 32

SECRET

0826

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

situation which limited the visit to the operating base at Heathrow.[17] Following this initial briefing, the Survey Team members, working in close liason with their AAF Sp counterparts, analyzed in detail the current and programmed facilities for effectively supporting the staging concept of the Wing's operation. In view of the fact that many operational problems pertaining to Heathrow, are yet unsettled, no Base reception was in existance. The Wing Commander, one Squadron Commander, and an Operations Officer were the only personnel allowed to visit Heathrow under the auspices of the airport manager.[18] However, no discussion of operational or maintenance facilities was permissable, nor was any such information available at Headquarters Seventh Air Division.[19]

Therefore, only a value idea as to operational and maintenance facilities could be assumed. The Wing Commander and the AAF Sp Commander reviewed the present plan for establishment of supply and resources at the operational base. This plan contained the basic responsibilities and policies for future AAF support from West Drayton. A final critique for all Commanders and staff members was presented prior to departure covering the results of the survey policies established and recommended future actions.

The conclusions and results derived from this survey are as follows:[20]

a.) Base utilization plan is non-existant. b.) The base support plan appears complete and will provide a positive guide for any future support operations. c.) The capability to execute current operational

18. Ibid.
19. Ibid.
20. Ibid.

0827

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

plans at Heathrow is entirely dependent upon military rights to the airport and the establishment of the following factors:[21]

Centralized communications facilities for command and control do not exist. Physical facilities for housing of command and operations offices, and maintenance shops are presently sufficient. Refueling facilities being limited to B-3 and B-1 units traveling over several miles distance would definitely limit the tempo of operations. Housing facilities for troops do not exist. Insufficient ground power to commit a strike on current timing schedule.

Certain other limiting factors existed at the time of the inspection; however, plans were in action to relieve these limitations. Some of these were:

Personnel- Reconnaissance tech units.- This unit was approximately 50 percent manned for their requirements. However, it was anticipated that this shortage would be made up within the next six to eight months. Air Police- The AP unit had approximately 28 percent of its manning. Plans called for supplementation to 100 percent within a twelve hour period.

Material- At the time there were no Table II and Table K-1 spares stocked at the ZIP base. AMC was to ship Table II and K-1 spares to that station by [illegible]. This could be a problem area in the event of a rapid drain on the units flyaway kits and a delay in receipt of spares.

Communications- No UHF equipment existed at the ZIP Base. Aprovision had been made to move two(2) AN/GRC-27 radio sets (provides 38 freq UHF)

21. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

to the EWP base from the RBS site at Weston. This equipment will be located in the tower and remoted to the OCA site. In the event of EWP implementation, this equipment is scheduled to be operated within 24 hours. There is no provision for UHF/DF at this location and no CHF/DF is scheduled for installation. A VOR omni range is in operation and located at the EWP Base. Procedures as of this date have not been published.

The recommendations that were forthcoming in the Survey Report were as follows:[22]

Consideration should be given to changing the location of the 91st Wing EWP Base for several reasons. 1.) The likelihood of Heathrow being made untenable at the offset of an emergency. 2.) Apparently no positive action can be taken to prepare communications and like facilities at this base under normal peacetime operations. 3.) Supply and POL are too remote from base of operations, thereby restricting a heavy requirement for fuel.

If present plans are to be ensued, supplies of Table II and Table XVI spares should be stored at West Drayton.

22. Ibid.

0829

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Tactical Maintenance Summary

This wing possessed as of the end of November 1954, a total of 69 tactical aircraft as compared with 68 in October.[1] They were on hand for 49,715 hours and were maintained in commission for 40,130 hours during the month, as against 42,481 hours in October.[2] This decrease was due to the large increase in ADCP and ADCM. The monthly aircraft in commission percentage was 80.7 and a total of 6.0 percent of the time aircraft were flown was recorded by this command in November, whereas in the previous month, they were in commission for a rate of 84.5 percent and a monthly percentage of time they were flown of 6.4.[3]

The following is a statistical comparison of aircraft operational and maintenance data as recorded by the 81st Wing during the months of October and November, 1954:[4]

	October	November
Number Aircraft on Hand	68	69
Number Hours Aircraft on Hand	50,257	49,715
Number Hours Aircraft in Commission	42,481	40,130
Number Hours Aircraft Flown	2836:29	2413
Percentage of Time Aircraft in Commission	84.5%	80.7%
Percentage of Time Aircraft Flown	6.4%	6.0%
Number of Hours Aircraft Out of Commission Due to Maintenance	1079	6838
Number of Hours Aircraft Out of Commission Awaiting Parts	503	1136
Number of Landings Made	959	931

1. Rpt,"Form 110A,Mo Rpt of A/C Opns",Oct&Nov 54,Prep by Stat Svs, 81 AGp
2. Ibid.
3. Ibid.
4. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Inspection of Director of Material Shops

A Staff visit was made by Colonel Eisenhart, 91st SRSg Commander, to the Director of Material shops at 1400, 3 November 1954, accompanied by Lt. Colonel Mixson, 91st Director of Material. During the period of the Staff visit, several problems were discussed pertaining to maintenance personnel, availability of aircraft and the future plans for aircraft returning to IRAN and related subjects.[5]

At that time the maintenance personnel picture appeared to be in good shape for at least the two months from that date. This has been somewhat improved by the assignment of two new Engineering Officers, i.e., Captain Bissinger to the 322nd SRS and Captain Hawkins to the 324th SRS. Another change was the transfer of Major Graham from CO of 91st PRS to CO of PRS to replace Lt. Colonel Lawrence.[6]

Generally speaking, the training level of non-commissioned officers and airmen was considered at a fair rate of progression. The one field which appeared to be coming into a critical time was the five and seven level category of AMC maintenance personnel. It was generally felt that if an aggressive OJT program could be continued in all echelons of maintenance, full utilization of school quotas be filled, and that the best qualified specialists were maintained in the Quality Control Team, the Wing would be able to pull thru that coming period of critical shortages. All organizations were making tenatative plans towards designating personnel to fulfill the 70th Wing Cadre requirements.[7]

5. Rpt, "Inspection of D/M Shops", 3 Nov 54, Exh # 6
6. Ibid.
7. Ibid.

SECRET

0831

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

It appeared in the early part of the month, that during November, the wing would run into an extremely heavy load in Director of Material Docks due to so many aircraft approaching the 200 hour inspection within a short period of time. This encoupled with the large number of aircraft being retained by MCS, would seriously reduce the availability during the month of November.[8]

The plans at that time indicated that aircraft would be dispatched to PEAF at Barietos, Pa. at the rate of about one a month. The most recent information indicated this modification will require from 60-90 days. In addition to this modification, an electronics team from both Middletown and Oklahoma City Depots has arrived on this station to install the Collins HF radio in 25 aircraft. Pending the arrival of all equipment, this installation was to take approximately 3-4 weeks, requiring two (2) aircraft being made availability to them at all times.[9]

Radio Control Dispatch Vehicles continue to be a problem within the wing. However, every effort is being made to coordinate this driver and vehicle shortage within the capabilities of the Base Motor Pool.

Maintenance Trends for November 1954

The quality of maintenance both on the flight line and in the docks was considered satisfactory. Quality Control inspected 11 RB-47E type aircraft and two RB-47 aircraft during this month and a breakdown of the average discrepancies per aircraft was as follows:[10]

8. Ibid.
9. Ibid.
10. [illegible], "Gen Rpt of Maint Trends for Nov 54", prep by Qual Control Officer, 3 Dec 54, Exh A

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

On the B-47 aircraft, the average number of engineering discrepancies was 15 while the average number of AGE discrepancies per aircraft was 31.8. The average number of safety of flight items per aircraft on the B-47's was .27 while the average number of critical items was .04.

On the KB-29 aircraft, the average number of AFS and engineering discrepancies was 16.8 while the average number of AGE discrepancies was 19.8. The average number of safety of flight and critical items was zero on both counts.

During this month, a total of 190 D.R. Control numbers were issued to the Squadrons of the Wing. This figure constitutes the highest number submitted during a one month period this year.[11]

Quality Control is continuing to make weekly inspections of organizations for dissemination of technicial information. This item of inspection has improved with only isolated irregularities being found.[12]

Some aircrew delays were encountered on test flights during the first weeks of November, however, considerable improvement has been shown by the Operations Sections concerned. The Quality Control had been required to place crews on one-time flight test orders on numerous occasions in order to get test flights accomplished. Since each jet squadron has four crews on permanent test flight orders, it was felt that better planning was in order in the operations sections. During November, approximately two out of every three test flights were flown by crews placed on one-time Special Orders.[13]

11. Ibid.
12. Ibid.
13. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Flyaway Kit Panel Meeting for November 1954.

The monthly meeting of the Flyaway Kit Panel was held 23 November 1954 and the following topics were discussed:[14]

It was announced that the modification of the flyaway kit bins in regard to the casters will be completed by 24 November 1954 by the FMS.

The items, which were submitted on a list to Base Supply and are to make up individual kits to be carried on RB-47 aircraft, will be marked on the flyaway kit books so they may be pulled in a short time in case of deployment.

A new master list for the Jet flyaway kits had been received and copies were turned over to Colonel Carter, Chief of Maintenance, for distribution to the Squadrons. The Squadrons were requested to line out the items not required in support of their aircraft and to submit a uniform list to the Flyaway Kit Section by 3 December 1954.

Mr. Pusey, engineering officer for the 91ARS, reported on the difficulties encountered by his squadron during their recent OCLUS mission and some of the comments are noted below.[15]

It was stated that the 91ARS used four aircraft to carry their flyaway kits, because of the great amount of room taken up by having large items crated. Mr. Pusey felt that a lot of items could travel safely uncrated. It was recommended that all squadrons check the bulky items in their kits to recommend which ones be carried uncrated.

14. Rpt, "Minutes of Flyaway Panel Meeting", 23 Nov 54, prep by D/M 91Sang, Exh # 5.
15. Ibid.

0834

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

During the recent TDY of the 81ARS, a number of items were found in the flyaway kit requiring tech order compliance. Other items which were found to be short in the kit were readily obtainable from Lockbourne Base Supply. Lt. Young, the Supply Liason Officer was appointed to check into the procedure of tech order compliance on items in the flyaway kit with regard to Field Maintenance's responsibility for accomplishing the compliance.

The supply personnel working in Flyaway Kit Section were found to be very good, but the operation was hampered by lack of supply manuals, hand receipts, and repairable tags. It was suggested that the squadron personnel visit the Flyaway Kit Section in their new location to familiarize themselves with the set-up and check their kits.

Wing Regulation 66-14-Flight Test of Aircraft

During November, 81 Strg Regulation 66-14 was issued within the wing to standardize procedures for the accomplishment of flight test on aircraft assigned to the 81st SRSq.[16] It is noted that earlier in this chapter of the narrative, under Maintenance Trends, the subject was touched upon.

The requirements established by this regulation are as follows:[17]

A test flight is required upon completion of all periodic inspections and as required by T.O. 01-1-300. In addition, aircraft will be flight tested whenever thorough ground check fail to locate safety of flight defects reported by air crew, and at such times as the Maint-

16. 81 SRSq Reg 66-14, 15 Nov 54, Exh F 8.
17. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

enance Control Officer may consider in the interest of flying safety. Minimum duration of flight tests will be governed by the provisions of 2001-1-300, maximum duration will be based on the time required to ascertain the air worthiness and combat readiness status of the aircraft and will be established by the Maintenance Control Officer.

Weather minimums will be as follows:[18]

Test flights normally conducted when existing weather is equal to or above requirements for day VFR flights. All climbs to altitude will be made under VFR when possible. Test flights may be conducted on an IFR clearance when the ceiling and visibility is 2000 feet and 3 mile ground and 5 mile inflight or better and forcast to remain so for two (2) hours after take-off. When a test flight is conducted on an IFR clearance as prescribed, a qualified navigator must accompany the aircraft and all navigational equipment must be fully operational. No test flights are to be performed at night or in weather less than the minimums stated above unless specifically authorized under the authority of the Wing Commander.

A 125,000 pound gross take-off weight for B-47 type aircraft and a 120,000 pound gross take-off weight for KC-97's will not be exceeded and flight tests will be conducted in local flying area.[19]

Four (4) flight test crews from each jet tactical squadron and five (5) flight test crews from the 91 A&S will be designated on Wing special orders and will be composed of the best qualified personnel assigned

18. Ibid.
19. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to each unit. Additional flight test personnel may be utilized only when necessary to test the operational plan of the aircraft and its auxiliary equipment. Members of the Flight Test and Inspection Section qualified in the type of aircraft assigned to this Wing will be designated to carry out test flights. These personnel will check the proficiency of the unit flight test crews at least once each quarter and also will accomplish as many test flights as lies within their capabilities.[20]

Also outlined in this regulation was the procedure and control for test flight of both aircraft undergoing periodic maintenance and flight line maintenance.

Second Air Force Inspection Report.

The Second Air Force Inspection Team during their November inspection of the 91SRW found the Material Directorate to be properly organized and adequately monitioing subordinate activities. Compliance with SAC Regulation 67-32 (Organization Supply Inspection and Rating System) had been fully implemented and was showing excellent results.[21]

The Wing Mobility Planning was found to be receiving the desired emphasis at Wing and Squadron level, although the recently assigned Wing Mobility Officer had not made staff visits to the Squadrons. It was recommended that staff visits be resumed in order to familiarize personnel with changes in the Wing Mobility Plan and insure a smooth coordination in case of emergency deployment. However, it was found

20. Ibid.
21. Rpt, "Inspection of 501ADiv, 91&26 SRWg, & 901ABSp", prep by 2AF, IG 1 Dec 54, CL:Secret,

SECRET

0837

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

that AF Special Subject Letter 121-1D was not receiving the required emphasis. Several MTD classes on the ejection seat had been cancelled due to the lack of students and on one of the two B-47 type aircraft inspected, a "safety of flight" discrepancy was discovered on an ejection seat and it was felt that a need for increased emphasis and closer supervision existed in this department.

The Unit Supplys were supporting their respective squadrons in an excellent manner. Requisitioning, follow-up action, and over-all accounting procedures were found to be in compliance with current regulations.[23]

The Specialized Aircraft Maintenance Organization was organized and functioning in accordance with SAC Reg 60-12. Aircraft scheduling was properly planned although special missions ordered by higher headquarters with little or no advance warning were partially destroying the effectiveness of pre-planning.[24]

Full potential of the new MDC accounting system was not being utilized by the Chief of Maintenance. This system required the full time duty of all personnel assigned to the Reports and Analysis Section of Maintenance Control, thereby leaving no one to analyze the information and pass it on for use in management improvement. It was stated that verbal information from the Maintenance Division, Second Air Force, indicated that part of the MDC function would soon be transferred to the Statistical Control Section which was to relieve personnel for analysis functions.[25]

23. Ibid.
24. Ibid.
25. Ibid.

0838

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

An analysis of irregularities found on the [illegible]-47E type aircraft by the Inspection Team revealed that maintenance was furnishing operations with safe aircraft; however, an average of 45.6 ARS irregularities found on each aircraft indicated additional command emphasis was necessary on this phase of maintenance.[26]

The Quality Control Unit was judged to be the furnishing complete coverage to all phases of aircraft maintenance except AMS. The OIC of this unit was not a qualified Flight Test Maintenance Officer, fully experienced in the type and model of aircraft assigned to this Wing. It was recommended that a training quota be requested for this officer or a qualified officer be assigned as required by para 27c, Sect [illegible], SAC Manual 66-12.[27]

The Aircraft Records Unit was found to be organized as directed by SAC Manual 66-12; however, a procedure had not been implemented at the time of this inspection to insure accessories due to calendar replacement would be replaced, other than during periodic inspections. An implementation of a STP to preclude the possibility of flight crews being required to utilize accessories overdue calendar replacement was recommended by the Inspection Team.[28]

The Flight Line Maintenance Sections were found to be organized as directed by SAC Manual 66-12, although they were not functionally aligned as required by Chapter 6 of SAC Manual 66-12. It was recommended

26. Ibid.
27. Ibid.
28. Ibid.

SECRET

0839

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

t at this functional breakdown of personnel be implemented at the earliest possible date. Further, it was noted that a general laxity existed in maintaining oxygen servicing equipment. Several servicing units were observed on the flight line with flexible lines disconnected and not capped, resulting in possible contamination of aircrew oxygen supply.[29]

The 91st Periodic Maintenance Squadron was judged by the 2AF Inspection Team to be well-organized and functioning properly. Facilities available to this squadron were the best observed in 2AF. Aircraft were being processed through the docks in sufficient time to support the Wing mission. Discrepancies found by 2AF inspectors on inspection of B-47E Serial Number 51-5275A, after periodic inspection indicated dependable maintenance was being performed with the exception of that on the ejection seats. The improperly installed pilots' canopy safety pin pointed to definite need for emphasis on AFL 121-10.[30]

The 91st Field Maintenance Squadron was found to be properly organized and functioning in an efficient manner. Almost all shops had been moved to the new building where the facilities were excellent. Housekeeping and storage of expendables and parts, throughout the organization were commendable. However, shortages of transportation had reduced the effectiveness of the specialist dispatch system. Of four (4) ½ ton vehicles assigned to FMS for specialist support, only two (2) were available. Two vehicles have been deadlined for parts since 15 October 1956.

29. Ibid.
30. Ibid.

SECRET

0840

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

It was recommended that the Chief of Maintenance monitor more closely the availability of assigned vehicles.[31]

The 91 A S Maintenance Squadron was judged to be properly organized and supporting the wing mission although the quality of maintenance was marginal. Supervisors were not monitoring mechanics' completed maintenance thoroughly enough to insure that the requirements of Postflight and Periodic Inspection Work Cards. (SAC Form 261) were accomplished in their entirety. An average of 46.8 irregularities were found by SAF inspectors on A&E's systems which indicated more command emphasis should be given this phase of maintenance.[32]

31. Ibid.
32. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PHOTO SECTION OF

NOVEMBER 1954

HISTORY, 91ST WING

0842

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

On the following page will be seen a picture of the change of command of the 323rd Strategic Reconnaissance Squadron. The new C.O. is on the left and is Major Arthur Alexander. The old CO. is on the right and is Major Frank Oshwandtner, who is now on the Board of Directors at 2 AF.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

BIBLIOGRAPHY OF SOURCES

1. Special Order File,91st SRWg
2. General Order File,91SRWg
3. Regulation File, 91 SRWg
4. Correspondence File,91 SRWg
5. General Order File, Second Air Force
6. General Order File, 801st Air Division
7. Special Order File, 801st Air Division
8. Statistical Reports, 91 SRWg
9. The Skyhawker, Lockbourne Air Force Base
10. Regulations, Second Air Force
11. Regulations, Strategic Air Command
12. General Orders, Strategic Air Command
13. 91 SRWg Historical Report, October 1954
14. 91 SRWg Director of Operations
15. 91 SRWg Director of Material
16. 91 SRWg Comptroller
17. 91 SRWg Director of Personnel
18. 91 SRWg Adjutant
19. 801st Air Base Group Statical Services Office
20. 801st Air Base Group Dosing Office

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

91DP 3 November 1954

SUBJECT: Special Maintenance Training

TO : See Distribution

The following message from Headquarters Second Air Force, Barksdale Air Force Base, Louisiana is quoted for your information and compliance:

"UNCLASSIFIED/DM4 4525. Recent queries to this Headquarters concerning availability of Special Maintenance Training indicate maintenance supervisors are not aware of directives covering this matter. Request all key maintenance personnel and supervisors be advised of the provisions of SAC Regulation 52-3, July 1954, "Factory and Special Training for Airmen, Officers, and Civilian Employees", SAC Technical Pamphlet 50-4, July 1954, "Special Training Status Report," and Second Air Force Regulation 50-32, February 1953, "Procedure for Submitting Request for Officer Training". 27/1630Z OCT JWFKL."

BY ORDER OF THE COMMANDER:

HARRIS C. ANDREWS
Lt Colonel, USAF
Adjutant

DISTRIBUTION:
4 EA ORG 91st SRW
2 DM 91st SRW
2 DO 91st SRW
2 CRF 91st SRW
2 CM 91st SRW
4 91DP

EXHIBIT # 1

0846

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICERS' AND NCO CALL
91ST STRATEGIC RECONNAISSANCE WING

Officers and NCO Call was held by the 91st Wing at 0800 hrs, 1 November 1954.

All units were present, except the 91st Air Refueling Squadron which was TDY.

General Wheless presented M/Sgt Trotter, 324th SRS with the Soldier's Medal and Lt Colonel Mixson, Hqs Sq Soc, with the Commendation Medal.

General Wheless gave a brief talk on future new construction that is contemplated for Lockbourne AFB, which included such things as new recreational facilities, Wherry housing, etc. He also outlined SAC Spot Promotion Plan.

Colonel Eisenhart, the Wing Commander, introduced those officers who recently received spot promotions. The total to receive the promotions was 17.

The NCO Academy graduates were introduced, as well as those M/Sgts and T/Sgts who recently received another stripe.

Colonel Eisenhart gave a brief rundown on future plans of the 91st Wing for the Holiday Season.

Immediately following and Officer and NCO Call a standby inspection of the airmen was held in the Squadron Barracks areas. Wing staff officers made the inspection. The purpose of this inspection was to check the airmen to see if they had a proper winter uniform. The uniforms overall were in good condition, with a few discrepancies in caps, trousers and coats.

HARRIS C ANDREWS
Lt Colonel, USAF
Adjutant

EXHIBIT # 20

0847

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

QUALITY CONTROL
91st Strategic Reconnaissance Wing(M)
Lockbourne Air Force Base
Columbus 17,Ohio

91DMMF

3 December 1954

SUBJECT: General Report of Maintenance Trends for the Period 1 November to 30 November 1954

TO: Chief of Maintenance
91st Strategic Reconnaissance Wing(M)
Lockbourne Air Force Base
Columbus 17,Ohio

1. As prescribed by SAC Manual 66-12, the following report is submitted on the maintenance activities of the 91st Strategic Reconnaissance Wing(M).

2. During the month of November, the 91st Periodic Maintenance Squadron inspected ten(10) RB-47 type aircraft. Base Flight inspected nine(9) aircraft. These inspections are listed below by dock, average number of discrepancies per aircraft,average number of discrepancies constituting a definite hazard to safety of flight and average number of critical items.

DOCK	ACFT INSP	AVERAGE DISCREPANCIES		SAF OF FLT	CRITICAL
		APG & ENG	A&E		
"21"(B-47)	2	29.5	16.5	1	2
"22"(B-47)	2	18	10.5	1.25	.75
"23"(B-47)	4	24.5	12.25	1.25	1.5
"24"(KC-97)	3	26	0	0	.33
"G" (Base Flt)	9	10.6	.1	1.11	0
Aver for B-47's insp	10	22.9	12.8	1.2	1.3
Aver forKC-97 insp	3	26	0	0	.33
Aver for Base Flt	9	10.6	.1	1.11	0

3. Quality Control inspected eleven (11) RB-47 type aircraft, two(2) KC-97 type aircraft and four(4) Base Flight aorcraft on the flight line during the month of November. The average number of discrepancies found by aircraft are as follows:

TYPE ACFT	NO INSP	AVERAGE DISCREPANCIES		SAFETY OF FLT	CRITICAL
		APG & ENG	A & E		
RB-47E	11	18	31.6	.27	.54
KC-97	2	16.5	13.5	0	0
Base Flt	4	9.7	1.5	1.75	0

EXHIBIT # 3

0848

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. The quality of maintenance both on the flight line and in the dock was considered satisfactory. the three(3) KC-97 type aircraft reported above were inspected in October while on TSY and were not included on the Otober trend report. An additional breakdown of average discrapancies between APG-ENG and A&E-PHOTO gives a clearer picture as to the responsibility of discrepancies. No KC-97 aircraft were inspected during the month of November in the dock. KC-97 aircraft 385 did not complete the inspection in November, consequently will be reported on during the next month's report. The average number of discrepancies, safety of flight items and critical items found in docks 21 and 23 during the month of November is considerably higher than the average.

5. During this period,a total of 199 U.R. Control numbers were issued to the squadrons of the ing. A breakdown of this total per squadron id as follows:

322nd SRS-3	91st PMS-19
323rd SRS-33	91ST PMS- 4
324th SRS-20	801st Ops18
91st ARS -6	Hq 91st SPW-1
91st A&E-95	

This is the highest total of U.R.'s submitted during a one month period this year. The figure above indicates the 322nd, 91t ARS and 91st PMS are not supporting the U.R. Program in ocmpliance with the intent of T.O. 00-35D-54.

As a result of the recent Second Air Force Inspection, this Officer has reviewed the Armament and Electronic Maintnenance coverage by this section and found it to be lacking in some respects. This Officer is and will continue to personally monitor this area. A great improvement has been shown in this respect. No further discrpancies against this section are anticipated.

7. Quality Control is continuing to make weekly inspections of organizations for dissemination of technacil information. This item of inspection has improved with isolated arregularities being found.

8. Some aircrew delays were encountered on test flights durin the first weeks of November, however, considerable improvemant has been shown by the Operations Sections concerned. This office has been required to place crews on one-time flight test orders on numerous occasions in order to get test flights accomplished. Since each jet squadron has four crews on permanent test flight orders, this indicates lack of planning on the part of the operations section. During November, approximately two out of each three test flights were flown by crews placed on one-time Special Orders. This deviates from the basic intent of both T.O. 1-1-300 and SAC Manual 66-12

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Monthly Maint Trends,Nov 54

FRANK E. COX
Capt.,USAF
Quality Control Officer

"A CERTIFIED TRUE COPY"

GEORGE A. BRENNER
Major, USAF
ADJUTANT

0850

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE DIRECTOR OF MATERIEL
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus, Ohio

23 November 1954

SUBJECT: Minutes of Flyaway Panel Meeting

TO: Personnel Concerned

1. The monthly meeting of the Flyaway Kit Panel was held at 1500 hours 23 November 1954 in the 91st Wing conference room. The meeting was conducted by Lt Colonel Mixson, Director of Materiel, with the following personnel present:

Lt Colonel Mixson	Director of Materiel, 91st Wing
Lt Colonel Carter	Chief of Maintenance, 91st Wing
Lt Colonel Archer	Commander, 324th Strat Recon Squadron
Lt Colonel Wade	Commander, 91st A & E Squadron
Major Alexander	Commander, 323rd Strat Recon Squadron
Major Arlington	Acting Commander, 322nd Strat Recon Squadron
Major Riddle	Acting Commander, 91st Air Refueling Squadron
Major Montag	Logistics Officer
Captain Hawkins	Engineering Officer, 324th Strat Recon Squadron
Captain Worden	Wing Supply Officer
Captain Bissinger	Engineering Officer, 322nd Strat Recon Squadron
Captain Seward	Engineering Officer, 323rd Strat Recon Squadron
Lt Young	Supply Liaison Officer
Lt Lubben	Flyaway Kit Officer
CWO Pusey	Engineering Officer, 91st Air Refueling Squadron
M/Sgt Cramp	Photo Section, 91st Wing Operations

2. Colonel Mixson read the minutes of the last meeting.

3. The modification of the flyaway kit bins in regard to the casters will be completed by 24 November by the Field Maintenance Squadron. Colonel Mixson will contact Major Mills regarding adjusting the level of the shelves to fit the various items.

4. The items, which were submitted on a list to Base Supply and are to make up individual kits to be carried on RB-47 aircraft, will be marked on the flyaway kit books so they may be pulled in a short time in case of deployment.

5. The Flyaway Kit Section will not submit a written report for distribution at the panel meeting, but will give orally the percentages

0852

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

of the kits each time, based on their figures as of the 17th of the month. There is now only one percentage listed for each kit. Critical items are no longer reported separately. The percentages for the 91st Wing kits as of 17 November are: 322nd, 97%; 323rd, 98.9%; and 324th, 96%. No report is available at this time on the 91st Air Refueling kit as it has just returned from a TDY project and is being inventoried.

6. A new master list for the jet-flyaway kits has been received and copies were turned over to Colonel Carter, Chief of Maintenance, for distribution to the squadrons. The squadrons were requested to line out the items not required in support of their aircraft and to submit a uniform list to the Flyaway Kit Section by 3 December, if possible.

7. Lt Lubben, Flyaway Kit Officer, who has recently been TDY with the 26th Wing said they ran into difficulty regarding the markings on the bins, and he wondered if our markings were correct. Colonel Mixson told Major Montag to check on the mobility markings and color code of our Flyaway Kit bins prior to the next panel meeting.

8. Mr. Pusey, engineering officer for the 91st Air Refueling Squadron, reported on the difficulties encountered by his squadron during their recent OCLUS mission.

a. He said they used four aircraft to carry their flyaway kit, because of the great amount of room taken up by having large items crated. He feels that a lot of items could travel safely uncrated. Colonel Mixson suggested that Mr. Pusey check the bulky items in his flyaway kit bins and make recommendations regarding the ones which could be carried uncrated. He also suggested that the jet squadrons check their kits to determine which items they can ship without being crated. He asked that this be accomplished by 10 December.

b. During the recent TDY of the 91st Air Refueling Squadron a number of items were found in the flyaway kit requiring technical order compliance. Other items which were found to be short in the kit were readily obtainable from Lockbourne Base Supply. Lt Young will check into the procedure of technical order compliance on items in the flyaway kit with regard to Field Maintenance's responsibility for accomplishing the compliance.

c. Mr. Pusey said that he had all the supply personnel he needed and that they were very good, but that the operation was hampered by the lack of supply manuals, hand receipts, and repairable tags. He said it would also help considerably if the men assigned to the flyaway kits had driver's licenses. Colonel Mixson asked Lt Lubben to check to see if he could obtain driver's licenses for the men who work on the kits. Mr. Pusey thought a typewriter would be a valuable aid and one should be authorized in each kit.

0853

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Subject: Minutes of Flyaway Kit Panel Meeting

9. Colonel Mixson suggested that the squadron personnel visit the Flyaway Kit Section in their new location to familiarize themselves with the set-up and check their kits.

Marion C. Mixson
MARION C. MIXSON
Lt Colonel, USAF
Director of Materiel

0854

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Inspection
Director of Material Shops
1400 hrs, 3 Nov 1954

1. A staff visit was made by Colonel Eisenhart to the Director of Material Shops at 1400 hrs, 3 November 1954, accompanied by Lt Colonel Hixson. During the period of the staff visit several problems were discussed pertaining to maintenance personnel, availability of aircraft and the future plans for aircraft returning to DMAD and such related subjects.

2. Personnel. At the present time the maintenance personnel picture appears to be in good shape for at least the next two months. This has been somewhat improved by the assignment of two new Engineering Officers, i.e. Captain Biesinger to the 332nd and Captain Hawkins to the 328th. In addition to these changes, was the transfer of Lt Colonel Lawrence, thereby requiring Major Graham, former CO of Periodic Maintenance Squadron, to take command of the Field Maintenance Sq.

3. Generally speaking the training level of Non-Cons and basic Airmen is progressing at a fair rate. The one field which appears to be coming into a critical time will be the 5 and 7 level category of AFSC maintenance personnel. It is the general feeling that if an aggressive OJT program can be continued in all echelons of maintenance, full utilization of school quotas be filled, and that our best qualified specialists be maintained in the Quality Control Team, we will be able to pull thru this coming period of critical shortages. All organizations are making tentative plans towards designating personnel to fullfill the 70th Wing Cadre requirements.

4. Availability of Aircraft. It appears that for the next thirty days we will run into an extremely heavy load in Periodic Maintenance Docks, due to so many aircraft approaching the 200 hour inspection within a short period of time. This, encoupled with the large number of aircraft being retained at SIS, will seriously reduce the availability during the month of November.

5. The present plans indicate that aircraft will be dispatched to DMAD at Marietta, Ga. at the rate of about one a month. Most recent information indicates this modification will require from 60 to 90 days. In addition to this modification, an electronics team from both Middletown and Oklahoma City Depots has arrived on the station to install the Collins ARC radio in 25 aircraft. Pending the arrival of all equipment, this installation should take approximately 3 to 4 weeks, requiring two aircraft being made available to them at all times.

EXHIBIT # 5

0855

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

6. The problem of complying with 2AF Reg 66-7, pertaining to the consolidation of all ground powered equipment within the Wing presents somewhat of a problem in that sufficient tugs are not available at the present time, nor do we anticipate their arrival for the next several weeks. Every effort is being made to have an area prepared for parking these units when not actually being utilized by the aircraft. Consolidation of the Wing Ground Powered Maintenance Shop has been established.

7. Radio Control Dispatch Vehicles continue to be a problem. However, every effort is being made to coordinate this driver and vehicle shortage within the capabilities of the Base Motor Pool.

CHARLES H. [illegible]
Colonel, USAF
Commander

0856

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CT-1895 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/CONFIDENTIAL/FROM: OTA 10790.
REF SAC CONFIDENTIAL MSG DOPLM 6723 SUBJ: REMOVAL OF EXTERNAL WG TANKS.
THIS MSG IN 2 PARTS. PART I. THIS HQ IS AWARE OF YOUR PROBLEM ON AIR
PFLG TO HEAVY GROSS WEIGHT W/O A BOMB. TWO SOLUTIONS CAN BE MADE.
PARTIALLY FILL ATO TANK ON GROUND TO LIMITS DESIRED DURING REFUELING,
IF RANGE TO REFUELING POINT PERMITS AND FILL EXTERNAL TANKS DURING
REFUELING OR USE 500LB BOMBS TO MOVE CG FORWARD. PART II. PERSENT
PLANNING DOES NOT INCL EXTERNAL TANKS DUE TO THEIR KNULTY OPN. THIS IS
NUMBER ONE PRIORITY WITH WADC AND BOEING ACFT CO. WHEN SOLUTION IS
OBTAINED ALL B-47 ACFT W/B EQUIPPED WITH EXTERNAL TANKS. SUGGEST YOU
TAKE ADVANTAGE OF THIS INTERIM PEROD AND OBTAIN OPNL AND MAINTENANCE
TNG WITH EXTERNAL TANKS. /UNQUOTE. FOR 38TH, AND 806TH AD'S.
10/2229Z NOV JWFKL

"A CERTIFEID TRUE EXTRACT COPY"

George A Brenner
GEORGE A. BRENNER
Major,USAF
Adjutant

CONFIDENTIAL

EXHIBIT # 7

0857

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 66-14)

HEADQUARTERS 91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Columbus, Ohio
15 November 1954

MAINTENANCE

Flight Test of Aircraft

(This regulation supersedes Wg Reg 66-14 dtd 21 Oct 53 & Wg Reg 66-14A dtd 1 Dec

1. Purpose: To standardize procedures for the accomplishment of flight te on aircraft assigned to the 91st Strategic Reconnaissance Wing (M),

2. Scope: This regulation is directive upon all organizations within the 91st Strategic Reconnaissance Wing possessing aircraft.

3. Requirements:

a. A test flight will be required upon completion of all periodic inspections, and as required by Technical Order 01-1-300. In addition, aircraft will be flight tested whenever thorough ground checks fail to locate safety of flight defects reported by air crews, and at such other times as the Maintenance Control Officer, acting under the authority of the Wing Commander, may consider necessary in the interest of flying safety.

b. Minimum duration of flight tests will be governed by the provisions of T.O. 01-1-300; maximum duration will be based on the time required to ascerta the air-worthiness and combat readiness status of the aircraft and will be estal lished by the Maintenance Control Officer.

c. Weather minimums:

(1) Test flights normally will be conducted when existing weather is equal to or above requirements for day VFR flights.

(2) All climbs to altitude will be made under VFR when possible.

(3) Test flights may be conducted on an IFR clearance when the cei ing and visibility is 2,000 feet and 3 miles ground and 5 mile in flight or better and forecast to remain so for two hours after take-off.

(4) When a test flight is conducted on an IFR clearance as prescribed in c. (3) above, a qualified navigator must accompany the aircraft and all navigational equipment must be fully operational.

(5) No test flights will be performed at night or in weather less than the minimums stated above unless specifically authorized under the authority of the Wing Commander.

d. The following gross take-off weights will not be exceeded for test flights:

EXHIBIT #2

0858

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) RB-47 type aircraft - 125,000 pounds gross.

(2) KC-97 type aircraft - 120,000 pounds gross.

e. Flight tests will be conducted in the local flying area.

f. Flight tests will not be utilized for the purpose of accomplishing operational mission requirements, except as outlined in paragraph 3.

4. Personnel: Four (4) flight test crews from each jet tactical squadron and five (5) flight test crews from the Air Refueling Squadron will be designate on Wing Special Orders. Such crews will be composed of the best qualified personnel assigned to each unit. Minimum crew requirements as outlined in T.O. 01-300 will apply to all flight tests. Additional flight test personnel may be utilized only when necessary to test the operation of the aircraft and its auxiliary equipment. Flight testing will be an additional duty. Members of the Flight Test and Inspection Section qualified in the type aircraft assigned to this Wing will be designated on Wing Special Orders to carry out test flights. These personnel will check the proficiency of the unit flight test crews at leas once each quarter, and also, will accomplish as many test flights as lies within their capabilities.

5. Forms: Flight test forms devised locally will be used perding receipt of a standard form from higher headquarters. These forms will be kept up to dat by the flight test and inspection section and all blank forms will be retained b that section until needed for scheduled test flights. These forms, when require will be procured by the aircraft commander of the test flight crew, and will be filled out following each flight.

6. Procedure and Control: The following procedures, outlined for purpose of simplicity, will be under the control of Wing Maintenance Control Officer:

a. Test flight required on aircraft undergoing periodic maintenance.

(1) When aircraft is ready and requires a test flight, the OIC or NCOIC of the organizational maintenance unit will notify the Control Unit.

(2) The Control Unit will notify Flight Test and Inspection that a test flight is required.

(3) Flight Test Section will assign a crew for the flight and thor oughly brief the crew on the reasons for the test flight.

(4) The Control Unit Officer will be notified of the E.T.D. and th duration of the flight. The Control Unit is then charged with the responsibility of notifying Tactical Operations.

(5) At the termination of the flight, the pilot will notify the Control Unit and Flight Test Section of the status of the flig

0859

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

tested aircraft. The Control Unit will then make the disposit of the aircraft to the proper maintenance organization. Nor mally the organization that called the aircraft "in" for test flight will clear the discrepancies.

(6) One copy of the test flight form will be completed by the flight test crew. This copy will be returned to the Flight Test Section with the aircraft jacket file.

b. Test flight required on aircraft undergoing flight line maintenance

(1) When aircraft is ready and requires test flight, the Squadron Engineering Officer or NCOIC notifies the Control Unit.

(2) The Control Unit will notify Flight Test and Inspection that a test flight is required.

(3) Flight Test Section will assign a crew for the flight and thor oughly brief the crew on the reasons for the test flight.

(4) The Control Unit Officer will be notified of the E.T.D. and th duration of the flight. The Control Unit is then charged with the responsibility of notifying Tactical Operations.

(5) At the termination of the flight, the pilot will notify the Control Unit and Flight Test Section of the status of the flig tested aircraft. The Control Unit will then make the disposit of the aircraft to the proper maintenance organization. Nor- mally the organization that called the aircraft "in" for test flight will clear the discrepancies.

(6) One copy of the test flight form will be completed by the flig test crew. This copy will be returned to the Flight Test Secti with the aircraft jacket file.

c. If no discrepancies are found which affect the air-worthiness of the aircraft, the test pilot will clear the red dash symbol in the Part II of DD Form 781 by signing off the T.O. 01-1-300. If any discrepancies are found which in th test pilot's judgement cannot be corrected by the maintenance men on the ground t such an extent that air-worthiness is assured, then the red dash symbol will not cleared and another test flight must be flown on the aircraft.

d. The test pilot will follow T.O. 00-20A-1 in entering discrepancies i the DD Form 781.

BY ORDER OF THE COMMANDER:

OFFICIAL:
HARRIS C. ANDREWS
Lt Col., USAF
Adjutant

HARRIS C. ANDREWS
Lt Col., USAF
Adjutant

DISTRIBUTION
"D"

0860

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CT-1948 ACTION 91SRW

FM COMAF2 BARKSDALE AFB LA
** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/CONFIDENTIAL/ FROM: ODP 10926. FOR:321EW. THIS MSG IS IN FIVE PARTS. PART I: REF MY MSG ODP 4250 NOTAL 321EW. 26 OCT 54 AND 2AF LTR, JJ, 29 OCT 54, SUBJECT: WING INTELLIGENCE OFFICERS' CONFERENCE.DUE TO PREPARATION OF 55 OPLANS, THE OPERATIONS CONFERENCE ORGINALLY SCHEDULED FOR EARLY DECEMBER AS B-47 TACTICAL PANEL, AND WING INTELLIGENCE OFFICERS' CONFERENCE OF 8-9 DECEMBER 1954 HAVE BEEN COMBINED AND SCHEDULED AS JOINT CONFERENCE TO MEET AT THIS HEADQUARTERS ON 7,8 AND 9 DECEMBER 1954. PARTII: SUBJECTS TO BE DISCUSSED ARE OF MUTUAL INTEREST TO OPERATIONS AND INTELLIGENCE PERSONNEL. CONFERENCE WILL CONVENE AT0900 HOURS EACH DAY. SUBJECTS TO BE COVERED AS FOLLOWS: EWP INTELLIGENCE CONSIDERATIONS, EWP OPERATIONAL CONCEPT, X-47 TACTICAL PANEL, AND TRAINING TO INCLUDE (1) UNIT TRAINING MISSIONS, (2) POSTING AIR TRAINING ACCOMPLISHMENTS, (3)BLOCK GROUND TRAINING PROGRAM, AND (4) SES EVALUATION." PART III: IT IS DESIRED THAT EACH AIR DIVISION BE REPRESENTED BY THE DIRECTOR OF OPERTAIONS AND EAC WING BE REPRESENTED BY DIRECTOR OF OPERATIONS, INTELLIGENCE OFFICER, PLANS OFFICER AND TACTICS OFFICER. NAME, RANK AND SECTY CLNC OF OPERATIONS CONFEREES INDICATING WHETHER BOQ OR OFF-BASE QUARTERS ARE DESIRED WILL BE FORWARDED TO REACH THIS HQ NLT 26 NOV 54. NAMES OF INTELLIGENCE REPRESENTATIVES HAVE PREVIOUSLY BEEN SUBMITTED. PART IV: MESSAGE REQUIRED IN PART III ABOVE WILL ALSO INLCUDE SUBJECTS TO BE COVERED IN TACTICS PANEL MEETING AND TIME REQUIRED TO MAKE PERSENTATION. UNITS ARE REMINDED TO BRING ALL TACTICS RECOMMENDATIONS INCOMPLETED LETTER FROM. PARTV: A COCKTAIL PARTY IS TENATIVELY SCHEDULED FOR 8 DECEMBER 54.
24/2335Z NOV JWFKL

"A CERTIFIED TRUE EXTRACT COPY"

GEORGE A. BRENNER
Major, USAF
Adjutant

CONFIDENTIAL

EXHIBIT # 7

0861

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
801ST AIR DIVISION
LOCKBOURNE AIR FORCE BASE
COLUMBUS 17, OHIO

CRB

SUBJECT: Reporting Instructions Accounting System, 91st SRW

TO: See Distribution

The attached Reporting Instructions are forwarded for your compliance.

BY ORDER OF THE COMMANDER:

RICHARD E. JONES
Major, USAF
Adjutant

1 Incl:
Reporting Instructions

DISTRIBUTION:

Cmdrs:	Hq Sq Sec, 91st Wing	- 30
	91st A & E Sq	- 30
	91st AR Sq	- 50
	91st FM Sq	- 50
	91st Wing	- 5
	322nd SR Sq	- 30
	324th SR Sq	- 30
	323rd SR Sq	- 30
Directorate:	Operations	- 10
	Materiel	- 10
	Personnel	- 30
	Comptroller	- 10

0862

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MANHOUR ACCOUNTING SYSTEM INSTRUCTIONS
FOR
91ST S. R. WING

1. A manhour accounting system is to be placed into effect as of 1 December 1954 for airmen and civilian personnel of the 91st S. R. Wing, who are not currently being recorded under the Maintenance Manhour Accounting System. The purpose of the system is to furnish manhour and cost data for management use under the objectives of the USAF Financial Management System.

2. Each airman and civilian employee will receive daily a prepunched time card (SAC Form 327) prepared by Base Statistical Services which contains his name, rank, man number, supervisory area, and organization. On this time card, the individual will record the number of hours in a duty, absence, or borrowed and loaned status to account for an 8 hour day, 40 hour week. In the absence of an individual for a day; i.e., leave, pass, etc., the supervisor will fill out his card.

3. The daily time card will be completed as follows:

a. Enter on the face of the card in column 3 the applicable duty, absence or loaned code (see attachment number 1 for codes).

b. Enter in columns 6 and 7, opposite the appropriate duty or absence code, the number of hours (to tenths of hours) that the individual is in that status. All 8 hours must be accounted for in the normal 8 hour day.

c. When overtime is performed, a separate red-striped overtime card will be prepared for that amount of overtime worked. Holidays worked will be considered as overtime. The individual will fill out his name, rank, man number, supervisory area, and organization, as well as the duty code and number of hours worked. The overtime card upon completion of overtime performed will be turned in to the supervisor's office.

d. In the case of borrowed and loaned personnel, the individual that is borrowed will submit a separate time card under the borrowing supervisory area code (see attachment number 2 for supervisory area codes) and will write the word "borrowed" on the face of the card, together with his normal supervisory area and organization designation. In order that the manhour utilization will be in balance, the supervisor that loaned the individual must enter codes 89 or 99, whichever is applicable, on the regular straight time card of the individual for the same number of straight time hours as are to be shown on the borrowed time card. The loaning supervisor will also enter on the time card the supervisory area and organization borrowing the individual.

0863

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

e. New personnel for which no prepunched time card has been received will fill out a time card in the normal manner, showing name, rank, supervisory area, organization, duty or absence code and number of hours. The words "New Man" will be written across the face of the card. The EDCSA will be the basis for reporting gains of airmen personnel. When these cards are received by Base Statistical Services, a man number will be assigned and a prepunched time card for the individual will be prepared and forwarded to the appropriate organization on a daily basis.

f. For changes in assignment and losses of personnel, the prepunched daily time card, when returned to Statistical Services, will have indicated on the face thereof the organization or branch to which such personnel are reassigned.

g. The supervisor, or a designated representative in case of his absence, will sign each individual's time card and insure that all time cards for personnel under his supervision have been properly completed and returned at the termination of that day's tour of duty.

4. In the case of combat crew personnel who have long tours of standby and flying duty, no attempt will be made to record as overtime that portion which exceeds the normal 8 hour day. Where such personnel are absent on a flight, only the normal 8 hours will be recorded by the supervisor under code 73, "TDY - Support of Wing Aircraft." In like manner, when such personnel are on a standby basis, code 52, "Present for Duty" will be recorded for an 8 hour period only. Where time off is given such personnel, it will not be recorded as Compensatory time-off, since overtime was never recorded; instead, code 64, "Excused from Duty" will be used unless the individual is given a written pass (code 62).

5. The time cards will be distributed through Wing and Base Statistical Services channels. The cards will be distributed and returned for processing on a daily basis.

2 Attachments:
1. Manhour Accounting System
   91st S. R. Wing
2. Management and/or Supervisory Area Codes

0864

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MANHOUR ACCOUNTING SYSTEM - 91ST S. R. WING

Personnel Costing Codes Applicable to Wing Airmen and Civilians Except Personnel Within the Maintenance Manhour Accounting System

Duty Code - - - - - - 50

Code	Definition
50	PRESENT FOR DUTY. All time spent in performance of the assigned duty at the designated place will be reported under this code. The normal expectancy will be 8 hours a day - 40 hours a week.

Absence Codes - - -61-77

Code

61 LEAVE. This code will be used to record time spent on authorized absence from place of duty where such absence is specified as leave time and is recorded as such on the individual's service record.

62 PASS (WRITTEN). This code will be used to record time spent by personnel who are absent from place of duty when authorized by receipt of a written pass. Only normal duty hours transpiring during period of pass will be charged to this code.

63 COMP TIME OFF FOR OVERTIME. This code will be used to record time off that has been granted as a result of overtime schedule. Supervisors in granting COMP TIME should keep in mind the health and welfare of the worker and the prevailing working conditions.

64 EXCUSED FROM DUTY. Personnel who have been excused from duty, not chargeable to "Leave", "Pass", or "Comp Time" and when such excuse from duty is not as a result of requesting time off to take care of personnel affairs, etc., will record their time under this code.

65 SQUADRON DUTY. This code will be used to report the following squadron activities performed during the normal 8 hour work period: personnel inspections, parades, pay call, AWG warfare lectures, charge of quarters, character guidance, day orderly, furnace stoker, mess chock, beautifying squadron area, attending lectures and films on safety, security, fire prevention, and other non-occupational operations, [illegible]

ATTACHMENT #1

0865

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

serving as military court witnesses, appointments with the squadron commander, first sergeant, orderly room personnel to review records, classification action, finance pay call, etc.

66 PERSONNEL PROCESSING. This code will be used to report time expended by personnel processing into or out of an activity or organization. Processing includes reporting through Orderly Room, meeting Squadron Commander and supervisor, etc. A total of 8 hours will be reported for the first day of processing in, and last day of processing out.

67 PERSONAL AFFAIRS. All time spent away from the job on matters of personal nature. Some examples that will be reported under this code are: visits to BX, Commissary, Barber Shop, Laundry, Library, Post Office, Clothing Sales Store, Chaplain, Red Cross, AF Aid Society, and I & E Office for information or taking tests other than PAFSC upgrading or occupational specialty. In addition, coffee, coke, and smoke breaks taken at BX will be charged to this code. NOTE: Coffee, coke, and smoke breaks taken at place of duty will be included in previous duty code time charge. This code will be used only when an individual requests permission to leave his place of duty for such matters as referred to above and the time is not chargeable to codes 61, 62, or 64.

68 HOSPITAL PROCESSING. Time spent in sick call, blood donations, dental and medical appointment, physical examinations, etc., where personnel are not confined to the hospital, will be reported under this code.

69 HOSPITAL CONFINEMENT. All time spent confined to a hospital or authorized "Sick in Quarters" will be reported under this code.

70 SECURITY GUARD. Time spent after normal duty hours by Wing personnel guarding buildings, areas, etc., in connection with their duty assignment; to also include such administrative duties and functions as may be prescribed. (NOTE: Time spent acting as charge of quarters and similar duties related solely to the squadron will be charged against code 65.)

71 BARRACKS FIRE/GUARD. This code will be used to report time spent in barracks [illegible] during the normal 8 hour work period.

0866

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

72 TDY - SERVICE SCHOOLS (OFF BASE). Time spent off base at service schools in connection with AFSC will be charged to this code.

73 TDY - SUPPORT OF WING AIRCRAFT. This code will be used by supervisors to record absent time of Wing personnel TDY with, or in support of organizational activities such as TDY rotational moves, etc.

74 TDY - OTHER. Time spent in TDY status not described in codes 72 and 73, such as attending conferences at other bases, visiting civilian organizations and installations, etc., will be charged to this code.

75 UNAUTHORIZED ABSENCE. All unauthorized absence from place of duty including tardiness until person has reported for duty or been apprehended will be reported under this code.

76 CONFINEMENT. This code will be used to record all duty hours lost as a result of an individual's being retained in either civil or military custody.

77 TRAINING. Time spent attending training schools or classes on the base will be reported under this code.

78 HOLIDAY. To be utilized only by Base Statistical Services.

Loaned Codes - - - - - 80-99

Code	Definition
89	LOANED - NON-REPORTING ACTIVITY. This code will be used by the parent or loaning activity to account for personnel loaned to a non-time reporting activity.
99	LOANED - OTHER REPORTING ACTIVITY. This code will be used by the parent or loaning activity to account for personnel loaned to another time reporting activity.

0867

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The following Management and/or Supervisory area codes have been assigned to the 91st S. R. Wing.

Management or Supervisory Area	Code
91st S. R. Wing Hq	
Command and Administration	80
Operations Staff:	
Operations and Training	81
Intelligence	82
Communications	83
Materiel Staff:	
Maintenance Control	(Codes under Maint. Manhour System)
Materiel, Other	84
Personnel Staff	85
Comptroller	86
Headquarters Section	87
Tactical and Air Refueling Sq	
Command and Administration	80
Unit Supply	81
Operations - Combat Crews	82
Operations - Other	83
Maintenance	(Codes under Maint. Manhour System)
Maintenance Sq (Periodic, Field and A/E)	
Command and Administration	80
Unit Supply	81
Maintenance	(Codes under Maint. Manhour System)

ATTACHMENT #2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CT-1920 ACTION 91SRW

FM COMAF 8 BARKSDALE AFB OHIO
** ** **
JEDHQ/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/CONFIDENTIAL/OT 10842. SUBJ IS SES EVAL OF LEAD AND SELECT CREWS. RECENTLY MANYREASONS HAVE BEEN GIVEN WHY UNITS CANNOT FULFILL SKD EVAL QUOTAS. POLICY FOR LEAD AND SELECT CREW EVAL IS:(1)SUCH EVAL BE AFFORDED PRIORITY OVER OTHER COMMITMENTS. (2) LEAD CREWS ARE CONSIDERED QUALIFIED TO SUCCESSFULLY COMPLETE SES EVAL AS OF AND SUBSEQUENT TO TIME THEY ARE AFFORDED LEAD STATUS. OBJECTION TO FILLING SKED QUOTAS ON BASIS THAT CREW NEEDS ADDITIONAL TNG IS NOT VALID, AND IN FUTURE WILL NOT BE CONSIDERED AS REASON FOR WITHDRAWING SKED EVAL QUOTAS. SUCCESSFUL COMPLETION OF SES EVAL BY LEAD AND SELECT CREWS DURING 12 MO PERIOD PRIOR TO SPOT PROMOTION BOARD MEE TING WILL BE INCLUDED AS A FUTURE SPOT PROMOTION CONSIDERATION.
17/1841Z NOV JWFKL

"A CERTIFIED TRUE EXTRACTCOPY"

GEORGE A BRENNER
Major,USAF
Adjutant

CONFIDENTIAL

0869

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST-1888 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/SECRET/10756. PERSONNEL FROM MAJ GEN ARMSTRONG TO BRIG GENS PRESTON, SANBORN, NAZZARO, WHELESS AND MOONEY. THE RECENT REGRESSION IN COMBAT READY CREWS IS THE MOST SERIOUS OPNL PROBLEM IN THIS COMD. IN SOME CASES UNITS DO NOT HAVE SUFFICIENT COMBAT READY CREWS TO COVER ASSD EWP TARGTES. CREW TYPE WITHDRAWLS THAT HAVE CAUSED THESE REGRESSIONS HAVE BEEN EXTENTIAL AND IN THE BEST INTERESTS OF THE COMD.A FULLY QUALIFIED INDIVIDUAL OR CREW, IF AVAL FOR TNG SHOULD BE UPGRADED TO COMBAT READY STATUS IN NOT MORE THAN FOUR MONTHS. IT IS REQUESTED THAT YOU PERSONALLY EXAMINE THISSITUATION IN DETAIL AND ADVISE ME OF THE TOTAL NUMBER OF B/RB-47 AND KC-97 COMBAT READY CREWS EACH OF THE WGS UNDER SUPERVISION CAN HAVE TRAINED BY 30 NOV 54,31 DEC 54 ADN 31 JAN 55.I SHOULD LIKE FOR YOU TO CAREFULLY WEIGH THE DIVERSION OF EFFORT FROM NORMAL 90-8 ACTIVITY FOR COMBAT CREWS ALREADY COMBAT READY TO THOSE THAT RE NON-COMBAT READY SO THAT THE MAX OVERALL EFFECTIVENESS OF THE UNIT MAY BE REALIZED.
09?1652Z NOV JWFKL

"A CERTIFIED TRUE EXTRACT COPY"

GEORGE A BRENNER
Major,USAF
Adjutant

SECRET

EXHIBIT # 12

0870

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

91DP

13 November 1954

SUBJECT: Pilots for Duty in RB-57 and/or RB-66 Type Aircraft

TO: See Distribution

The following message from Headquarters Second Air Force, Barksdale Air Force Base, Louisiana, is quoted for your information and compliance:

"UNCLASSIFIED/PGB 1974. Reference letter this Headquarters, PGB, Subject: Pilots for Duty in RB-57 and/or RB-66 Type Aircraft, dated 16 August 1954. The following message from Headquarters USAF dated 27 October 1954 is quoted for your information and necessary action: 'From AFPMP-1EWIPW Reference to telephone conversation Captain Lyles your Headquarters, and Major Kendall, this Headquarters, 26 October 1954. Application for the RB-57 A RB-66 program received from personnel who do not meet prerequisite qualifications will be forwarded to this Headquarters.' Prerequisite qualifications referenced to in above quoted message were outlined in my letter referenced above in the future, request all applications forwarded this Headquarters for above training reflect total flying time broken down by type of Aircraft. 10/2357Z NOV JWFKL."

BY ORDER OF THE COMMANDER:

HARRIS C. ANDREWS
Lt Colonel, USAF
Adjutant

DISTRIBUTION:
4 - EA ORG 91st SRW
4 - DM 91st SRW
4 - DO 91st SRW
4 - ORR 91st SRW
4 - ADJ 91st SRW
4 - DP 91st SRW

EXHIBIT # 13

0871

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

91DP

4 November 1954

SUBJECT: Volunteer Statements (Officer)

TO : See Distribution

The following message from Headquarters Second Air Force, Barksdale Air Force Base, Louisiana is quoted for your information and compliance:

"UNCLASSIFIED/PEA 0114. Volunteer Statements for overseas assignments are being received in this Headquarters for officer personnel who have not completed prescribed tour of duty on current station as outlined in Part IIIA, Second Air Force Message PEA 3155, 19 August 1954. Request that officers be made aware of contents of above cited message before volunteering for overseas. 01/2254Z NOV JWFKL."

BY ORDER OF THE COMMANDER:

HARRIS C. ANDREWS
Lt Colonel, USAF
Adjutant

DISTRIBUTION:
4 - EA ORG 91st SRW
4 - DP 91st SRW
4 - DO 91st SRW
4 - DM 91st SRW
4 - CRR 91st SRW
4 - ADJ 91st SRW

EXHIBIT 14

0872

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

91DPO

29 November 1954

SUBJECT: Specified Term Contract and Indefinite Active Duty Status

TO: Distribution "D"

The following message from Headquarters Second Air Force is quoted for your information and compliance:

"From: PRA 3681 Following information contained in message AFPMP-4BC 9925M, Headquarters USAF and Headquarters SAC message DPMPS 33164, 3 November 1954: Part I. Officers currently serving under a Specified Term Contract as a result of schooling or training received, who were serving under the provisions of a valid Indefinite Statement immediately prior to entrance into training or schooling and Indefinite Active Duty Status was cancelled by provisions of AFL 36-93, 18 January 1952, may: A. Continue to serve until expiration date of SPTC, or B. Continue to serve for an Indefinite active duty period provided the records contain positive proof of indefinite status immediately prior to entrance into schooling or training. Part II. Officers in this category desiringto continue to serve for an indefinite active duty period will not be required to make application under provisions of AFR 36-51, 22 September 1954. However, for clarification, until 31 December 1954, officers in this status will sign the following statement, which will be filed in the unit personnel records. "I agree to remain on active duty in an Indefinite Active Duty Status under provisions of Headquarters USAF Message AFPMP-4BC 9925M, dated 22 October 1954. Typed name, rank, and AF serial number." Commanders are authorized to change records accordingly. Officers who have commenced travel incident to separation may not request Indefinite Active Duty Status. All requests for Indefinite Active Duty Status subsequent to 31 December 1954 will be processed in accordance with AFR 36-51. Part III. Effective with the publication of AFR 36-51, 22 September 1954, an obligated period of service acquired as a result of schooling or training received does not operate to cancel indefinite active duty status. Records will reflect that officer is servingin an Indefinite Active Duty Status with a minimum period of obligated service (SPTC). Item 22, WD,AGO Form 66 will contain an ink entry showing "SPTC with a termination date" Release of officers will be in accordance with AFR 36-22, 22 September 1954. Part IV. Provisions of message Headquarters USAF AFPMP-4, ALSAJCOM 673/53, dated 17 July 1953 (my message 2AFPRA 2702, dated 22 July 1953) are rescinded." 22 November 1954.

HARRIS C ANDREWS
Lt Col., USAF

0873

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M) (SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

AERONAUTICAL ORDER) 29 November 1954

NUMBER 34)

1. EA of the FNA ORG INDC 91st STRAT RECON WG (M) this STA are DSG as NON CR/M IAW PARA 5b, AFR 39-47 and are required to participate in FREQ and REG Aerial FLT during PD 1 THUR 30 DEC 54. AUTH: AFR 39-47 (1st IND HQ USAF AFPMP-A, dated 10 JUL 51 to LTR HQ SAC 220.4 SUBJ: REQ for AUTH for flying status for NON CR/M dated 22 JUN 51) and (1st IND HQ USAF AFOMO-A, 16 MAR 53 to LTR HQ SAC DPRSF 220.4, SUBJ: PLACEMENT OF MAINT PER (NON CR/M) in B-47 units on flying status, dated 25 FEB 53). (*Indicates B-47 ACFT. ** Indicates KC-97 ACFT & ***Indicates B-47 and/or KC-97 ACFT).

***MSGT	VINCENT A. GRAT	AF6981879	Hq 91st SR Wg
***MSGT	JOSEPH A. YONCHUNIS	AF12066918	do
***TSGT	EUGENE C. HILL	AF16046749	do
*TSGT	CURTIS G. HARTNESS	AF35847184	322nd SR SQ
*TSGT	WILLIAM M. MARTIN	AF35635395	do
*TSGT	GERALD J. O'CALLAGHAN	AF17294905	do
*TSGT	ROBERT L. PEEPLES	AF14209742	do
*TSGT	DROZ P. WILLIAMS	AF15413371	do
*TSGT	JOSEPH A. YOUNG	AF19344945	do
*SSGT	PAUL A. ALLEN	AF16266902	do
*SSGT	ARTHUR M. HAYES	AF11190986	do
*SSGT	DONALD I. VERMEER	AF17287531	do
*A/1C	PHILLIP R. GORMLEY	AF28783243	do
*A/1C	EDGAR R. JONES	AF12418201	do
*A/1C	GEORGE M. LOUGH	AF11232484	do
*A/1C	THOMAS MCCOMB	AF11250095	do
*A/1C	DONALD L. MCHONE	AF19445742	do
*A/1C	ADOLF MICHEL	AF12402413	do
*A/1C	WILLIAM E. BURDETT	AF11196178	323rd SR SQ
*TSGT	ARTHUR I. SCHOCKEN	AF12293867	do
*TSGT	WARD C. SMITH	AF34650389	do
*SSGT	CLYDE STANLEY	AF14276535	do
*TSGT	WILLIAM H. YOUNG JR.	AF13309545	do
*SSGT	COLIN A. KENNEDY	AF14023165	do
*SSGT	LAWRENCE K. KLUG	AF19391290	do
*A/1C	ROBERT W. GRAFF	AF15463439	do
*A/1C	NICOLAS POPOE	AF16410241	do
*A/1C	WILLIAM P. CONNELLY	AF12374211	do
*A/1C	WILLIAM P. SITTON	AF17356952	do
*A/1C	RICHARD H. SCHULLER	AF19405202	do
*A/1C	RANDOLPH S. SVITAK	AF17355580	do
*A/2C	CHARLES E. KING	AF14492056	do
*A/2C	DELMER E. MOORE	AF17359937	do
*A/1C	FLOYD R. WILSON	AF16360698	91st PD MAINT SQ
*A/1C	JERRY Z. MATHIS	AF24625920	do
*SSGT	ROBERT D. MCFADDEN	AF13402043	do
*SSGT	GERALD W. ZIMMERMAN	AF15453537	do
*A/2C	KENNETH W. BRANDT	AF17320865	91st FLD MAINT SQ
*A/1C	FRANKLIN E. SZALLAR	AF15465939	do
*SSGT	SHAL L. WHITMIRE	AF14339605	do
*A/2C	ROBERT A. ZIELINSKI	AF16380898	do

0874

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PARA 1 AERO Order 34 91st STRAT RECON WG (M) WLFB, Ohio dated 2[illegible] Nov 54
(Cont'd)

*MSGT	GORDON L. TROTTER	AF20746626	324th SR SQ
*TSGT	JOHN R. FULLER	AF13212239	do
*TSGT	MICHAEL A. CRASSO	AF12258538	do
*TSGT	LUTHER B. LYON	AF15256073	do
*TSGT	LAWRENCE OLSTROM	AF16278238	do
*TSGT	WALLACE TRIMPOP	AF12237177	do
*TSGT	LOWELL WILSON	AF17273473	do
*SSGT	ROBERT V. ANDERSON	AF21284436	do
*SSGT	CARL BYERLY JR.	AF15427272	do
*SSGT	JAMES E. FRANZ	AF13376322	do
*SSGT	KENNETH E. SWEIGART	AF13335742	do
*A/1C	GEORGE D. JOSEPH	AF14427626	do
*A/1C	GEORGE A. LAGERSTAM	AF16394051	do
*A/2C	VINCENT FELICELLA	AF12424550	do
*A/2C	JOHN H. ZECHMAN	AF13460736	do
*A/1C	ALAN C. WHITE	AF11227480	do
*A/2C	ARNOLD L. GILBERTSON	AF17353060	91st A&E SQ
*A/1C	JOHN W. L. FRANKLIN	AF13428877	do
***A/1C	DONALD J. PHILITS	AF16399958	do
*A/1C	EDWARD D. SMITH	AF11253871	do
**MSGT	LEEAN ADKINS	AF15067512	91st AREF SQ
**MSGT	EDGAR L. EBERHART JR.	AF14104085	do
**MSGT	EMANEUL J. LAMBER	AF33669113	do
**MSGT	RICHARD McMAHAN	AF15015717	do
**MSGT	CECIL D. STANLEY	AF38128456	do
**TSGT	LEON B. BLEDSOE	AF18219341	do
**TSGT	KIRBY R. BRISTOW	AF19253773	do
**TSGT	ORVILLE M LIFFICK	AF15416492	do
**TSGT	WAYNE R. MATTHEWS	AF18222932	do
**TSGT	BILLY W. SCOGGIN	AF15306720	do
**SSGT	GLENN D. HINTON	AF17245385	do
**SSGT	EUGENE E. KLOSS	AF12251037	do
**SSGT	WALTER A. KAJALINEN	AF31131149	do
**SSGT	MELVIN E. MARTIN	AF13279316	do
**SSGT	CHARLES R. WOODHULL	AF16375213	do
**A/1C	RAYMOND C. BUCK	AF12400173	do
**A/1C	ZENIE E. BARNETT	AF15459338	do
**A/1C	DONALD E. FITCH	AF15440113	do
**A/1C	PATRICK C. LEROUX	AF18424290	do
**A/1C	GERALD MAGGARD	AF15439814	do
**A/1C	ROBERT E. MILLER	AF15480029	do
**A/1C	WILLIAM J. McAULIFFE	AF11236666	do
**A/1C	JOSEPH B. SUING	AF15483035	do

2. CPM VOC 22 NOV 54. M/Sgt JOHN W. GOW, AF19127100, 91st AREFS, 91st STRAT RECON WG (M) this STA is hereby SUSI from Flying Status Ur PARA 7a AFR 39-47 and AF Form 1042 (Change in Flying Status for MED Reasons) dated 22 NOV 54. Reason for SUSP: PHY Dis QUAL.

0875

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PARA 1 AERO Order 34 91st STRAT RECON WG (M) LMFB, Ohio dated 24 Nov 54
(Cont'd)

BY ORDER OF THE COMMANDER:

OFFICIAL:

HARRIS C. ANDREWS
Lt Col USAF
Adjutant

HARRIS C. ANDREWS
Lt Col USAF
Adjutant

DISTRIBUTION: "D"

3 - cys 91st DP
1 - cy Hq USAF, ATTN: AFCRC-A, WASH, D. C.
1 - cy Dental Clinic, USAF Hosp, LMFB, Ohio

0876

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CORRECTED COPY - DESTROY ALL OTHERS

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M) (SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

AERONAUTICAL ORDER) 29 October 1954

NUMBER 30)

1. EA of the FNA ORG INDC 91st STRAT RECON WG (M) this STA are DEG as NONCR/M IAW PARA 5b AFR 39-47 and are required to participate in REQ and REG Aerial FLT during PD 1 THRU 30 NOV 54. AUTH: AFR 39-47, 1st IND HQ USAF AFPMP-A, dated 10 JUL 51 to LTR HQ SAC 220.4 SUBJ: REQ for AUTH for flying status for NON CR/M dated 22 JUN 51 and 1st IND HQ USAF AFOMO-A, 16 MAR 53 to LTR HQ SAC DPRSF 220.4, SUBJ: Placement of MAINT PER (NON CR/M in B-47 units on flying status, dated 25 FEB 53). (* Indicates B-47 type acft - ** Indicates KC-97 type acft and *** indicates B-47 and/or KC-97 acft).

*TSGT CURTIS G. HARTNESS	AF35847184	322nd SR SQ ( )
*TSGT GERALD J. O'CALLAGHAN	AF17294995	do
*TSGT ROBERT L. PEMPLES	AF14209742	do
*TSGT DROZ P. WILLIAMS	AF15413371	do
*TSGT JOSEPH A. YOUNG	AF19344945	do
*SSGT PAUL A. ALLEN	AF16266902	do
*SSGT JOHN W. EADES JR	AF14344040	do
*SSGT ARTHUR M. HAYES	AF11190986	do
*SSGT WILLIAM M. MARTIN	AF35635395	do
*SSGT CHARLES E. SMITH	AF31493731	do
*SSGT DONALD I. VERMEER	AF17287531	do
*A/1C PHILLIP R. GORMLEY	AF28783248	do
*A/1C EDGAR R. JONES JR	AF12418201	do
*A/1C GEROGE M. LOUGH	AF11232484	do
*A/1C THOMAS MCCOOMB	AF11250095	do
*TSGT CECIL A. BRYAN	AF13384231	91st PD MAINT SQ
*SSGT EVERET J. MORRIS	AF19361639	do
*A/1C JOHN D. DICKERSON	AF18422536	do
**A/2C CLAUDE E. ROBERTS	AF14461987	do
**MSGT EDGAR L. EBERHART	AF14104085	91st AREFS ( )
**MSGT WHIT H. WILSON	AF14078438	do
**SSGT CHARLES PARKER	AF18290173	do
**SSGT WESLEY DORSEY	AF15441174	do
**SSGT TED Y. HATCH	AF18400004	do
**SSGT LORIMER OLSON	AF17297188	do
**SSGT GLENN D. HINTON	AF17245385	do
**A/1C ZENIE BARNETT	AF15459338	do
**TSGT WAYNE MATTHEWS	AF18222932	do
**SSGT WALTER KARJALINEN	AF31114149	do
**MSGT EMANUEL LAMBER	AF33669113	do
**A/1C JOSEPH SWING	AF15483035	do
**TSGT BILLY SCOGGIN	AF15306720	do
**A/1C GERALD MAGGARD	AF15430814	do
**A/1C ROBERT MILLER	AF15480029	do
**SSGT CHARLES WOODHULL	AF16375203	do

0877

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Para 1 Aero Order 30 HQ 91ST STRAT RECON WG (M) LAFB, OHIO dated 29 Oct 54
CONT'D

**SSGT EUGENE KLOSS	AF12251037	91st AREFS (M)
**SSGT RICHARD KNIGHT	AF15442731	do
**TSGT KIRBY BRISTOW	AF19253773	do
**MSGT RICHARD MCMAHAN	AF15015717	do
**A/1C WILLIAM J. MCAULIFFE	AF11236666	do
**TSGT ORVILLE M. LIFFICK	AF15416492	do
**A/1C DONALD E. FITCH	AF15440113	do
**MSGT LEEAN ADKINS	AF15067512	do
***MSGT CLINTON N. GRESHAM	AF14023190	Hq Sq Sec 91st SRW
***MSGT GILBERT G. HAYS	AF18024045	do
***TSGT CHARLES SANDERS	AF18317658	do
*TSGT WILLIAM E. BURDETT	AF11196178	323rd SR SQ
*TSGT ARTHUR I. SCHOCKEN	AF12293867	do
*TSGT WARD C. SMITH	AF34650889	do
*SSGT CLYDE STANLEY	AF14276935	do
*TSGT WILLIAM H. YOUNG JR	AF 13309545	do
*SSGT COLIN A. KENNEDY	AF14023165	do
*SSGT LAWRENCE K. KLUG	AF19391290	do
*A/1C ROBERT W. GRAFF	AF15463439	do
*A/1C NICOLAS POPOE	AF16410241	do
*A/1C RANDOLPH S. SWITAK	AF17355580	do
*A/1C WILLIAM P. CONNELLY	AF12374211	do
*A/1C WILLIAM P. SITTON	AF17356952	do
*A/2C CHARLES E. KING	AF14492056	do
*A/2C DONALD R. FURLONG	AF17363654	do
*A/1C RICHARD H. SCHULLER	AF19405202	do
*TSGT JOHN R. FULLER	AF13212239	324th SR SQ
*TSGT MICHAEL A. GRASSO	AF12258538	do
*TSGT LUTHER B. LYON	AF15256073	do
*TSGT LAWRENCE OLSTROM	AF16278239	do
*TSGT WALLACE TRIMPOP	AF12237177	do
*TSGT LOWELL WILSON	AF17274473	do
*SSGT ROBERT V. ANDERSON	AF21284436	do
*SSGT CARL BYERLY JR	AF14427272	do
*SSGT JAMES E. FRANZ	AF13376322	do
*SSGT FRED C. JACKSON	AF14319861	do
*SSGT KENNETH R. SWEIGART	AF13335742	do
*A/1C JAMES C. HUGHES	AF12374988	do
*A/1C GEORGE A. LAGERSTAM	AF16394051	do
*A/2C JULIUS BAUER	AF16418266	do
*A/2C VINCENT FELICELLA	AF12424550	do
*A/1C ALAN C. WHITE	AF11227480	do
*A/1C MORTON H. FOX	AF12391900	91st A&E MAINT Sq
***A/1C JOHN G. DATHE	AF12244883	do
*A/2C JOHN TIERNEY	AF12392020	do
*A/2C DEAN H. LANDER	AF11261506	do
**TSGT MOSES AKUI	AF10102419	91st FM Sq
**SSGT ALFRED E. DEIBLER	AF13218113	do
*SSGT SHAY L. WHITMIRE	AF14339605	do
*A/1C DONOVAN R. BROWN	AF16391462	do

0878

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Para 1 Aero Order 30 HQ 91ST STRAT RECON WG (M) LAFB, Ohio dated 29 Oct 54
CONT'D

BY ORDER OF THE COMMANDER:

OFFICIAL:

HARRIS C. ANDREWS
Lt Col., USAF
Adjutant

HARRIS C. ANDREWS
Lt Col., USAF
Adjutant

DISTRIBUTION: "D"
3 cys 91st DP
1 cy Hq USAF, ATTN: AFOMO-A, WASH, D.C.
1 cy Dental Cljnic, USAF Hosp, LAFB, Ohio

0879

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

9100 30 November 1954

SUBJECT: Violation of AFR 39-47 and AFM 173-20

TO: All Squadron Commanders
91st Strategic Reconnaissance Wing (M)
Lockbourne Air Force Base
Columbus 17, Ohio

1. A message has been received from higher headquarters, stating that discrepancies exist which are in violation of the intent of AFR 39-47, dated 5 May 1954. Paragraph 5b of this regulation qualifies non-crew members as those flight airmen who are assigned to duty in Air Force specialties, other than those enumerated elsewhere in this regulation, and who are required to participate frequently and regularly in aerial flights for limited periods of time, or until completion of special projects. Squadron Commanders will see to it that the intent of this regulation is complied with, and that the flight time accrued for flight pay be accomplished in the type aircraft so stated in the Aeronautical Orders.

2. Violations of paragraph 1113, AFM 173-20, which states that minimum flying time during one calendar month for flight pay is four (4) hours; have been brought to this headquarter's attention. Therefore, the officer certifying flight certificates will be responsible to see to it that the required number of flight hours have been accomplished. The certifying officer, in connection with non-crew members, will assure himself that the required number of hours were accomplished in the type of aircraft indicated on the Aeronautical Orders.

BY ORDER OF THE COMMANDER:

Harris C. Andrews

HARRIS C. ANDREWS
Lt Col, USAF
Adjutant

EXHIBIT #1

0880

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THE 323RD BIRD SEZ:

It's Hello And Goodby---

By CAPT. JOE TOLBERT
and LT. HARRY FORD

GOODBY TO THE OLD AND HELLO TO THE NEW

Maj. Frank "Gish" Gshwandtner has pulled up stakes as CO of the 323rd Strat Recon Sq and accepted a job on the Board of Directors at 2nd AF Operations at Barksdale AFB, Louisiana.

Major "Gish" took over the squadron late in 1953, just before the squadron was due to leap across the pond for a short training operation in North Africa. He did an excellent job whipping the boys into shape (we use the term lovely), but his record speaks for itself. Never under his guidance did the squadron fall short of a flying commitment.

"Gish" graduated from flying school in May of 1942 and received his silver wings and ball and chain. (i.e., got married) the same day. During the big war he flew 40 combat missions with B-25s in England and North Africa and was private pilot for General George S. Patton during the African invasion.

He spent some time in the Training Command before getting out of the service in 1946. As a civilian he received a B. S. degree from the University of Wisconsin and took up duties as coach of a local high school team.

Late in 1947 he was recalled to the service and spent a year as an exchange officer with the U. S. Navy becoming current on all Navy regulations and proficient in carrier landings.

The last three years "Gish" has spent at Lockbourne, terminating his stay here as the "Grand Old Man" of the 323rd.

Good-speed or your new venture, "Gish," and our very best to Gary, Kathy, Tex and Mim.

TAKING UP THE REINS of the 323rd now is Major Arthur Alexander, a well-known figure around Lockbourne, having been a former executive in the 324th Sq. and in the Wing.

Major Alexander joined the RCAF in 1941 and finished flying training the same year. He transferred to the U. S. Army Air Corps in May, 1942, as a second lieutenant.

From 1942 to 1944, he was a Basic Flying Instructor, then went to the ETO as a fighter pilot flying P-51's. In December of '44, he was shot down and became a German POW until the end of the war.

"DON'T WORRY ABOUT THE 323rd,"—seems to be the thought expressed by both Maj. Arthur Alexander (left), the New CO, and Maj Frank Gshwandtner, who is leaving the 323rd SRS to take up duties on the Board of Directors at 2nd AF Operations, Barksdale AFB. — "it won't let you down."

He joined the 311th Photo Wing in November, 1945, and has been in Reconnaissance since then, with TDY's in Alaska, Greenland, Iceland, Central America, Cuba, the Bahamas, Puerto Rico and England.

Major Alexander came to Lockbourne in 1952. He has logged a total of 4100 hours flying time.

Prior to his service life, he was raised in the Hawaiian Islands and attended the University of New Mexico. His wife, Dean, is from Oregon. They have one child.

Our new CO's idea of relaxation is with a trout line in a stream somewhere in Oregon or Washington. With the 323rd solidly behind the major 100 per cent, we are sure he will be able to find time to fulfill that idea.

0881

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 100-5)

Reg 100-5
HEADQUARTERS, 91ST STRATEGIC RECONNAISSANCE WING
Lockbourne Air Force Base, Columbus, Ohio
8 November 1954

COMMUNICATIONS

SQUADRON COMMUNICATIONS OFFICER

(Supersedes Wing Reg 100-5, Dtd 13 Oct 52)

	Paragraph
Purpose	1
Scope	2
Responsibilities	3
Procedures	4
Duties	5

1. PURPOSE: To effect the appointment of communications officers in certain squadrons of this wing and to prescribe their duties and responsibilities.

2. SCOPE: This regulation is directive upon and applicable to each Tactical and Air Refueling Squadron of this wing.

3. RESPONSIBILITIES: It shall be the responsibility of the Commanding Officer of each squadron to insure compliance with provisions of this regulation. Each Communications Officer will be the Communications Advisor to the Squadron Commanding Officer and act on all communications matters affecting the squadron.

4. PROCEDURE:

a. The commanding Officer of each tactical squadron (322nd, 323rd, and 324th SRS) will assign an officer within his command the additional duty of Squadron Communications Officer, AFSC 3034, on squadron orders.

b. The Commanding Officer of the 91st Air Refueling Squadron will assign the officer filling the authorized T/O position of Communications Officer, AFSC 3034, the duty of Squadron Communications Officer, on squadron orders.

c. Each squadron may appoint as many additional duty assistant Communications Officers as is deemed necessary to meet operational requirements.

5. DUTIES: Each squadron Communications Officer will have the following duties and responsibilities.

a. Custodian of squadron quartz crystal bank (KC-97).

b. Insure that all KC-97 aircraft assigned, are crystallized with 143.10 mcs in ECHO channel and 138.42 mcs in FOXTROT channel prior to each flight except where operational requirements dictate otherwise.

EXHIBIT #20

0882

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. Insure installation of those crystals to meet special operational requirements (KC-97). Radio operators assigned to the unit will make the installation.

d. Maintain a file of all applicable USAF, SAC, 2AF, and 91SRW Regulations, SOPs, JANAPS, ACPs, technical orders, letters, messages and any other publications pertaining to communications matters.

e. Maintain the current Strategic Air Command Communication Electronic Instruction (SACCEI).

f. Initiate and maintain adequate communications training program within the squadron. This function will be coordinated with the Squadron Training Officer.

g. Disseminate information pertaining to communications to all crew members and other affected personnel.

h. Prepare communications flimsys as required, and conduct communications portion of squadron crew briefings.

i. Corrdinate all communications difficulties with the Wing Communications Officer and/or 91st A&E Sqd as appropriate.

j. Insure squadron compliance with Wing Regulation 65-6. This may be accomplished by proper coordination with Squadron Aircraft Form 263 Section (KC-97 aircraft).

k. Maintain a Squadron SOP setting forth the coordination necessary to accomplish crystallization other than standard installation (KC-97 aircraft).

BY ORDER OF THE COMMANDER:

HARRIS C. ANDREWS
Lt Col, USAF
Adjutant

OFFICIAL:

HARRIS C. ANDREWS
Lt Col, USAF
Adjutant

DISTRIBUTION:
"D"

0883

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

91DOF

SUBJECT: Flying Safety Officer's Monthly Report

TO: Commander
801st Air Division
Lockbourne Air Force Base
Columbus 17, Ohio

1. Transmitted herewith is the Flying Safety Officer's Monthly Report for the Month of November as required by SAC Safe Aircraft Campaign for '54 Planning Guide.

2. Attached as Inclosures are:

a. Special Monthly Activities Report.

b. Nomination for SAC Combat Crew of the Month.

c. Nomination for SAC Maintenance Man of the Month.

3. Negative reports are submitted for:

a. Nomination for Heads Up Club.

b. Flying Safety Tips.

c. Comments and recommendations relative to augmenting or altering any aspects of SAC for '54 Flying Safety Campaign.

"A CERTIFIED TRUE COPY"

George A. Brenner
GEORGE A. BRENNER
Major, USAF
Adjutant

CHARLES M. EISENHART
Colonel, USAF
Commander

EXHIBIT # 21

0884

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLYING SAFETY ACTIVITIES REPORT

1. During the Month of November 1954, the 91st Strategic Reconnaissance Wing (M) hsa remained accident-free by constantly being flying safety conscious. The Flying Safety Officer within the 91st Wing and the Squadron Flying Safety Officers have covered the following subjects during November:

a. The Pilots Information Files have been completely reorganized, in an effort to make reading and finding of information easier and quicker.

b. We have covered items of interest in the Flying Safety, Combat Crew, and Maintenacne Review Magazines.

c. The excellent Summary of Aircraft Accidents/Incidents were covered and given the widest dissemination.

d. The Flying Safety Bulletin Boards in the many different locations were rearranged. New posters were placed in various "busy Spots".

e. MOVIES: "Functions of Air Traffic Control Facilities", "Crash landing in Unfavorable Terrain", and "Avoid Colds-Do not Fly with a Cold."

f. LECTURES: Aborts and Winter Problems, SOP's, Dash One Revision, Winter Techniques, Wing Poop Sheet, EGT's vs Turbine Bucket Life, Copilot's Ejection Seat, Preflight Items, Proposed Instrument Systems, Airspeed Limitations, and Aileron Effectiveness.

2. One of the Things learned on a visit to the GCA unit at Lockbourne, by the Wing Flying Safety Officers was a blind spot that exists to the southeast of the unit. According to the GCA people it is believed that this is caused by the wooded area near the pistol range. There is a plan in effect now to have this patch of trees cut down.

3. The Wing Flying Officer had begun to publish a weekly bulletin, called, "Flight Safety Poop Sheet". Consists mostly of local flying hazards and pertinent information pertaining to the ramp area. In general, good information for prevention of Accidents/Incidents to help carry on an aggressive flying safety campaign within the 91st Strategic Reconnaissance Wing.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COMBAT CREW OF THE MONTH

The 801st Air Division nominates the following Jet Air Crew from the 91st Strategic Reconnaissance Wing (M),Lockbourne Air Force Base,Ohio, for hte"SAC Combat Crew of the Month" for November 1954.

Aircraft Commander	Major	Ray A. Bahls
Pilot	Captain	Joseph S. Tolbert
Photo Navigator	Captain	John J. Lenarcio

By conscientious flight pdanning and close crew coordination, Major Bahls' crew accomplished all 50-8 training for November in only five(5) missions. Major Bahls' crew also flew 45 hours as an I.P. in addition to the 30 hours with his crew. During the month this crew accomplished two(2) feats worthy of recognation. While on a low level photo run, a camera door hydraulic line ruptered. This resulted in the loss of all hydraulic fluid in both the main and emergency reservoirs. Immediately ther was a loss of nose wheel steering and also the surface power controls went oh emergency. Only hydraulic pressure remained between the brakes and the brake metering valves. The crew elected to fly at a low level in order to expediate the landing since the brake pressure was bleeding down slowly. Major Bahls elected to use touch down speed in lieu of best flare speed since only one brake application remained, The aircraft was landed in the first 500 feet, and brought to a safe stop 5,000 feet down the runway. During another mission, Major Bahls demonstrated his capability to complete air refueling under adverse conditions. He accomplished a maximum load night refueling at 24,000 feet, due to clouds being at 1100 feet between that level. The additional duty of being the squadron standardization board crew was assigned to this crew in November. The crew has energetically devoted all available time to this duty. This crews ability to carefully analize and solve inflight problems is that quantity desirable of all crews toward the betterment of Flying Safety. They have demonstrated theri ability to carefully analize and solve inflight problems. This quantity is that which is constantly lowering SAC's aircraft accident rate.

Major Bahls graduateed from West Point and pilot training in 1944, he also graduated from AOB school in July 1952 and joined the 91st Startegic Reconnaissance Wing in August 1952. Often he has demonstrated his ability to plan and lead missions ordered by higher headquarters. Captain Tolbert graduated from pilot school in January 1944, and was discharged in 1946. He remained active in the reserve program as an I.P in C-46's. He also graduated from Pittsburg University in 1950. He was recalled in October 1950 and graduated from AOB school in December 1952 and joined the 91st Strategic Reconnaissance Wing in January 1952. His ability as a pilot has greatly contributed toward the crews effectiveness. Captain Lenarcio, the Photo Navigator , is well known within the 91st Strategic Reconnaissance Wing, since most of the pilots and observers were his students at Mather Air Force Base. His ability as an instructor field is of great value to the Squadron.

The conscientious efforts of this crew towrd the betterment of Flying Safety is worthy of recognition. The 801st Air Division is proud to submit Major Bahls crew, from the 91st Strategic Reconnaisaance Wing, as "SAC Combat Crew of the Month", for the month of November 1954.

0886

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAINTENANCE MAN OF THE MONTH

Technical Sergeant Edwin Archer, of the 91st Field Maintenance Squadron, 91st Strategic Reconnaissance Wing(M), is the nominee for the Lockbourne Air Force Base "MAINTENANCE MAN OF THE MONTH" for November 1954.

Technical Sergeant Archer is a career airman with a total of ten(10) years service. He has been the NCOIC of the Field Maintenance Auto-Pilot section for the past two years and during this time he has devoted uasble flyaway mock-ups for E-4 auto-pilot, A-12D auto-pilot, P-1 auto-pilot, Fluxgate Compass and N-1 Compass syatems.

On 24 May 1954, Sergeant Archer was dispatched to the 91st Strategic Reconnaissance Squadron in Japan for a period of seven(7) months to support RB-45 type aircraft furnished the 91st Strategic Reconnaissance Squadorn, by the 91st Startegic Reconnaissance Wing. At this time the RB-45 aircraft were having serious trouble with the altitude control in the E-4 auto-pilot which hampered the accomplishment of the mission of the 91st Strategic Reconnaissance Squadron. Sergeant Archer modified the B-6 amplifier of the E-4 auto-pilot so that the altitude control was effective.

Technical Sergeant Archer was detailed NCOIC of the 91st Armament and Electrical Detachment at Goose Bay, Labrador on the 11th of October 1954, for a period of 30 days. Due to his extensive knowledge of electronics, he not only supervised the detachment effectively but assisted the other Armament and Electronics sections in solving maintenance problems, namely Aux Radar and Radio. In addition to this, Sergeant Archer found time to instruct personnel of the 6606th Maintenance Squadron in maintenance of the N-1 Compass system. He also assisted the 6606th in the construction of an N-1 Compass mock-up.

Technical Sergeants Archers conduct and bearing on and off duty is above reproach. He is a great asset to this organization and a great credit to the Air Force. Therefore it is without doubt that Technical Sergeant Archer be selected as "MAINTENANCE MAN OF THE MONTH" for the month of November 1954.

0887

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1842 ACTION 91SRWg

FM COMDR SAC OFFUTT AFB NEBR
TO JEDBO/COMADIV 801 LOCKBOURNE AFB,OHIO
** ** **
/C O N F I D E N T I A L/FLICON 10-058 THIS MSG IN TWO PARTS: PART I:REF SAC MANUAL 55-' SERIES WHICH BECOMES EFF 1 NOV54. DUE TO CAA OBJECTIONS THIS CMD CANNOT COMPLETELY IMPLEMENT NEW TACTICAL CALL SIGN PROCEDURES AS OUTLINED IN REFFERENCE MANUALS. FOL ARE INTERIM PROC WHICH APPLY UNTIL FURTHER NOTICE. THESE ARE EFF 1NOV 54. ALPHA PROC OUTLINED IN SAC EWP RAMAIN IN EFFECT. BRBVO,NEW SAC COMBAT RPTG MANUAL REMAIN IN EFFECT FOR ALL REPORTING REQD BY SAC EWP. COCA,FOR ALL PEACE TIME OPS, FIVE DIGIT TRUE TAIL NR CALL SIGN WILL BE USED INSTEAD OF TACTICAL CALL SIGN IN ALL INSTANCES REQUIRING ACFT IDENTIFICATION;I.E. COMBAT RPTS. FLT PLANS, AND ALL AIR/GROUND COMMUNICATIONS. SACDAL CALL SYSTEM IS RESCINDED 1 NOV 54. PART II: THE FOLLOWING INSTR WILL NOT REPEAT WILL NOT BE PERMANENTLY ENTERED IN SAC MANUAL 55-8 SERIES. WE EXPECT AUTHORITY TO EMPLOY TACTICAL CALL SIGN SYSTEM IN NEAR FUTURE. ALL ADDEES ACKNOWLEDGE BY OP TT MARKED ATTN FLICON.
30 /0119Z OCT JEDMH

"A CERTIFIED TRUE EXTRACT COPY"

Harris C Andrews

HARRIS C. ANDREWS
Lt Colonel,USAF
Adjutant

CONFIDENTIAL

EXHIBIT # 22

0888

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1907 ACTION 91SRW

FM COMDR SAC OFFUTT ADB NEBR
TO JWFKL/COMDRAF 2 BARKSDALE AFB LA
INFO JEDBO/COMDRADIV 801 LOCKBOURNE AFB OHIO
/CONFIDENTIAL/DOOPD 7064. THIS MSG IN FIVE PARTS. PART I. AN INTED RQMT EXISTS FOR RADAR & AERL IP*TGT PHOTO OF OMAHA, NEBR FR SELECTED IP'S OF NORFOLK & FAIRBAURY,NEBR.CPPRDS: NORFOLK,42:01:30N 97:25:00W: OMAHA,41:16:00N 95:58:00W;FAIRBURY,40:08:00N 97:11:00W.PART II.PHOTO W/B ACCOMP FR 30M FT, PRESSUREVALT, IAW EXISTING DIRCETIVES W/EXCEPTION THAT RADAR PHOTO W/B TAKEN AT A CONSTANT RANGE SETTING OF 30NM & EVERY 12 MANS DURING ENTIRE RUN. AERL PHOTO W/B ACCOMP CONCURRENTLY UTILIZING TRI-MET CAMERAS W/6 IN CONE & MULTI-CAMERAS W/36 IN CONE. IF WEA CONDS PRECLUDE ACCEPTABLE AERL PHOTO THIS RQMT W/B DELETED. PART III. AFTER PROCESSING ALL FILM & PHOTO-NAV LOG WILL BE COURIED TO THIS HQS ATTN DIN, TO ARR NLT ESTABLISHED SUSPENSE DT. ALL PHOTO RESULTS W/B CLASS CONFID. PART IV. PROJ NBR 54 PS-9B (UNCL) IS ASGD W/SUSPENSE DT OF 22 NOV 54. PART V. PHO Q ACCOMP UNDER THIS PROJ NBR & MEETING SPECIFICATIONS LISTED MAY BE CONSIDERED ACCEPTABLE FOR CREW TRNG & W/B RPTD ON 3 SAC T-12 RPT. PHOTO NOT MEETING SPECIFICATIONS W/NOT BE CHGD AGAINST CREW OF INCLUDED IN RPT TO THIS HQS.
15/2326Z NOV JEDMH

"A CERTIFIED TRUE COPY"

George A Brenner
GEORGE A BRENNER
Major, USAF
Adjutant

CONFIDENTIAL

EXHIBIT # 28

0889

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST-1956 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/SECRET/ ODC 10985
FOLG IS CHANGE NBR 2 TO FLY HR ALLOC FOR 2F QTR FY 55. CHANGES IN UNITS ALLOCATIONS HAVE BEEN MADE TO CONFORM AS CLOSE AS POSSIBLE TO CHANGES REQ BY INDIV UNITS CONSISTENT WITH TIME AVAL THIS HQ. ALLOC FOR MONTH OF OCT HAS BEEN CHANGED TO INDICATE WITHIN A FEW HOURS , THE TIME ACTUALLY UTILIZED DURING THAT MONTH. REMAINING HOURS WERE ALLOCATED IN NOV AND DEC, IN THE EVENT MONTHLY PROGRAMMED FLYING HRS ARE NOT FLOWN DURING NOV, REMAINING TIME W/B CARRIED OVER TO DEC, AND ALL FLY HRS OVERFLOWN IN NOV W/B DEDUCTED FROM THE DEC ALLOC. FLY HRS WILL NOT BE INTERCHANGED BETWEEN UNITS, TYPE, MODEL, SERIES, OR CODE. IN THE EVENT IT BECOMES APPARENT AT ANY TIME THAT PROGRAMMED HOURS WILL NOT BE FLOWN OR W/B OVERFLOWN, REQ THIS HQ BE CONTRACTED IMMEDIATELY IN ORDER THAT AN ADJUSTMENT CAN BE MADE AMONG 2 AF UNITS TO INSURE THAT ALL HOURS ALLOC TO THIS COMD ARE FLOWN.
*** ****

	OCT	NOV	DEC
91ST STRAT RECON WG			
KC-97F	487	383	260
KC-97G	404	476	260
RB-47	1551	1527	972

*** *** *** ***

"A CERTIFIED TRUE COPY"

George A. Brenner
GEORGE A. BRENNER
Major, USAF
Adjutant

SECRET

EXHIBIT # 24

0890

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

a. Hours flown performing missions ordered by higher headquarters:

(1) 2AF Opr Order 38-54----------356:00
(2) 321st Opr Order 142-54----------139:00
TOTAL 495:00

b. Weather and local conditions which preclude or affect training:

(1) None

c. Restrictions imposed by AMC or SAC Headquarters:

(1) None

d. Remarks on excessive crew changes:

(1) Cahanges not considered excessive

e. List of crews that were formed after 0001 hours the first day of the month:

(1) None

f. Crews which changed status:

(1) T 82 to M 82 25 Nov 54

g. Standardization Board Crew:

(1) TIO

h. Remarks on personnel and material problems which adversely affect training:

(1) Five assistant Boom Operators were transfered from this station. Two from Combat Ready Crews, one from a training crew ready for dheckout & two that were trained to replace discharged airmen.

i. If SAC minimums were not accomplished reasons why other than mentioned above:

(1) SAC minimums were accomplished

k Comments or recommendations of Squadron COmmander:

(1) None

"A CERTIFIED TRUE EXTRACT COPY"

GEORGE A. BRENNER
Major, USAF
Adjutant

CLIFFORD S. HOVIK
LT COLONEL, USAF
Commander

CONFIDENTIAL

0891

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91ST STRATEGIC RECONNAISSANCE WING (M)
Wing Commanders Remarks
Part V of
Air Training Report for the Month of November
RCS: 3-SAC-T12

1. Hours flown performing missions ordered by higher headquarters:

a. Aircraft assigned 3942nd S.E.S.:	189:45
b. Goose Bay Let-Down Project:	41:50
c. 91-54-13 - Lake Charles Project:	22:30
d. 91-54-11 - Clinton County Project	8:10
Total	262:15

2. Weather or local conditions affecting training:

a. Fifteen (15) pilot proficiency missions were cancelled due to low ceilings and fog; for a loss of 45 hours.

3. Directives imposed by AMC or SAC restricting normal training:

a. One (1) aircraft not available for combat crew training because use of visual cameras is prohibited per 2AFDM GC-4378 dated 25 August 1954.

4. Combat Crew Member gains and losses:

a. Gains: None

b. Losses:

(1) Two (2) aircraft commanders to 3942nd SES.

(2) One (1) co-pilot to 801st Air Division.

(3) One (1) co-pilot separated from USAF.

(4) Three (3) photo navigators to 3942nd SES.

5. Crew Member Changes:

a. Two (2) aircraft commanders.

b. Two (2) co-pilots.

c. One (1) photo navigator

CONFIDENTIAL

EXHIBIT #26

0892

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Wing Commanders Remarks (Cont'd)

6. New Crews Formed:

a. N14 - 1 November 1954.

b. N15 - 1 November 1954.

c. N17 - 1 November 1954.

7. Crew Status Changes:

a. L56 disbanded. Aircraft commander and photo navigator transferred to SES.

b. L91 disbanded. Photo navigator transfered to SES.

c. R65 disbanded. Co-pilot separated, photo navigator reassigned to another crew 1 November 1954.

d. L69 to S69 - 12 November.

e. Following crews were upgraded to Select effective 21 October: S20, S46, S55, S60, S76, S77, S79, S80, S82; but not reported in October T-12 report.

8. Standardization Crews:

a. S20 - 323rd SRS Standardization Crew.

b. S60 - 322nd SRS Standardization Crew.

c. L81 - 324th SRS Standardization Crew.

d. S76 - 91st SRW Standardization Crew.

9. Material and Personnel problems affecting training:

a. Material: The installation of 25 Collins 18-S-4 HF sets during early part of month restricted availability of aircraft to operations for flying.

b. Personnel: None.

10. SAC Minimum Training Requirements:

a. Other than maximum external gross refueling, SAC minimum training requirements were met by all crews with the exception of those listed below:

CONFIDENTIAL

0893

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Wing Commanders Remarks (Cont'd)

10. Continued:

a. S31 lacked 1 fighter attack.

b. S55 lacked 2 I.P. target runs.

c. S75 lacked 1 pilot proficiency and 1 fighter attack.

d. S77 lacked 2 pilot proficiency missions.

e. S82 lacked 1 night refueling and 1 gunnery mission.

f. L21 lacked 1 pilot proficiency mission.

g. L35 lacked 1 pilot proficiency mission.

h. L81 lacked 1 pilot proficiency mission.

i. R36 lacked 1 day celestial navigation leg.

j. R65 lacked 1 large scale photo.

11. This was not a Special Training Month.

12. Total number of non-combat ready crews capable of being deployed:

a. Three (3).

13. Non-combat ready crew training:

a. Training was restricted by the following:

(1) Three (3) photo navigators TDY Mather AFB, Calif.

(2) Two (2) pilots TDY CCTS, Witchita, Kan.

(3) Second Lieutenants co-pilots assigned crews are completing last portion of intensive 51-19 training program and will be available for full crew duty by 15 December.

14. Comments:

a. Paragraphs 14 a, b, and c, 91st SRW Commanders Remarks for October 1954 requested respectively:

(1) Permission for qualified staff co-pilots to aid in 50-8 celestial and cruise control mission.

CONFIDENTIAL

0894

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Wing Commanders Remarks (Cont'd)

14. a. Continued:

(2) Reduction of 1st pilot time from 300 to 250 hours for performing pilot proficiency missions (i.e. touch and go landings for other than I.P.'s)

(3) Deletion of maximum external gross weight hook-ups.

b. To date this organization has not received any indication, if any, if the above have been favorably considered or not.

c. The combat crews assigned to this organizatinn have experienced a great deal of difficulty in obtaining fighter attacks. This is an item of training over which the crews have no control and of which there is no quality measurement presently available. In order for a crew to obtain fighter attacks it is generally necessary for it to spend a great deal of time calling the various G.C.I. sites to alert the fighters. They must often deviate from their planned mission by circling, reducing airspeed, flying at a lower altitude, and even go so far as to search out fighters in order that this requirement can be met. Should this happen to a crew only once or twice a training quarter it would not be especially serious; however when it occurs, as it has to one crew eight times, during the quarter it is apparent that a great deal of time which could be devoted to other training is being wasted and crew effeciency lowered.

d. This unit accomplished no maximum external gross weight refuelings during 50-8 scoring period due primarily to:

(1) Small number of RB-47 aircraft with modified wing tank tanks available. None in September, three in October and has now been increased to nine total in the wing.

(2) Extended unavailability of Air Refueling Squadron during period, 6 October 1954 to 18 November 1954, resulted in a large number of receiver crews requiring rendezvous and hook-ups. In the interest of maintaining proficiency for maximum number of crews refueling was scheduled for entire last portion of November on a two receiver to one tanker basis. This restricted the ability of the tankers to make large individual transfers.

e. Reference SAC Message DOTRF 10713, dated 3 August 1953 a total of 1539 hours were flown by RB-47E aircraft.

f. Negative report submitted as required by SAC Message DM3 35806 dated 29 May 1954.

CHARLES M. EISENHART
Colonel, USAF
Commander

CONFIDENTIAL

0895

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

91ST STRATEGIC RECONNAISSANCE WING (M)
Wing Commanders' Remarks
Part V of
Air Training Report for the Month of November
RCS: 3-SAC-T12

Supplement I. Night Celestial Navigation, November 1954.

S76 /0/
S60 /2/10/14/
S20 /0/
L81 /0/
S16 /2/9/22/
S31 /1/15/
S32 /1/15/
S39 /0/
S46 /0/
S50 /2/3/15/
S55 /0/
S69 /0/
S75 /1/15/
S77 /2/7/15/
S79 /1/15/
S80 /1/4/
S82 /1/7/
L08 /0/
L09 /0/
L21 /1/15/
L33 /0/
L35 /0/
L37 /0/
L40 /0/
L48 /0/
L59 /0/
L70 /2/4/8/
L71 /0/
L74 /0/
L98 /0/
R03 /2/4/14/
R04 /2/9/15/
R36 /2/15/26/
R45 /0/
R57 /3/15/16/16/
R58 /0/
R65 /1/15/
N01 /0/
N02 /0/
N05 /0/
N11 /0/
N14 /0/
N15 /0/
N17 /0/
N30 /1/5/
N78 /0/

0896

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

91ST STRATEGIC RECONNAISSANCE WING (M)
Wing Commander's Remarks
Part V of
Air Training Report for the Month of November
RCS: 3-SAC-T12

Supplement II. Reference your message OTA 3534 dated 21 October 1954. Fighter intercepts missions for the month of November 1954 are listed below:

CREW	No. of Passes	50-8 Credit
R85	25	2
R63	5	1
R36	7	2
S16	3	1
L48	4	1
L21	3	1
L09	4	1
S16	6	1
R04	4	1
L35	3	1
S20	3	1
L69	3	1
S46	7	2
S39	3	1
R57	3	1
L74	4	1
L32	15	1

Confidential

0897

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1869 ACTION 91SRW

FM CONTROLLER SAC GOOSE AFB LABR
TO JEXCR/CINCNEAC PEPPERELL AFN NFLD
INFO JEDBO/COMDRADIV 801LOCKBOURNE ABB OHIO
/CONFIDENTIAL/GBABO 985. REFERENCE YOUR NEOO MSG E NBR 3345 PERIOD INITIAL
INSTRUMENT APPROACH EVALUATION COMPLETED 2 NOV 54 PERIOD ADDITIONAL TESTS
PROGRAMMED FOR 3 NOV 54
03/0540Z NOV JEOCR

"A CERTIFIED TRUE COPY"

George A. Brenner

GEORGE A BRENNER
Major,USAF
Adjutant

CONFIDENTIAL

EXHIBIT # 22

0898

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1847 ACTION 91SRW

FM C MDR NEAC PEPPERRELL AFB NFDL
TO COMDR 6606 AEW GOOSE AB LABR
INFO COMDR 801 ADIV LOCKBOURNE AFB OHIO
** ** **
/CONFIDENTIAL/NEOWP3346. THIS MSG IN TWO PARTS. PART I REFERENCE SAC FLICON 10-56 AND FLICON 19-68 AND D/01697. TOTAL. AIR TRAFFIC CONT PROC TEST SCHED FOR GOOSE BAY 27 OCT 54 DELAYED UNTIL2NOV 54. PURPOSE OF SCHEDULED TEST IS TO PROV UAS IS FOR FINAL ANILIZING AIR TRAFFIC CONTROL PROC FOR GOOSE AIR BASE UTILIZING FAC PRESENTLY AVAIL. DESIRE YOU COORDINATE TEST WITH LOCAL REPR AND PREP DETAILED PROC BASED ON TEST RESULTS. PROC WILL BE SUBM TO NEAC ASAP BUT NLT 10 DAYS AFTER COMPL OF TEST FOR FURTHER REVIEW AND APPROVAL. PART TWO. REF AIRTRAFFIC CONTROL EXPEDITED PROC (SPEC AL) DTD 28 OCT 54. PREP TO BE USED AS GUIDE ONLY. TEST PROC MAY BE ABBRIDGED AS NEC FOR MOST EXPEDITIOUS AND PASITIME CONTROL OF AIRTRAFFIC CONSISTENT WITH SAFETY. SPECIFIC CHANGES ON ABOVE REF TEST PROC FOLLOWS: CHANGE NBR ONE-DP8A (1): CHANGE NBR 2 PARA 8D (1) DELETE FST SENTENCE: CHANGE NBR 3 PARA 8D (2) CHANGE (5000) FEET TO READ (6000) FEET.ADVISE THIS HQ AND 91ST SRW IMMED WHETHER 2 NOV 54 SUITABLE TEST DATE PRIM CONSIDERATION SHOULD BE GIVEN TO AVAILABILITY OF PERSONNEL. BOTH USAF GRAND AND STATUS OF EQUIPMENT.
011941Z NOV

"A CERTIFIED TRUE EXTRACT COPY"

GEORGE A. BRENNER
Major,USAF
Adjutant

CONFIDENTIAL

EXHIBIT # 28

0899

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1845 ACTION 91SRWg

FM COMDRSAC OFFUTT AFB NEBR
TO JWFKL/COMDRAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMDRADIV 801 LOCKBOURNE AFB,OHIO
** ** **
/CONFIDENTIAL/DOOPO 6641. REF 91ST SRW DO 1697,31 OCT 54,NOTAL,TEST OF EXPEDITED INSTRUMENT APPROACH PROCEDURES AT GOOSEW/B CONDUCTED ON 2AND 3 NOV 54. THIS AMMENDS MY DOOPO 6611,30 OCT 54.
01/2313Z NOV JEDMH

"A CERTIFIED TRUE EXTRACT COPY"

George A Brenner

GEORGE A BRENNER
Major, USAF
Adjutant

CONFIDENTIAL

EXHIBIT # 27

0900

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
801ST AIR DIVISION (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

GENERAL ORDERS)
NUMBER 26)

12 November 1954

DISCONTINUANCE OF DETACHMENT 1 91ST STRATEGIC RECONNAISSANCE WING, MEDIUM....

1. Effective 12 November 1954, Detachment 1, 91st Strategic Reconnaissance Wing, Medium, is discontinued at this Station.

2. Records will be disposed in accordance with Air Force Manual 181-5 as amended.

3. Personnel will be absorbed by parent units.

4. Authority: Air Force Regulation 20-27 and Strategic Air Command Regulation 20-3.

BY ORDER OF THE COMMANDER:

OFFICIAL:

RICHARD E JONES
Major, USAF
Adjutant

RICHARD E JONES
Major, USAF
Adjutant

DISTRIBUTION:
20 91st Strategic Reconnaissance Wing, Medium
5 Commander 801st Air Base Group
5 Commander 26th Strategic Reconnaissancw Wing, Medium
2 Commander Second Air Force
2 Commander Steategic Air Command
3 91ADJ
3 801ADJ
1 DDP
2 SO SEC
1 Each organization this Station
3 MAN
1 CRR

0901

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FINAL MISSION REPORT (M-27) FOR 91ST
STRATEGIC RECONNAISSANCE WING (M) DET # 1

OPERATIONS ORDER 140-54

HEADQUARTERS, 91ST STRATEGIC RECONNAISSANCE WING(M)
LOCKBOURNE AIR FORCE BASE, OHIO
5 OCTOBER, 1954

Exhibit # 31

0902

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1. A requirement existed during October 1954 for an Air Refueling Squadron to be deployed to Northeast Air Command.

a. 91st SW Operations Order 140-54, dated 5 October 1954, deployed the 91st Air Refueling Squadron and support personnel to Goose Air Base for approximately 30 days TDY.

b. Y-5, 6 October 1954, one (1) KC-97 aircraft with Advance Party and Control Team dispatched to Goose Air Base.

c. X day, 11 October 1954, ten (10) KC-97 aircraft dispatched to Goose Air Base.

d. X plus 1, 12 October 1954, nine (9) KC-97 aircraft dispatched to Goose Air Base.

e. Period from 13 October to 3 November utilized to conduct SAC 50-3 and 51-19 training and to test proposed expedited approaches.

f. Thirty sorties flown 3rd and 5th November in support of 92lst Operations Order 142-54. (Operation High Ball.)

g. Twenty-nine sorties flown 8,9,10 November in support of 2nd Air Force Operations Order 38-54. (Operation Razor Strap)

h. Three aircraft were deployed in support of Second Air Force Operations Order 38-54.

i. Crews and support personnel redeployed to Lockbourne on 12 November 1954.

Personnel and Administration

a. Administrative operation was set up on X plus 2, 13 October 1954 for limited operation. All medical and dental records were turned over to dispensary personnel and finance redords were turned over to finance officer.

b. Equipment and supplies considered adequate in most cases, but regulations brought from Master file at home station considered inadequate to cover required reports.

c. Final recapitulation reveales a total of 513 personnel deployed for this operation.

3. Operations and Training

a. 50-3 training was virtually completed during TDY. Six navigators completed 51-19 Ground School and fifty percent of the flying requirements and two crews completed training preparatory to Standardization Board check ride. Valuable experience was gained in cold weather operation, formation flights and expedited approached. Some difficulty encountered in scheduling due to allocation of time to "B" and "G" models.

0903

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. Logistics

a. Base Supply was unable to provide some expendable items which were procured from Home Station. Maintenance encountered severe shortages in parts replacement necessitating temporary repair and continued service of the malfunctioned part. Refueling and defueling facilities were not adequate during period of TDY.

b. Transportation was poor due to condition of equipment provided. Number and type of vehicle provided could be considered adequate provided all are in servicable condition.

c. Units mobility plan excellent in general, but in need of a few specific amendments in engineering personnel provided.

d. Housing facilities provided did not meet normal health and sanitation standards in that the living areas were seriously overcrowded. Messing facilities were crowded and control of sanitation seriously hampered due to civilian contract workers utilizing same area mess.

5. Intelligence

a. No information was received outlining 55-3d reporting requirements for Operation Razor Strap.

b. Reports were submitted in accordance with SAC Manual 55-3d for exercise High Ball and Razor Strap.

6. Security

a. Security guards were provided by Air Police to maintain 24 hour surveillance of aircraft. An entry point to aircraft parking area was set up and perimeter guards posted. No vehicle had been alloted to Air Police and one could not be provided. This seriously interfered with security operations.

b. Shortages of three (3) lock safes resulted in difficulty in safeguarding security information .

7. Recommendations

a. Servicable transportation equipment be provided in future moves.

b. SAC personnel be messed at a separate faculity.

c. A vitalized Flying Safety Program be initiated to prevent taxi accidents. Serious hazards exist at present due to extensive construction projects.

d. Air Refueling operations be conducted in accordance with SAC Manual 55-10.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

s/t/ CHARLES L. RIDDLE
Major, USAF
Commander, OISF" Det # 1

"A CERTIFIED TRUE COPY"

HARRIS C. ANDREWS
Lt. Col, USAF
Adjutant

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

23 November 1954

SUBJECT: 91st Wing Survey - Heathrow and West Drayton

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. In compliance with Eighth Air Force Operations Plan 51-54 dated 29 April 1954, the 91st Strategic Reconnaissance Wing Survey Team, consisting of sixteen (16) officers and two (2) airmen conducted the survey of the physical facilities at West Drayton and a limited inspection of the physical facilities at Heathrow during the period 15 thru 18 September 1954.

2. The purpose of this survey was to:

(a) Familiarize the Wing Commander and his staff with the forward operating bases.

(b) To accomplish a base survey in compliance with SAC Reg 55-41 (See Tab A).

(c) To provide the 3911th Air Base Group Commander with detailed requirements to effectively support the Wing under current EMP plans.

(d) To become acquainted with the existing problem of base support being remote from the actual operating base.

3. Procedures followed by the Wing Survey Team:

(a) On arrival at Headquarters, 7th Air Division, arrangements were confirmed for a briefing by the Commander and staff of the 3911th Air Base Group at West Drayton. The Wing Commander presented the general operational and logistical requirements necessary to support the Wing mission. The 3911th Air Base Group Commander presented the general status of available facilities and stated the sensitiveness of the political situation which limited our visit to the operating base at Heathrow.

EXHIBIT #32

0906

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Hqs, 91st Strat Recon Wg (M), Lockbourne AFB, O. Subject: 91st Wing Survey - Heathrow and West Drayton

(b) Following this initial briefing, the Survey Team members, working in close liaison with their Air Base Group counterparts, analyzed in detail the current and programmed facilities for effectively supporting the staging concept of the Wing's operation. In view of the fact that many operational problems pertaining to Heathrow are yet unsettled, no Base reception plan is in existence. The Wing Commander, one Squadron Commander and an Operations Officer were the only personnel allowed to visit Heathrow under the auspices of the airport manager. This was accomplished; however, no discussion of operational or maintenance facilities was permissible, nor was any such information available at Headquarters, 7th Air Division. Therefore, only a vague idea as to operational and maintenance facilities could be assumed.

(c) The Wing Commander and the Air Base Group Commander reviewed the present plan for establishment of supply and resources at the operational Base. This plan contained the basic responsibilities and policies for future MAP support from West Drayton. Detailed plans and procedures are contained in the current operational plan 40-54, 14 May 1954, as amended, of the 3911th Air Base Group. A final critique for all Commanders and staff members was presented prior to departure covering the results of the survey, policies established and recommended future actions.

4. Conclusions:

(a) A Base utilization plan is non-existent.

(b) The Base support plan appears complete and will provide a positive guide for any future support operations.

(c) The capability to execute current operational plans at Heathrow is entirely dependent upon military rights to the airport and the establishment of the following factors:

(1) Centralized communications facilities for command and control do not exist.

(2) Physical facilities for housing of command and operations offices, and maintenance shops, are presently sufficient.

(3) Refueling facilities being limited to F-6 and F-1 units traveling over several miles distance would definitely limit the tempo of operations.

0907

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Hqs, 91st Strat Recon Wg (M), Lockbourne AFB, O. Subject: 91st Wing Survey - Heathrow and West Drayton

(4) Housing facilities for troops do not exist.

(5) Insufficient ground power to commit a strike on current timing schedule.

(6) Certain other limiting factors exist at the present time; however, current plans are in action to relieve these limitations.

a. Personnel. Reconnaissance Technical Unit. This unit is approximately 50% manned for their requirement. However, it is anticipated that this shortage will be made up within the next six to eight months.

Air Police. This unit currently has approximately 25% of its manning. Plans call for supplementation to 100% within a twelve hour period. (See Tab A, Appendix I).

b. Materiel. Complete Table II and Table XVI spares are not currently in stock (See Tab A, Appendix II).

c. Communications. No UHF equipment exists at the EWP Base. The requirements for a VOR station have also been established. (See Tab A, Appendix III).

5. Recommendations:

a. Consideration should be given to changing the location of the 91st Wing EWP Base for the following reasons:

(1) The likelihood of Heathrow being made untenable at the offset of an emergency.

(2) Apparently no positive action can be taken to prepare communications and like facilities at this Base under normal peacetime operations.

SECRET

0908

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Hqs, 91st Strat Recon Wg (M), Lockbourne AFB, O. Subject: 91st Wing Survey - Heathrow and West Drayton

(3) Supply and POL are too remote from base of operations, thereby restricting a heavy requirement for fuel.

b. If present plans are to be ensued, supplies of Table II and Table XVI spares should be stored at West Drayton.

CHARLES M EISENHART
Colonel, USAF
Commander

6 Incls.
Appendix 1. Personnel
" 2. Materiel
" 3. Communications
" 4. Operations and Intelligence
" 5. Surgeon
" 6. Weather

0909

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

TAB A

TO

91ST WING SURVEY - HEATHROW AND WEST DRAYTON

SECRET

0910

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

INDEX TO TAB A

TAB A - 91ST WING SURVEY - HEATHROW AND WEST DRAYTON

Appendix 1. Personnel
" 2. Materiel
" 3. Communications
" 4. Operations and Intelligence
" 5. Surgeon
" 6. Weather

SECRET

SECRET

0911

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

APPENDIX 1. PERSONNEL

The 3911th Air Base Group Operations Plan 40-54, contains current plans and procedures to put into operation the personnel portion of the EWP. There are no apparent personnel problems that would affect the EWP mission, with the following exception:

1. The 3921st Reconnaissance Technical Unit is approximately 50% manned for their requirement. It is anticipated, however, that the shortage will be made up within the next six (6) to eight (8) months.

2. The Air Police, at the present time, have approximately 25% of their manning, but plans call for supplementation to 100% within twelve (12) hour period.

SECRET

0912

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

APPENDIX 2. MATERIEL

1. Maintenance: The equipment status was considered very satisfactory and the amount of equipment was considered adequate to meet requirements, with the following exceptions:

(a) There was one Tow Bar (B-47) available and three Tow Bars are considered a minimum to perform our mission. Although each Tactical Squadron is authorized to take three Tow Bars in their mobility kit, there would probably be quite an interval between deployment of equipment and deployment of aircraft. It is believed that the Station Kit should have three Tow Bars to prevent a serious problem during preparation for an initial strike.

(b) No Turbine Cooler oil (Grade 1065) was available. The Air Base Director of Material was notified of the shortage and the 91st Wing was informed that one drum (55 gals) would be requisitioned immediately and kept on hand.

2. There is sufficient parking and hangar space available. The one defect noted in the entire plan was the fuel storage problem. The Air Base Group personnel are fully aware of the problem. Thirty-seven (37) P-6 and P-L refueling vehicles were available to transport fuel from a distance of 30 miles with a round trip minimum of six hours required. This could be a serious problem during an initial strike.

3. Supply. The percentage of station kit items presently on hand is considered adequate to support the 91st Strategic Reconnaissance Wing. All shortages appear to be on requisition.

4. Storage of the station kit and the plans for movement to the operating base are excellent.

5. Dock stock items are on hand. However, it is recommended that the levels be revised to conform with our present requirements. Arrangements will be made to forward copies of our latest dock stock lists for use in recomputing stock levels.

6. At the present time there are no Table II and Table XVI spares stocked at our EWP base. AMC is to ship Table II and XVI spares to our station by D + 7. This could be a problem area in the event of a rapid drain on our unit flyaway kits and a delay in receipt of spares.

SECRET

0913

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX 2, MATERIEL
(Continued)

7. Armament and Electronics. The survey accomplished on Heathrow, to evaluate the base capability in the event the MUP is exercised, was limited to briefing by the 3911th Air Base Group personnel on their material status and available facilities for the 91st Strategic Reconnaissance Wing.

a. The facilities earmarked for the 91st Armament and Electronics Squadron include a building with 28,000 square feet of floor space. This is considered very adequate. A wiring kit for power distribution within the building had been local purchased and was on hand for installation.

b. An F-1 Generator and a diesel power generator are on hand to furnish power to the building.

c. The following items will be required from engineering resources to support M&S maintenance:

(1) B-4 Stand: Required to remove F.O. Cameras and electronics equipment from aircraft.

(2) Air Compressor: Required by the Line Turret Section to pressurize the MFC-32 Radar Set. This item is authorized on the Seaweed list but was not on hand.

d. The following items must be either locally manufactured at our MUP base or airlifted from this station:

(1) Bomb Trailer (Modified): Used to transport 20MM guns to and from the aircraft.

(2) Photographic Dark Room: Used to load and unload camera magazines.

e. Communications: The VRC-27 Ground Station and VRC-19 Vehicle Radios were authorized but were not on hand.

f. There is no serious shortage in their Seaweed account, with the exception of a 1,000 amp rectifier which is needed by the Field Turret Section to operate the A-5 Fire Control System Mock-Up.

0914

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

APPENDIX 3. COMMUNICATIONS

1. The following communications facilities were evaluated to determine capabilities for supporting the 91st Strategic Reconnaissance Wing in accomplishing its assigned mission:

a. Telephone Facilities (PBX) - The telephone facilities appear adequate in that an SOC line and three (3) administrative circuits to High Wycombe are on a standby status. The circuits to High Wycombe can be connected and operational within a two (2) hour period by GPO (General Port Office) personnel. In addition, there exist several PBX (switch boards) which can be used for on-base communications. These PBX's can utilize six hundred lines which are installed and operational.

b. Teletype - There exists on a stand by status one (1) duplex teletype circuit to High Wycombe. Some of the equipment for this circuit is being used at the present time, but will be moved and in place by E + 1. Four (4) TC-18 repeaters and three (3) TC-16's are in the station kit at the 3911th Air Base Group and available for installation.

c. Radio - An SCR-399 radio station is on a standby status at the 3911th Air Base Group. This is a portable radio set which will be moved and in place by E + 1. This station will tie in with other 7th Air Division stations and provide a CW radio net capability. This will provide a back-up to the teletype and telephone circuits.

d. Vehicular Radios - There is presently no vehicular radio equipment which can be utilized at the EUP base. No vehicular radio equipment for maintenance control, base fire or base security exists in the station kit at the 3911th Air Base Group. Three (3) VRC-27 (master station) and 23 VRC-19 (slave station) vehicular radios are authorized in the station kit. These radio sets are on requisition by the 3911th Air Base Group with delivery expected by 1 February 1955.

e. Navigational Aids.

(1) There is presently no UHF capability at the EUP base. A provision has been made to move two (2) GRC-27 radio sets (provides 38 freq UHF) to the EUP base from the MBS site at Heston. This equipment will be located in the tower and remoted to the GCA site. In the event of

SECRET

0915

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX 3, COMMUNICATIONS
(Continued)

EWP implementation, this equipment is scheduled to be operational within 24 hours. There is no provision for UHF/DF at this location and no UHF/DF is scheduled for installation.

(2) There exists at the present time a London Radar Center which is operational. It is presently being utilized by civil aviation and is scheduled to be operational for EWP.

(3) A VOR omni range is in operation and located at the EWP base. Procedures as of this date have not been published.

(4) ILS is operational for one (1) runway and is scheduled for the remaining runway in the near future.

(5) GCA is operational on VHF and HF. This unit will be operated by the RAF, upon implementation of EWP.

(6) The LF/MF radio beacons that now exist will not be operational on E - E + 3 days.

2. A 7th Air Division let down procedure document is presently being provided for all SAC bases in the UK. The 91st SMW has been placed on distribution for this document.

3. It is felt that with the personnel scheduled to be moved in accordance with SAC Manual 400-1, that no shortage in communications personnel will exist.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX 4. OPERATIONS AND INTELLIGENCE

1. Operations. No problems are foreseen in this category.

2. Intelligence. The 3921st Reconnaissance Technical Squadron stores the Intelligence Library at West Drayton. On E Day this library will be moved from West Drayton to Heathrow. However, no problems are foreseen from an Intelligence standpoint.

0917

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX 5. SURGEON

1. The Hospital facilities at West Drayton were examined and the following observations were made:

a. There is an infirmary with normal and mobilization bed capacities of 25 and 55, respectively. All buildings are permanent brick.

b. The authorized and assigned personnel strength is as follows:

	Authorized	Assigned
Officers (Inc. M.O.)	12	10
Medical officers	3	2
Airmen	37	34
Civilians	0	0

c. The following facilities are considered adequate for normal base support: Surgery, X-Ray, pharmacy, laboratory, dental clinic and medical supply.

d. There is no flight line dispensary.

e. There are two ambulances.

2. The overall picture of the hospital facilities at West Drayton appears to be more than adequate to support the MMP mission of the 91st Wing.

0918

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX 6. WEATHER

1. During the course of the survey, the following items were discussed and examined in detail with reference to Weather Station facilities:

a. Floor space and location of equipment.

b. Communications equipment, location and how used.

(1) Teleprinters.

(2) Telephones.

(3) Inner-phones.

(4) Tube system.

(5) Outage and causes of outage.

c. Emergency power.

d. From where, methods, timeliness, accuracy and type of weather data transmitted and received.

e. Chart analysis, forecasting techniques and prognostic charts.

f. Observation site and instrumentation.

g. Climatology of the area and peculiarities of local forecasting.

h. Experience level of forecaster-observer staff.

2. In the discussion two problem areas were revealed which at the time are without solution:

a. Receipt of data from North America is normally delayed 6½ hours and on occasion as much as eight hours. In some areas of North America, Canada for example, the data on occasion will not come in at all. The cause seems to stem from numerous relays, time factor and loaded communication networks.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

APPENDIX 6. WEATHER
(Continued)

b. Rawinsonde stations in Europe make use of equipment which is not internationally standard. Hence the data (height, temperature, moisture, etc) from any particular station may be in disagreement with surrounding stations. Upper Air Analysis is difficult and in many instances will not fit the data.

3. Despite the foregoing problems, it is felt the weather facilities are adequate and capable of supporting the 91st Wing MUP.

0920

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
801ST AIR DIVISION
Lockbourne Air Force Base
Columbus 17, Ohio

91CR

SUBJECT: SAC Management Control Statement (RCS:2AF-U2)

TO: : Commander
Second Air Force
Barksdale Air Force
Louisiana

1. The following are the estimated scores made by the 91st Strategic Reconnaissance Wing for the training quarter ending 30 November 1954.

A. PERSONNEL

1. Manning in Required Specialties

	Authorized	"IRS"	%IRS	% of Max Score	Scored (POints)
Officers:	*440	370	84.1%	50.0%	15.0
Airmen:					
Direct supt	*1287	907	70.5%	10.0%	15.0
Indirect supt	520	444	85.3%	70.0%	17.5

*Includes auth of 131 and 11 officers for RB-47 cadre and latest changes in T/O's for the tact units.

2. AWOL Rate 100.0% 30.0

	Aug	Sept	Oct	Nov	Qtr
No. AWOL's	3	3	2	1	9
Strength	2178	2154	2119	2123	8574
AWOL Rate					1.05

3. Reenlistment Rate 15.2% 8.0

	Aug	Sept	Oct	Nov	Qtr
Discharges	36	39	50	26	151
Reenlistments	5	4	9	5	23
Rate	13.9%	10.3%	18.0%	19.2%	15.2%

CONFIDENTIAL

EXHIBIT # 33

0921

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

	% of Max Score	Scored (Points)
4. Ground Safety	70.0	17.5

	August	September	October	November	Quarter
Mil lost timeacd	4	3	2	4	13
Mil man days	67,518	64,620	65,689	63,690	261,517
Civ lost time acdt	0	0	0	0	0
Civ man hours	6336	6048	5712	5280	23,376
Govt veh acdts	0	0	0	0	0
Govt veh mileage	14,362	13,556	17,395	13,527	63,350
Ground safety index					4.97
Acdt cost	$2,758	$930	$240	$32,880	$36,808
Mean Strength	2,188	2,154	2,119	2,123	8,574
Acdt cost index					4.29

	% of Max Score	Scored (Points)
5. MTD Utilization	81.3%	16.3

	August	September	October	November	Quarter
RB-47	2674	2878	1938	2388	2469
KC-97	2928	3592	*0	*991	3260

$$\frac{2000 \neq 2469}{2000 \neq 3500} = 81.3$$

Months not included in computation. 91st Air Refueling Squadron was TDY from 6 October 1954 to 12 November 1954.

B. MATERIEL 99.1% - 59.5

1. Flying hours utilized as percent required

	RB-47			KC-97			
	Sep	Oct	Nov	Sep	Oct	Nov	Total
Hrs. required	1432	1542	1539	690	883	870	6956
Hrs utilized	1447	1533	1475	674	881	886	6896

$$\frac{6896}{6856} = 99.1\%$$

"A CERTIFIED TRUE EXTRACT COPY"

GEORGE A. BREITNER
Major, USAF
Adjutant

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Trans
S-2544
Fil-D

SECRET

HISTORICAL REPORT

91ST STRAT. RECON. WING

91st STRATEGIC RECONNAISSANCE WING

LOCKBOURNE AIR FORCE BASE

SECRET

S-1337

3D AF BARKSDALE AFB, LA. NOV. 52-8768

0927

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Classification: SECRET
Authority: CO, 91st Strat Recon Wg
Initials: G. A. Brown
Date: 1 Feb 55

HISTORICAL REPORT

FOR

DECEMBER 1954

91ST STRATEGIC RECONNAISSANCE WING(M)

LOCKBOURNE AIR FORCE, OHIO

RSI Coll No
310073

SECRET

3-2536-111

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TITLE PAGE

UNIT HISTORICAL RECORD

91st Strategic Reconnaissance Wing, Medium

(801st Air Division)

(Second Air Force)

Lockbourne Air Force Base, Ohio

For Period: 1 to 31 December 1954

Assigned Units

Hq & Hq Squadron, 91st Strategic Reconnaissance Wing, Medium
91st Tactical Hospital
91st Air Refueling Squadron, Medium
322nd Strategic Reconnaissance Squadron, Medium
323rd Strategic Reconnaissance Squadron, Medium
324th Strategic Reconnaissance Squadron, Medium
91st Field Maintenance Squadron
91st Periodic Maintenance Squadron
91st Armament and Electronics Maintenance Squadron

This Report Prepared by:

GEORGE A. BRUNNER
Major, USAF
Historian

and

A/3C Walter R. Wagner
Historical Technician

This Report Approved by:

CHARLES M. EISENHART
Colonel, USAF
Commander

SECRET

0929

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TABLE OF CONTENTS

	Page
Title Page	II
Table of Contents	III
Authority	IV
Glossary of Abbreviations Used	V
Narrative Section	
Organization and Administration	1
Personnel	4
Operations and Training	7
Mission Analysis	21
Maintenance and Supply	23
Bibliography of Sources	26
Photo Section	27
Appendix of Exhibits	28

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AUTHORITY

This Historical Report is prepared in accordance with the following regulations and manuals:

AF Regulation 210-1, dated 7 October 1952

AF Manual 210-1, dated June 1951

2.F Regulation 210-1, dated 10 January 1953

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AWOL	Absent ithout Leave
AB	Air Base
Amn	Airmen
Auth	Authorized
Col	Colonel
Cmdr	Commander
D/Opns Trg Sect	Director of Operations Trainin, Section
D/Opns	Director of Operations
Dtd	Dated
Hqs	Headquarters
Lt Col	Lieutenant Colonel
Maint	Maintenance
(M)	Medium
Offs	Officers
Orgn	Organization
RB	Reconnaissance Bomber
Recn	Reconnaissance
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Strat	Strategic
2AF	Second Air Force
Wg	Wing

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary of Abbreviations Used (Continued)

Abbreviations Used in Aircraft Operations

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit . Only those crews which a unit commander would use for the actual combat operations will be used in this sense.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

Potential Crew. A complete combat crew which can not be reported as combat ready or non-combat ready because of the limitations imposed by the definitions of those crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit excluding those crews reported as Table of Distribution Staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters, Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade, or other factors, which make crew utilization unprofitable.

In-Commission. An aircraft is in commision when it is capable of performing normal flight operations.

Evaluation Missions. A mission which is flown to evaluate reconnaissance crew reconnoitering capability, to test new procedures and techniques, etc.

Long Range Tactical Mission. A mission of at least ~~12~~ 10 hours duration accomplished by an individual crew or crews, which emphasizes cruise control techniques and procedures, navigation under simulated tactical conditions aerial and radar scope photography, etc., and is not to be considered as a unit or simulated combat mission.

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current Strategic Air Command tactical war plan or any assigned unit simulated combat mission of equal scope flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary Of Abbreviations Used (Continued)

Abbreviations Used in Photo Reconnaissance

Multi-Camera Station. This set id made up of four(4) K-38 cameras fitted with 36 inch lens cones. The cameras make photographs nine (9) by 18 inches, and are so mounted so that when the four(4) pictures are placed end to end, they make one(1) continuous photograph nine(9) by 72 inches. There is less th one (1) inch overlap on each of the prints. The multi-cameras make extremely large sc le photographs of any given target area and are used for detailed study of a target. The minute detail is of great value to intelligence office

Tri-Metrigon Station. The tri-metrigon system is a combination of three(3) cameras of short focal length lenses. In the case of the 91st Wing, they are K-32s fitted with six(6) inch lens cones and are so mounted so that one unit shoots down and the other two make left and right hand oblique photos. They are mounted at 60 degrees, and when the three(3) pictures are placed together they make one (1) continuous print covering the area from horizon to horizon. The print size of each photo is nine (9) by nine(9) inches. Tri-metrigon photography plays an important role in photogr phy in that a strip of it can be made into a complete photomap. When used over new areas of enemy territory the Intelligence people can locate troop concentrations, installations, transet systems, and ferr t out many other items of value. The limitations of the information gained from this photography is in direct proportion to the quality of the photogr phs and the accuracy of the photo logs kept by the photo-navigator.

Forward Oblique Camera Station. The forward oblique camera position is a K-22 camera fitted with a 12 inch lens cone. The camera shoots forward of the aircraft and is depressed 40 degrees from horizontal. Photographs taken with this camera position on an initial point to target run for example, will give a graphic presentation to a bombardier of just what he will see on his bombing run. The photographs taken with this camera are of special value to light bombardment and fighter-bomber units. From altitudes above 10,000 feet, entire airfields and large installations can easily be photographed. The picture taken in this position in conjunction with other two(2) installations give full and complete coverage of the target area.

SECRET

0934

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Organizational Structure

The following units were assigned or attached to the 91st Strategic Reconnaissance Wing, Medium at Lockbourne Air Force Base, Ohio as of 2359 hours, 31 December 1954:

Headquarters Squadron Section, 91st Strategic Reconnaissance Wing, Medium

91st Tactical Hospital

91st Air Refueling Squadron, Medium

322nd Strategic Reconnaissance Squadron, Medium

323rd Strategic Reconnaissance Squadron, Medium

324th Strategic Reconnaissance Squadron, Medium

91st Field Maintenance Squadron

91st Periodic Maintenance Squadron

91st Armament and Electronics Maintenance Squadron

Changes in Key Wing Personnel

Several changes took place early in the month of December in key personnel of this wing. Major George A. Bremner, A.O.659035, moved from Commander of Headquarters Squadron Section, 91st SRWg. to assume the duties of 91st SRWg Adjutant.[1] Lt. Colonel Harris C. Andrews, A0653630, who had been handling the duties of both the Wing Adjutant and Wing Comptroller, took over the job of Wing Comptroller full time.[2] Major Eugene A. Brauer, A0434902, after being released from the hospital, resumed the duties of Commander of Headquarters Squadron Section, 91st SRWg.[3] All of these changes were effective on 6 December 1954.

1. Hq. 91SRWg PAM # 45, para 2, 6 Dec 54, Exh # 1
2. Hq. 91SRWg PAM # 45, para 4, 6 Dec 54, Exh # 1
3. Hq. 91SRWg PAM # 45, para 3, 6 Dec 54, Exh # 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Presentation of Awards to 91st SRWg Personnel

Officers and NCO Call was held by the 91SRWg Commander on 6 December 1954 and all units were present. Nine (9) personnel of this Wing received decorations in the following order of precedent:[4]

A/2C Larsen of the 91st Air Refueling Squadron received the Distinguished Flying Cross and the first and second Oak Leaf Clusters to the Air Medal. A/1C Nelson of the 91st ARS received the Distinguished Flying Cross and the first and second Oak Leaf Clusters to the Air Medal. A/2C Long of the 91st ARS received the Distinguished Flying Cross and the Air Medal and the first Oak Leaf Cluster to the Air Medal. A/1C Brooks of the 91st ARS received the Distinguished Flying Cross and the Air Medal. Lt. Barna of the 91st ARS received the Distinguished Flying Cross. Captain Yancy of the 322nd SRS received the Oak Leaf Cluster to the Air Medal. S/Sgt LaFluer of the 91st ARS received the Air Medal. A/2C Main of the 91st ARS received the Air Medal. Lt. Redmer of the 91st ARS received the Commendation Ribbon.

Pictures of the presentattion of these awards may be seen in the photo section of this history. Colonel Charles R. Eisenhart, 91st SRWg Commander, made the presentation of awards.

Inspections and Staff Visits for December

In order to keep in close contact with the Directorates within the Wing, the Wing Commander made numerous Staff Visits to these organizations during the monthof December. The following staff visits and inspections were carried out by the 91st SRWg Commander in December:[5]

On 1 December 1954, a Staff Visit was made by the 91st Wing Commander to the shops and all working areas of the 91st Field Maintenance Squadron.

4. Ltr from Lt. Col. Harris C. Andrews, 91st SRWg Adj. to M/Sgt O.H. Rueter, NCOIC of Awards & Decorations, 6 Dec 54.
5. 91st SRWg Insp Schedule for Dec 54., 1 Dec 54, Exh # 8.

SECRET

0936

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

On 8 December, a Staff Visit was made by the Wing Commander to Headquarters, supply, and all shops of the 91st Armament And Electronics Maintenance Squadron. On 15 December, a Staff Visit was made by the Wing Commander to Headquarters, supply, RB-47 and KC-97 docks of the 91st Periodic Maintenance Squadron. On 22 December, a Staff Visit was made by the Wing Commander to Headquarters, supply and engineering of the 323rd Strategic Reconnaissance Squadron. On 29 December, a Staff Visit was made by the Wing Commander to Training, Operations, IAC PLANS, Control Room, Intelligence, Communications, Flying Safety, and Standboard sections of the Directorate of Operations

Barracks of the Month

The Barracks of the Month inspection was conducted within the wing on 17 December 1954 by wing staff Officers and NCO's. Headquarters Squadron Section broke a six (6) month winning streak by 91st Field Maintenacne Squadron, who fell to third spot.[6] 91st Periodic Maintenance Squadron again held down second place. Headquarters Squadron rose from last place two months ago to third spot last month. This month they took over first place, indicating that the organizations are taking the pride in their organizations that this contest was planned for.

6. Interview with Maj. George A. Brenner, 91st SRW Adj. by A/3C W.[illegible] Wagner, 91st SRW Dist Tech., 20 Jan. 55.

SECRET

0937

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

PERSONNEL

Personnel Strength

As of 31 December 1954, a total of 2038 individuals was assigned to the 91st Strategic Reconnaissance Wing, Medium at Lockbourne Air Force Base, Ohio.[1] This figure did not include the 91st Tactical Hospital or the 801st Air Base Group Operations. Of the 2038 individuals assigned to this command as of 31 December , 381 were officers and 1657 were airmen.[2] These figures reflected the following changes over the number of personnel assigned as of the end of November 1954:[3] seven (7) officers were gained and six (6) airmen were gained resulting in an overall personnel gain of 13 individuals.

The following is a comparison of authorized versus assigned strength of this wing as of 31 December 1954:[4]

	TOTAL AUTH	TOTAL ASGD
Officers	401	381
Airmen	1333	1657
Total	1934	2038

Roster of Key Personnel

On the following page of this narrative will be found a roster of key United States Air Force personnel assigned to this wing as of 31 December 1954:[5]

Several changes took place in key personnel of the wing during December. Major George A. Brenner, AO 659033, took over the duties of Wing Adjutant on 6 December 1954, vice-Lt. Colonel Harris C. Andrews, AO660309, relieved.[6] Lt. Colonel Andrews assumed the full time job of Wing Comptroller which he had

1. Rpt,"Weekly Mean Strength Rpt," Dec 54, prep by Stat Svs, 801st ABGp.
2. Ibid.
3. Rpt,"Weekly Mean Strength Rpt", Nov & Dec 54,prep by Stat Svs, 801st ABGp.
4. Ibid.
5. Rpt, "Roster of Key Personnel", Dec 54, prep by 91st D/P.
6. Hq 91StrWg Pam # 40, par 2, 6 Dec 54, Exh # 1.

SECRET

0938

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ROSTER OF KEY PERSONNEL OF THE 91ST STRATEGIC RECONNAISSANCE WING AS OF 31 DECEMBER 1964

Wing Commander	BLUMHART, CHARLES M.	Colonel
Deputy Commander	[illegible], WILLIAM	Colonel
Adjutant	[illegible], GEORGE A.	Major
Comptroller	ANDREWS, HARRIS C.	Lt. Colonel
Director of Personnel	DOUGHTY, DAVID D.	Captain
Inspector General	MOSS, WILLIAM G.	Major
Intelligence Officer	PETERSON, [illegible]	Lt. Colonel
Director of Operations	[illegible], WILLIAM C.	Colonel
Director of Materiel	WILSON, HARLON C.	Lt. Colonel
CO-322nd SRS	CHAPIN, JAMES T. Jr.	Major
CO-323rd SRS	ALEXANDER, ARTHUR	Major
CO-324th SRS	ANDREW, JOHN M. Jr.	Lt. Colonel
CO-91st Air Refueling Squadron	NOVIA, CLIFFORD J.	Lt. Colonel
CO-91st Field Maintenance Squadron	[illegible], CHARLES S.	Major
CO-91st Periodic Maintenance Squadron	[illegible], THOMAS E.	Major
CO-91st A & E Maintenance Squadron	[illegible], ERNEST C.	Lt. Colonel
CO- Sq Sq Section, 91st SRW	[illegible], [illegible] A.	Major
Chief of Maintenance	CARTER, ROBERT F.	Lt. Colonel

SECRET

0939

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

been handling in addition to his duties as Wing Adjutant. Major Eugene A. Grauer, A0434902, after being released from the hospital, assumed the duties of Squadron Commander of Headquarters Squadron Section, vice-Major George A. Brenner relieved.[7]

Strategic Air Command Rating System

The Personnel portion of the Strategic Air Command Rating System saw the following scores achieved by the 91st Strategic Reconnaissance Wing (M) in December 1954:[8]

The Officer Manning in Required Specialities for the quarter ending in December was sixty percent of maximum score. This was realized as 360 officers of 440 authorized or 84.1 percent were effectively manned in required specialities.

The Airmen Manning in Required Specialities was at ten percent of maximum in Direct Support career fields with 907 airmen in required specialities of an authorized 1287 or 70.5 percent effectively manned in required specialities. In the Indirect Support career fields, 44[illegible] of 520 authorized men were in required specialities for an 8[illegible].3 percent effectively manned score.

The AWOL Rate was 100 percent of maximum score for December as there was only one (1) AWOL of an assigned strength of 2100 personnel, which was a rate of .48 per 1000 personnel.

The reenlistment rate was 22.2 percent during December with four (4) airmen reenlisting of eighteen discharged who were eligible to reenlist.

The Ground Safety Score was 70 percent for the month with five (5) military lost time accidents and no civilian lost time accidents.

The MTO utilization was 48.5 percent for the month of December, This was [illegible]-47 utilization as no [illegible]-97 facilities were available.

7. Hq 91st Bmg PAM # 40, para 3, 6 Dec 54, Exh # 1.

8. Rpt, "SAC Eng. Control Statement", (RCS:2AF-M2) for Dec 54, Cl: Confidential

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

OPERATIONS AND TRAINING SUMMARY

Tactical Operations Analysis

During December, aircraft and crews of the 91st Strategic Reconnaissance Wing operating from Lockbourne Air Force Base, Ohio, recorded a total of 1435 hours and 30 minutes of flying time, which was indicative of a decrease of approximately 983 hours from that recorded during the month of November.[1] The end of this reporting period saw in possession of the 91st Wing at Lockbourne, 67 tactical aircraft, according to the following number and types:[2] Eleven RC-97F's and Eleven (11) RC-97G's, 45 RB-47E's. They were on hand 50,063 hours and were maintained in commission 40,672 hours, resulting in an aircraft in commission percentage of 81.2 and a monthly time aircraft were flown of 3.6.[3]

The following is a comparison of the operational data that this wing recorded during November and December 1954:[4]

	November	December
Number of Aircraft on Hand	69	67
Number Hours Aircraft on Hand	49,715	50,063
Number of Hours Aircraft in Commission	40,130	40,672
Number of Hours Aircraft Flown	2,419	1435:30
Percentage of Time Aircraft in Commission	80.7	81.2
Percentage of Time Aircraft Flown	4.8	3.6
Number of Hours Aircraft Out of Commission Due to Maintenance	6309	6703
Number of Hours Aircraft Out of Commission Awaiting Parts	1186	1501

1. Rpt,"Form 110A,Mo Rpt of A/C Opns",Nov & Dec 54, prep by Stat Svs,301 ABGp
2. Ibid.
3. Ibid.
4. Ibid.

SECRET

0941

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	November	December
Number of Landings Made	931	304

The number of aircraft on hand decreased by two during the month of December. One (1) KC-97 aircraft was inoperative and one (1) RB-47E was sent to Douglas Aircraft Co. in Tulsa, Okla. for repairs on 7 December 1954.[5] The number of hours that aircraft were on hand showed an increase even though the number of aircraft on hand decreased. The number of hours that aircraft were in commission also increased slightly due to a decrease in AOCM. The percent of time tht aircraft were in commission increased slightly but the percentage of time aircraft were flown decreased by a large amount.

The flying hours decreased from the previous month but no real comparison can be made due to the fact that flying commitments were much smaller for December so that a short Christmas holiday could be enjoyed by the men.

Of the 1435 hours and 30 minutes flown by the assigned crews and aircraft of this wing during December, a total of 454 hours and 50 minutes was recorded by the KC-97's, and 980 hours and 40 minutes by the RB-47E's.[6] A total of 124 RB-47 sorties was flown during the period reported on, accumulating 831 hours of actual training time.[7] The following is a summary of training accomplishments as recorded by the RB-47 crews during the period 1 thru 31 December 1954:[8]

Radar Initial Point	
Attempted	85
Accepted	30

5. Msg from Douglas Acft Co, to Cmdr, 91SRWg, 8 Dec 54, Exh # 16
6. Rpt, "Form 110A, Mo Rpt of A/C Opns", Dec 54, prep by Stat Svs, 801 AHGp
7. "SAC Air Tng Rpt for Mo of Dec 54", prep by 91SRWg D/Opns & Tng
8. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Large Scale Photography IP Target Runs	
Attempted	28
Accepted	28
Tri-Metrigon Charting Strip of Photography	
Attempted	04
Accepted	04
Low Altitude Daylight Photography	
Attempted	43
Accepted	43
Photo Flash RCS Runs	
Attempted	24
Accepted	24
Long Range Missions	33
Radar Navigation Legs	05
Air Refueling	
Rendezvous Attempted	38
Rendezvous Accepted	37

These figures showed a decrease from those recorded by this wing in November and this regression was due primarily to the fact that the training requirements for this month were not as great as previous months due to the holiday schedule set up within the wing. Areas available for visual photography training were restricted throughout the month causing a reduction in the amount of photo training accomplished. The accomplishment of Low Altitude Day and Low Altitude Simulated Photo-Flash Photography was especially effected by the prevailing weather conditions.[9] Ninety-two (92) hours of scheduled fly-

9. 91SRWg Cmdr's Remarks to Sect I of "Air Tng Rpt for Mo of Dec 54", RCS:3-SAC-T12, Cl: Conf., Exh # 23

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ing time was lost either as a result of cancellation due to adverse weather or landing early due to terminal weather.[10] One aircraft was not usable for crew training as operation of the visual cameras was prohibited by 2AFMSC 4378 dated 25 August 1954.

The December training was considered to be highly satisfactory. A simulated Practice USOR was flown during the month. Mass night air refueling techniques were attempted for the first time during this USOR and the results were extremely effective. Some difficulty was encountered in accomplishing all of the programmed RBS runs. This was attributed to the fact that bomber stream type RBS runs in conjunction with the USOR were orginionally planned for the special training month. However, site time allocation made this impossible and simulated photo flash runs were substituted. Adverse flying weather prohibited the maximum number of Bombing Range Orientation and "G" re-orientation missions for pilot "AC's", however, this type training will be continued throughout normal training months.[11]

91st Air Refueling Squadron, Medium

Tanker crews and aircraft of the 91st Air Refueling Squadron, utilizing KC-97 type aircraft and operating from Lockbourne Air Force Base, Ohio, recorded in December, 654 hours of operational flying time. This total represented a decrease of approximately 426 hours as compared with the operational record of this squadron in November.[12] This decrease was due to the short training month and the bad flying weather experienced during the month.

This unit in addition to flying [redacted] training, flew 21 hours

10. Ibid.
11. Ibid.
12. Rpt, "Form 110A, Mo Rpt of A/C Opns," Nov & Dec 54, prep By Stat Svs, 301AWGp

0944

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

in accomplishing missions directed by higher headquarters.[13] These missions and number of hours devoted to flying them were:[14]

Ferry flight to Robbins AFB -- Smoky Hill AFB, 8 Hours
Ferry flight to Stead AFB -- Travis AFB Carswell AFB, Brooksley AFB, 12 hours

The following is a comparison of operational data as recorded by this unit in November and December 1954:[15]

	November	December
Number of Aircraft on Hand	23	22
Number of Hours Aircraft on Hand	16,704	16,287
Number of Hours Aircraft in Commission	15,308	14,448
Number of Hours Aircarft Flown	880:10	454:50
Percentage of Time Aircraft in Commission	89.8%	87.9%
Percentage of Time Aircraft Flown	5.8%	3.1%
Number of Hours Aircraft Out of Commission Due to Maintenance	790	1142
Number of Hours Aircraft Out of Commission Awaiting Parts	906	638
Number od Landings Made	222	110

During December, a total of 75 RC-97 sorties was flown for 425 hours of actual training time, whereas in November, 162 sorties were flown for 885 hours of actual training time.[16] This decrease of 460 hours was due to the short training month and decreased committments.

A resume fo training accomplished by the RC-97's in December is as follows:[17]

Night Celestial Navigation Legs	08
Day Celestial Navigation Legs	11

13. 915Wg Cmdr's Remarks to Sect I of Air Trng Rpt for Mo of Dec 54, SCG:4-SAC-712, Cl: Conf Sxh. p 22
14. Ibid.
15. Rpt,"Form 110A,Mo Rpt of A/C Opns", Nov & Dec 54,prpe by Stat Svs,801AWSp
16. Rpt,"Air Trng Rpt for Mo of Dec 54", prep by 915 Wg d7ops & Trng Sect.
17. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Radar Navigation Legs	31
Grid Navigation Legs	02
Number Rendezvous Attempted (APR-11)	30
Number Rendezvous Accepted (APR-11)	29
Number Rendezvous Attempted (APR-76)	34
Number Rendezvous Accepted (APR-76)	29
Wet Hookups Attempted With Bombers	125
Wet Hookups Successful With Bombers	121
Dry Hookups Attempted	54
Dry Hookups Successful	54
Number of Pilot Proficiency Missions	09
Total Sorties Flown	75
Total Flying Time	4:5
Total Gallons of Fuel transferred during the month	117,883 gallons
Total Gallons of Fuel transferred to Date	4,968,792 gallons

322nd Strategic Reconnaissance Squadron, Medium

Crews and aircraft of the 322nd Strategic Reconnaissance Squadron, operating from Lockbourne Air Force Base with RB-47E's, recorded in December, 310 hours and 55 minutes of flying time as compared with 4:5 hours and 30 minutes in November.[18] This indicated a decrease of approximately 175 hours for this period and was due to short training month and decreased committments of this squadron.

A comparison of the operational and maintenance data as recorded by this organization in November and December is as follows:[19]

18. Rpt,"Form 110A,Mo Rpt of A/C Opns", Nov & Dec 54,prep by Stat Svs,301AWGp.
19. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	November	December
Number of Aircraft on Hand	16	16
Number of Hours Aircraft on Hand	10,800	11,160
Number of Hours Aircraft in Commission	8,106	7,593
Number of Hours Aircraft Flown	486:30	310:55
Number of Hours Aircraft Out of Commission Awaiting Parts	248	96
Number of Hours Aircraft Out of Commission Due to Maintenance	2446	3466
Percentage of Time Aircraft in Commission	75%	68%
Percentage of Time Flown	5.9%	4.1%
Number of Landings Made	222	62

The number of aircraft on hand remained the same for the month and the number of hours that aircraft were on hand increased but the hours that aircraft were in commission decreased due to a big increase in AOG. The flying time and percentages decreased sharply.

325rd Strategic Reconnaissance Squadron, Medium

KB-47 crews and aircraft of the 325rd Strategic Reconnaissance Squadron operating from Lockbourne Air Force Base, recorded in December, a total of 305 hours of operational flying time as compared with 475 hours in November.[20] As will be noted, the figure for December decreased from that recorded during November and was due to the short month and decreased flying commitments.

A comparison of the operational data recorded by this organization during November and December is as follows:[21]

20. Ibid.
21. Ibid.

0947

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	November	December
Number of Aircraft on Hand	15	15
Number of Hours Aircraft on Hand	10,300	11,160
Number fo Hours Aircraft in Commission	8,806	9,416
Number of Hours Aircraft Flown	279:15	301:00
Number of Hours Aircraft Out of Commission Awaiting Parts	82	313
Number of Hours Aircraft Out of Commission Due to Maintenance	2378	1047
Percentage of Time Aircraft in Commission	77.7	84.4
Percentage of Time Aircraft Flown	3.6	3.3
Number of Landings Made	215	57

The number of aircraft on hand remained the same for the month and the number of hours that aircraft were on hand and in commission increased. The hours flown and percentage of time flown decreased but the percentage of time in commission increased because of the drop in AOG.

524th Strategic Reconnaissance Squadron, Medium

Utilizing RB-47E's and operating from Lockbourne Air Force Base, Ohio, crews of the 524th Strategic Reconnaissance Squadron recorded 361:45 of operational flying time in December, which was a decrease of 215 hours of flying time from that recorded in November and was attributed to the short training month and decrease in flying commitments.[22]

The following is a statistical comparison of the operational data recorded by the aircraft of this squadron in November and December 1954:[23]

	November	December
Number of Aircraft on Hand	15	15
Number of Hours Aircraft on Hand	11,411	11,316

22. Ibid.
23. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	November	December
Number of Hours Aircraft in Commission	8,021	9,210
Number of Hours Aircraft Flown	573:00	361:45
Number of Hours Aircraft Out of Commission Due to Maintenance	2780	1048
Number of Hours Aircraft Out of Commission Awaiting Parts	0	514
Percentage of Time Aircraft in Commission	75.5	81.4
Percentage of Time Aircraft Flown	6.7	3.9
Number of Landings Made	272	75

The number of hours that aircraft were on hand decreased by one as one aircraft was sent to Douglas Aircraft Co. for ERA project. The hours that aircraft were on hand stayed the same and hours in comission and percentage of time in commission increased as the AOG decreased. The flying hours decreased as did the percent of time that aircraft were flown.

Flying Safety Activities for the Month of December 1954

Flying Safety has been constantly stressed within the 91st Wing both throughout December and the entire year of 1954 with the result that the 91st Strategic Reconnaissance Wing was accident free for the year 1954.[24] The progress of new crews is constantly being checked to insure that all squadron and wing Flying Safety records remain"on top".

Flying Safety meetings were conducted on the 2nd, 6th, 7th, 9th, 13th, 17th, 19th, 20th, and 23rd of December 1954.A movie was also shown on "The Air Weather Service". The routine duties such as maintaining bulletin boards, weekly "Flight Poop Sheet".[25]

Captain David E. Johnson and Captain Wilmer P. Boon of the 322nd Strat-

24. Rpt,"Flying Safety Officers Monthly Rpt", Dec 54,prep by 91SRW Fly Saf. Officer, Exh J 21
25. Ibid.

0949

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

egic Reconnaissance Squadron developed a chart of "Emergency Alternates from Missed Approach." The chart showed all suitable B-47 alternate landing fields in terms of available fuel on board. It is hoped that this chart will provide needed information for a pilot at a glance.[26]

Combat Crew of the Month

The 915BMg Jet Air Crew composed of Aircraft Commander Captain Herbert R. Stone, Pilot 1/Lt. Harry E. Ford Jr. and Photo-Navigator Captain Stephen J. Coffey have been chosen as Lockbourne Air Force Bases Combat Crew of the Month for the month of Dec mber and submitted as "SAC Combat Crew of the Month from Lockbourne for December 1954.[27]

In addition to successfully completing evaluation by the 3042th CHS at MacDill AFB, Florida and completing their required assignments in the month of December, this crew performed an outstanding accomplishment by assisting a lost Navy jet fighter pilot.[28]

After completing a routine training mission, Captain Stone's crew reported to Columbus Control Approach and overheard a Navy jet fighter calling for approach clearance. Columbus Approach Control was unable to read the Navy jet and had been trying to contact him for some time. Captain Stone called the Navy plane for his identification and position which was given as over Columbus Radio at 20,000 feet. This information was relayed to Approach Control and the Navy plane was cleared for a standard jet penetration on the Northeast leg of Radio Range Columbus. Since the fighter plane still did not have contact with A proach Control , Captain Stone and crew got the weather at

26. Ibid.
27. Ibid.
28. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Columbus and called Lockbourne to determine if GCA was in operation and computed their remaining fuel and time that they could remain airbourne. They gave this information to the Navy jet. Columbus Approach Control was unable to pick up the plane on their radar and at the time the pilot advised Captain Stone that he was unable to receive Columbus Radio Range. The KB-47 crew transmitted a continuous tone on UHF for one minute while the Navy pilot got a steer from the transmission. This was repeated three times. The above information was given to Columbus Approach Control and they plotted the fighters position to be approximately 170 miles north of Columbus. Captain Stone relayed this information to the fighter pilot. Approximately 15 minutes later he was picked up on Columbus radar and five minutes later he established contact with Columbus Approach Control. Since the Navy jet had minimum fuel, he was cleared in direct and made a successful landing at Port Columbus. Captain Stone and crew were then cleared for a GCA letdown and made an uneventable landing at Lockbourne Air Force Base.

Captain Stone completed pilot training in October 1942 and flew submarine patrol in B-17's and B-24's during World War II. He finished ACS school in May of 1952 and was assigned to the 915thAg as a pilot in B-47's. He has been Aircraft Commander of his crew since November 1953.

Lt. Ford graduated from pilot training in August 1944. Discharged in April, 1946, he was recalled in March 1951. After flying KC-97's for a year, he entered ACS school and graduated and was assigned to Captain Stones crew as pilot in November 1953.

Captain Coffey received his Bombardier Wings in July 1943. He flew 40 combat missions in B-24's in the Asiatic-Pacific Theatre in World War II. Discharged in November 1945, he was recalled to active duty in May 1951 and was-

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

trned as a bombardier-instructor in B-29's. He completed single observers school in 1953 and was assigned as photo-navigator with his present crew in November 1953.

Maintenance Man of the Month.

Airman First Class Randolph S. Svitak of the 323rd Strategic Reconnaissance Squadron has been chosen as the 91st Strategic Reconnaissance Wing's Maintenance Man of the Month for the month of December 1954.[29]

During the month of November, Airman Svitak's aircraft flew six (6) sorties before flying overdue for the inspection of this number. The aircrews wrote up only the following defects: [30] 5 Nov.-3 defects, 12 Nov- 2 defects, 24 Nov-1 defect(Navigators clock inoperative).

An example of Airman Svitak's desire to continually do a fine job is his request to his Flight Chief that he be allowed to complete a retraction test and have A&E Sqdn. harmonize his guns prior to entry into the maintenance docks in order that the aircraft would not be delayed in the docks any longer than absolutely necessary.

His aircraft is always clean and he periodically sweeps the area around his aircraft to keep it clean from foreign objects and on several occasions he has worked on his aircraft during weekends when the aircraft was not scheduled to fly until the following Wednesday.

Airman Svitak directly supervises three assistants and he always keeps them well informed of the latest maintenance techniques. He always one of the first to comply with TO's and maintains his aircraft forms in an outstand-

29. Ibid.
30. Ibid.

0952

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ing manner. In addition, Airman' Svitak's Flight Chief rated him as the only outstanding Airman in his Flight on the Airman's Performance Report during the month. Airman Svitak is considered to be a credit to the Air Force and most deserving of this honor.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MISSION ANALYSIS

Summary

Tactical crews and aircraft of this command flew 1435 hours and 30 minutes in December 1954, of which 454 hours and 30 minutes were flown by the tankers, and the remaining 980 hours and 45 minutes by the reconnaissance aircraft.[1] Of these totals, 26 hours and 30 minutes were flown by the RB-47's in the performance of missions directed by higher headquarters, with the RB-97's flying 21 hours on missions of this nature.[2] A breakdown of this time by missions is as follows:[3]

RB-47's---54-AF-54, 18:45
91-54-13, 7:45

RB-97's---Ferry flight to Robbins AFB, Smoky Hill AFB, 9:00
Ferry flight to Stead AFB, Travis AFB, Grissell AFB, Brookley AFB, 12:00

Practice ISCM,"Twilight"

The 91st Strategic Reconnaissance Wing flew a practice Unit Simulated Combat Mission in December the purpose of which was to accomplish radar and aerial reconnaissance of assigned simulated enemy targets. This exercise was designed to help maintain a high degree of strike capability, necessating that the 91S Wg perform frequent wing maneuvers to simulate, in so far as possible the units assigned SAC strike mission.[4]

This exercise was conducted on 8, 9, and 10 December 1954, and each day 4 RB-47 crews from the 322nd SRS and 324th SRSand 3 RB-47 crews from the 323rd SRS on the 8th and 10th of December and 4 RB-47 crews from the same squadron flew set missions to carry out this exercise. The 91st Air Refueling Squadron

1. Rpt,"Form 110A,Mo Rpt of A/C Opns", Dec 54,prep by Stat Svs,SOL Hqs
2. 91st SRWg Cmdr's Remarks to Part I of Air Wng Rpt for Mo of Dec 54, HQCS:4-SAC-12, Exh # 23and 91st SRWg Cmdr's Remarks to Sect I of Air Wng Rpt. for Mo of Dec 54,HQCS:8-SAC-12, Exh # 22.
3. Ibid.
4. 91SRWg Op. Order 201-54,1 Dec 54, Cl:Secret, Exh # 24, and Reporting Critique"Twilight",15 Dec 54.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

provided aerial refueling support to the mission with seven KC-97 crews on the 8th, and 10th of December and eight KC-97 crews on the 9th of December.[32]

Mass night air refueling techniques were attempted for the first time during this TDY and the results were extremely effective. The entire mission was considered very successful. The desired training was accomplished in good form and the results were better than expected, considering the climatic conditions and other weather difficulties.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAINTENANCE AND SUPPLY

Tactical Maintenance Summary

This wing possessed as of the end of December a total of 67 tactical aircraft as compared with 69 in November.[1] They were on hand for 50,063 hours and were maintained in commission for 40,672 hours during the month, as against 40,130 hours in November.[2] The monthly aircraft in commission percentage was 81.2 and a total of 3.5 percent of the time aircraft were flown was recorded by this command in November, whereas in the previous month, they were in commission for a rate of 80.7 percent and a monthly percentage of time they were flown of 6.0.[3]

The following is a statistical comparison of aircraft operational and maintenance data as recorded by the 91st Strategic Reconnaissance Wing during the months of November and December 1954:[4]

	November	December
Number of Aircraft on Hand	69	67
Number of Hours Aircraft on Hand	49,715	50,063
Number of Hours Aircraft in Commission	40,130	40,672
Number of Hours Aircraft Flown	2419	1435:30
Percentage of Time Aircraft in Commission	80.7%	81.2%
Percentage of Time Aircraft Flown	6.0%	3.5%
Number of Hours Aircraft Out of Commission Due to Maintenance	6399	6703
Number of Hours Aircraft Out of Commission Awaiting Parts	1186	1561
Number of Landings Made	931	304

1. Rpt, "Form 110A, Mo Rpt of A/C Opns", Nov & Dec 54, prep by Stat Svs, 801A Gp
2. Ibid.
3. Ibid.
4. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Maintenance Trends for December 1954

The quality of maintenance, both onthe flight line and in the docks was considered to be satisfacory. Quality Control inspected three (3) RB-47E type aircraft and two(2) KC-97 type aircraft during the month of December and a breakdown of the average discrepancies per aircraft was as follows:[5]

On the RB-47 aircraft, the average number of engineering discrepancies per aircraft was 51 while the average number of AME discrpancies was 16. The average number of safety of flight items per aircraft on the RB-47's was .56 while the average number of critical items was 1.

On the KC-97 aircraft, the average number of APC and engineering discrepancies was 23.5 while the average number of AM discrepancies was 11. The average number of safety of flight and critical items was zero on both counts.

During the month of December, a total of 125 U.R. Control Numbers were issued to the squadrons of the wing. A breakdown of this total by squadrons is as follows:[6]

322nd SRS-- 7	91st PMS--15
323rd SRS--21	91st FMS-- 5
324th SRS--3	801st Ops Sq 3
91st ARS -- 8	Hq 91SRW--2
91stAME --61	

During the year of 1954, a total of 1626 unsatisfactory reports were submitted by this wing, and of this total, 371 replies have been received thus far. This is an improvement over last years total when U.R.'s were submitted.[7] A breakdown of total number of UR's submitted by each squadron of the wing is as follows:[8]

5. Rpt,"Gen Rpt of Maint Trends for the period 1 Dec to 31 Dec 54,6 Jan 55, prep by Qual. Control,91SRWg,Exh # 12
6. Ibid.
7. Ibid.
8. Ibid.

SECRET

0957

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

322nd SMS -- 101	91st PMS -- 152
323rd SMS -- 256	91st MMS -- 121
324th SMS -- 151	801st Ops Sq 129
91st AMS -- 577	Hq 91st SMWg 19
91st AMS -- 113	

The AMS discrepancies within the wing showed a decrease during the month and it was not due to a relaxed inspection procedure but rather to an improved maintenance technique on the part of the Armament and Electronics Squadron. Other sections of maintenance showed an increase in unsatisfactory items that was attributed to attempts to cut down on the time in the docks. Quality Control will be carefully watching these sections in the future to insure that there is a decrease in the number of discrepancies in these sections.

The squadrons within the wing are still experiencing difficulties in obtaining the personnel to carry out their mission of the maintenance squadrons. A shortage of trained personnel and the constant demand upon these men for duties other than their sections is causing supervisors no end of headaches.

0958

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

BIBLIOGRAPHY OF SOURCES

1. Special Order File, 91st SRWg
2. General Order File, 91st SRWg
3. Regulation File, 91st SRWg
4. Correspondence File, 91st SRWg
5. General Order File, Second Air Force
6. General Order File, 801st Air Division
7. Special Order File, 801st Air Division
8. Statistical Reports, 91st SRWg
9. The Skywarrior, Lockbourne Air Force Base
10. Regulations, Second Air Force
11. Regulations, Strategic Air Command
12. General Orders, Strategic Air Command
13. 91st SRWG Historical Report, November 1954
14. 91st SRWg Director of Operations
15. 91st Director of Material
16. 91st SRWg Controller
17. 91st SRWg Director of Personnel
18. 91st SRWg Adjutant
19. 801st Air Base Group Statistical Services Office
20. 801st Air Base Group Testing Office

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PHOTO SECTION OF

DECEMBER 1954

HISTORY, 91ST WING

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

On the following page will be seen the photo of the Aircraft Commander, Captain Herbert R. Stone of the 91st Strategic Reconnaissance Wing's Combat Crew of the Month for December.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

On the following page will be seen the Pilot of the 91st Strategic Reconnaissance Wing's Combat Crew of the Month for December, Lt. Harry E. Ford Jr.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

On the following page is pictured the Photo-Navigator of the 91st Strategic Reconnaissance Wing's Combat Crew of the Month for December.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The following photo shows the 91st Strategic Reconnaissance Wing Commander, Colonel Charles H. Eisenhart presenting the Distinguished Flying Cross to A/1C Nelson fo the 91st Air Refueling Squadron.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0968

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Pictured here is Colonel Charles F. Eisenhart, 91st Strategic Reconnaissance Wing Commander presenting the Distinguished Flying Cross to A/1C Long of the 91st Air Refueling Squadron.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0970

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

On the following page will be seen a photo showing the presentation of the Distinguished Flying Cross to A/1C Brooks of the 91st Air Refueling Squadron by Colonel Charles [illegible]. Eisenhart, 91st Strategic Reconnaissance Wing Commander.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0972

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Lt. Barna of the 91st Air Refueling Squadron is shown on the following page receiving the Distinguished Flying Cross from Colonel Charles M. Eisenhart, 91st Strategic Reconnaissance Wing Commander.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Captain Yancy of the 322nd Strategic Reconnaissance Squadron is shown here received the Oak Leaf Cluster to the Air Medal, from Colonel Charles [illegible]. Eisenhart, 91st Strategic Reconnaissance Wing Commander.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

0976

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

On the following page will be seen the presentation of the Commendation Ribbon by the 91st Strategic Reconnaissance Wing Commander, Colonel Charles M. Eisenhart to Lt. Redmer of the 91st Air Refueling Squadron.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

PERSONNEL ACTION MEMORANDUM) 6 December 1954

NUMBER 45)

1. MAJ FRED B. SMITHWICK, JR., 12816A, HQ 91st STRAT RECON WG (M), this STA (SAC) is ASG DY as OPNS STF OFF, DY AFSC 1411, EFF 8 NOV 54.

2. MAJ GEORGE A. BRENNER, A0659035, HQ 91st STRAT RECON WG (M), this STA (SAC) is ASG DY as ADJ, 91st STRAT RECON WG (M), DY AFSC 7021, EFF 6 DEC 54.

3. MAJ EUGENE A. GRAUER, A0434902, HQ 91st STRAT RECON WG (M), this STA (SAC) is ASG DY as COMDR, HQ SQ SEC, 91st STRAT RECON WG (M), DAFSC 7021, EFF 6 DEC 54.

4. LT COL HARRIS C. ANDREWS, A0660609, HQ 91st STRAT RECON WG (M), this STA (SAC) is ASG DY as COMPTROLLER, 91st STRAT RECON WG (M), DY AFSC 0051C, EFF 6 DEC 54.

5. MAJ GEORGE A. BRENNER, A0659035, HQ 91st STRAT RECON WG (M), this STA (SAC) is ASG DY IAOD as TS CON OFF for the 91st STRAT RECON WG (M), vice LT COL HARRIS C. ANDREWS, A0660609, RELD.

6. UP of AFM 35-1, AFM 36-1, as AMND & 2AF REG 35-3 as AMND, FNOA ORG INDC 91st STRAT RECON WG (M) this STA (SAC) DAFSCs are changed as INDC EFF dates INDC. Entries will be made on PERS RECS IAW AFR 35-500 and AFM 35-9:

RANK	NAME	AFSN	OLD DAFSC	NEW DAFSC	ORG	EFF DAT
CAPT (3054)	CLYDE J. ARMSTRONG	A0544852	3054	3231	91st AEMSQ	24NOV5
WOJG (40000)	JOHN P. GIDEON	AW2200991	3051	3231	"	1DEC5
AB (46010)	WILLIAM F. BLACKARD	AF17383815	46230	99016	"	17NOV5

BY ORDER OF THE COMMANDER:

OFFICIAL:

DAVID H. DOUGHTY
Captain, USAF
Director of Personnel

THOMAS W. CASTALDO
1STLT, USAF
Personnel Officer

DISTRIBUTION:
2 - EA ORG 91st SRW
2 - MR STAT CON
2 - DPB
2 - DDP
2 - DP 91st SRW
2 - EA INDIV concerned
2 - DM 91st SRW
2 - DO 91st SRW
2 - ADJ 91st SRW
2 - CRR 91st SRW

0980

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

323RD BIRD SEZ:

Meet Our Paper Commandos

By CAPT. JOE TALBERT
and LT. HARRY FORD,
Skyhawker Correspondents

If you're in the 323rd Strat Recon Squadron area and you hear some airman tidefully whistling the strains of "The Gypsy," chances are 10 to 1 that he works in the squadron's orderly room. And chances are about 50-50 that the reason he's whistling that particular tune is that he (and his colleagues) are beginning to feel like gypsies.

For no less than five times in the past 18 months the personnel of the 323rd's orderly room have been required to pack up the equipment and move to a new abode — meanwhile maintaining their usual functions.

It's tough enough keeping an orderly room in an orderly way under normal circumstances, but when the circumstances become abnormal and the "housekeeping" gang accepts itself and its responsibilities in "an exemplary fashion," it's time to cast a few accolades.

To keep airplanes and air crews in the air means a lot of paperwork; personnel records for all concerned must be kept up to date, orders must be processed, and — most important — per diem and pay rolls must be dispersed. All these, and many others, are the every-day functions of the orderly room.

Heading the "paperwork commandos" in the 323rd is Lt. Oliver Houston. Keeping that section of squadron activities rolling smoothly is his job. As a staff member he also keeps Major Alexander, CO of the 323rd, up to date on all innovations pertinent to this section. Lt. Houston's service record dates back to 1936 when he served as a member of an infantry regiment in Okinawa and Japan. He graduated from Howard University, Washington, D. C., with a B.S. degree in Psychology and a commission from ROTC. After completing Personnel Officers School, he received his present assignment at Lockbourne.

It's a known fact that sergeants run the service — First Sergeant William Brown is no exception to the rule. A native Ohioan, he is right at home at Lockbourne. His military service starts way back in 1940 and covers numerous assignments throughout the ZI, Alaska and Germany. He was selected to attend and successfully completed the first class through the NCO Academy at Barksdale AFB, La.

SSgt Dale Rydl, a Texas boy, handles the finances for the 323rd which makes him a mighty popular boy. He took his basic training in the Big State before his current assignment. He served with the 323rd in England and North Africa.

Handling the Officer Classification Section is A1C Edward Bates. A New Englander by birth, he now makes his home in Asheville, Ohio, with his wife and daughter.

Newest member of the section is A3C James O'Donnell, a graduates of Miami University in Oxford, Ohio, where he majored in Marketing and Merchandising. At present, he is doing a two-year tour of duty with the Air Force. Upon completion of the tour he will receive his reserve commission as a second lieutenant.

Another man whose Air Force duties are a far cry from his civilian activities is A2C Nick Siciliano. A student at Columbia Institute of Radio Broadcasting, before entering the service, Nick is now the morning report clerk for the 323rd, a tough and thankless job.

A3C Ernest Fadely hails from Edinburg, Va., and entered the service in July 1954. He completed basic training at Sampson AFB, and was assigned to Lockbourne. He holds an AFSC in the 70 series, which makes him a typist, an occupation he learned at the Basse Typing School.

Last of the members of the 323rd's orderly room personnel is A3C Edward Morely who hails from Jackson, Mich. His Air Force experience to date is small, but his aspirations are high. He intends to try for OCS and—when that has been successfully completed—then make a career with the USAF.

Well, there they are—the men who fight the paper war while the fliers prepare themselves for possible defense of America's skies. They have done and, without a doubt, will continue to do a job that will bring merit to themselves and their unit.

SECOND LT. OLIVER Houston, (seated) chief of orderly room personnel of the 323rd Strat Recon Squadron, hands some paper work to the unit first sergeant M-Sgt. William Brown (left). Others in the picture are orderly room personnel. From left to right are A3C Ernest Fadely, S-Sgt. Dale Rydl, A/B Edward Morely, A1C Edward Bates and A2C Nick Siciliana. Not pictured is A3C James O'Donnel.

0981

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

91DP

1 December 1954

SUBJECT: Reassignment of Airmen (ZI)

TO : See Distribution

The following Headquarters Second Air Force Message is quoted for your information and guidance:

"PEB 0929. Ref para 5k, SAC Reg 35-19. Fol SAC Msg DPMAZ 36750, 2 Jun 54, is quoted inpart for ur info and guidance: 'When ann w/less than 24 mos on sta are being considered for rsgnt, ann w/most time on sta w/b rsgd, regardless of vol status, prov this hq grants waiver'. Req all pers responsible for sel of ann for ZI asgnts be made cognizant of the above info."

BY ORDER OF THE COMMANDER:

HARRIS C. ANDREWS
Lt Colonel, USAF
Adjutant

DISTRIBUTION:
2 - EA ORG 91st SRW
2 - DP 91st SRW
2 - DO 91st SRW
2 - CRR 91st SRW
2 - DM 91st SRW
2 - ADJ 91st SRW

0982

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Headquarters
801ST AIR DIVISION
Lockbourne Air Force Base
Columbus 17, Ohio

91Cr

SUBJECT: SAC Management Control Statement (RCS:2 AF-12)

TO : Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. The following are the estimated scores for the 91st Strategic Reconnaissance Wing as of 31 December 1954 in the present training quarter:

A. PERSONNEL

1. Manning in required specialities

	Authorized	"PMS"	PMS	% of MAX SCORE	Scored (Points)
Officers:	*440	380	84.1%	60.0%	18.0
Airmen:					
Direct Support	*1287	907	70.5%	10.0%	15.0
Indirect Supp	520	444	85.3%	70.0%	17.0

*Includes auth of 131 airmen and 11 officers for RB-47 cadre and latest changes in T/O's for the tact units.

2. AWOL Rate — 100.0% — 30.0%

	Dec
No AWOL's	1
Strength	2160
AWOL Rate	.46

3. Reenlistment Rate — 20.0% — 8.0%

	Dec
Discharges	18
Reenlistments	4
Rate	22.2%

EXHIBIT # 44

0983

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. Ground Safety		of Max Score	Scored (Points)
		70.0%	17.5
	Dec		
Mil lost time accdt	5		
Mil man days	6,774		
Civ lost time accdt	0		
Civ man hours	5,676		
Govt veh accdts	0		
Govt veh mileage	11,537		
Ground safety index	7.46		
Accdt cost	1,200		
Mean strength	6,194		
Accdt cost index	.19		
5. Bed Utilization		48.6%	9.7
	Dec		
B.O.-47	1700		

$$\frac{1700}{3500} = 48.6\%$$

"A CERTIFIED TRUE EXTRACT COPY"

George A. Brenner

GEORGE A. BRENNER
Major, SAF
Adjutant

0984

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

INFO 91SRW

FR COMAF 15 MARCH AFB CALIF
TO JEDMH/COMSAC OFFUT AFB NEBR
INFO JEDRO/COMADIV 801 LOCKBOURNE AFB OHIO
/UNCLASSIFIED/ DOTO 21619. REFERENCE SAC MSG DOTRFC 33098, 3
NOV 54, POL PER FRED THIS HQ WILL ATTEND RB-47 CONF AT LOCKBOURNE
AFB, OHIO ON 16-17 DEC 54: MAJ FREDERICK BOCKELMAN, JR., 13396A;
CMO DONALD A. BOWMAN, AW 2140910. NAMES OF 21ST AIR DIV REPRESENT-
ATIVES W/B FWD DIR FROM THAT HQ.
08/2059Z DEC JWPRH

"A CERTIFIED TRUE COPY"

George A. Brenner

GEORGE A. BRENNER
Major, USAF
Adjutant

0985

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION) HEADQUARTERS 91ST STRATEGIC RECONNAISSANCE WING (M)
NUMBER 5-9) Lockbourne Air Force Base, Columbus 17, Ohio
1 December 1954

PUBLICATIONS

Flight Handbook and Pertinent Air Force and SAC Manual

Distribution to RB-47 and KC-97 Aircrew Members

1. PURPOSE:

a. To establish a system which will ensure distribution of Flight Handbooks (Technical Orders 1B-47(R)E-1, 1C-97(K)G(T)-1 and 01-20 CAG-1, supplements, and revisions to aircrew members.

b. To establish a system to ensure distribution of pertinent Manuals and other associated publications. Example: Air Force Manuals 51-38, 51-45, SAC Manual 50-38, Check Lists, etc..

2. SCOPE: This regulation is applicable, upon receipt, to the publications requisitioning and distributing agencies of all Squadrons (91st Strategic Reconnaissance Wing) and the Wing Standardization Board.

3. RESPONSIBILITY:

a. Squadron Commanders are responsible for the establishment and supervision of the requisition and distribution procedure for all Flight Handbooks, pertinent Manuals and other associated publications for Squadron aircrew members.

b. The RB-47 Wing Standardization Board is responsible for the requisitioning, through the Wing Chief of Maintenance, of Flight Handbooks, pertinent Manuals and other associated publications for distribution to Division and Wing RB-47 aircrew members.

c. The Wing Standardization Board is responsible for maintaining a stock level of all applicable Check Lists.

4. PROCEDURES:

a. Requisitioning:

(1) RB-47 Squadron Engineering will indicate on the Publications Requirements Table (PRT) a total of 75 Flight Handbooks. These 75 copies divide to 15 for the aircraft, 2 for Squadron Technical Orders File and 58 for aircrew personnel assigned. The 58 copies are to be delivered to the Squadron Standardization Board. Basic publication for newly assigned aircrew personnel can be obtained at the Wing Standardization Board office.

0986

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) KC-97 Squadron Engineering will indicate on the Publications Requirements Table (PRT) a total of 95 Flight Handbooks. These 95 copies divide to 25 for the aircraft, 2 for Squadron Technical Orders File and 68 for aircrew personnel assigned. The 68 copies are to be delivered to the Squadron Standardization Board. Basic publication for newly assigned aircrew personnel can be obtained at the Wing Standardization Board Office.

(3) Squadron Standardization Board will draw all Check Lists from the Wing Standardization Board.

(4) The RB-47 Wing Standardization Board will initiate a Publications Requirements Table for a total of 35 Flight Handbooks required for Division and Wing aircrew personnel.

b. Issue:

(1) A record will be retained indicating issue of the Flight Handbooks, supplements, revisions, pertinent Air Force and SAC Manual and applicable Check Lists to the aircrew members using 801st ABG Form 335. Copies of this form can be obtained from the Wing Standardization Board.

c. Implementation:

(1) Squadron Standardization Boards will monitor PRT, distribution, and records of Flight Handbooks, supplements, revisions, pertinent Air Force and SAC Manuals and applicable Check Lists.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HARRIS C. ANDREWS
Lt Col, USAF
Adjutant

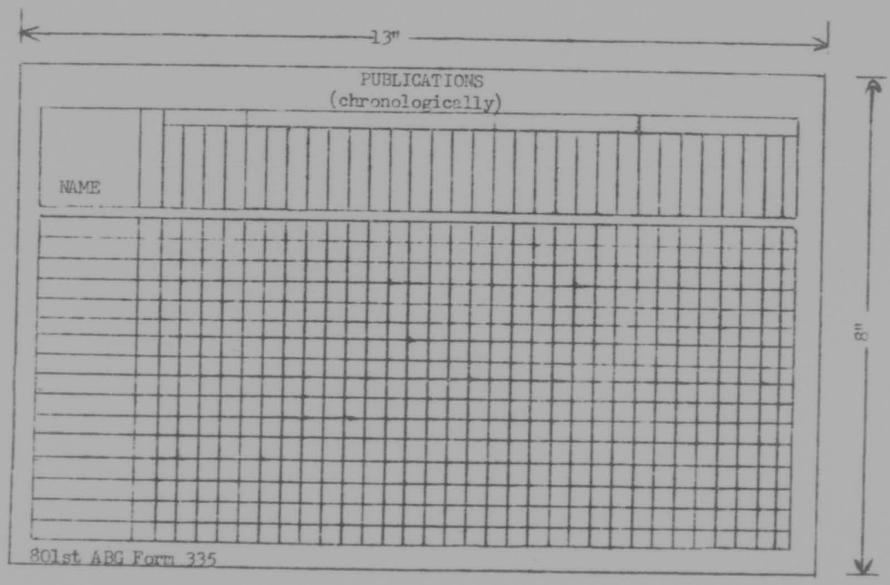
HARRIS C. ANDREWS
Lt Col, USAF
Adjutant

1 Attachment:
Sample of 801st ABG Form 335

DISTRIBUTION:
"D"

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



Scale: 1:2 inches

ATTACHMENT I
91ST WING REG 5-9

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 102-1)

HEADQUARTERS 91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Columbus, Ohio
1 December 1954

COMMUNICATIONS

Maintenance Control Radio Net
(This Reg supersedes Wing Reg No 102-1, dtd 26 April 54)

	Paragraph
Purpose	1
Scope	2
Responsibilities	3
Procedures	4
Call Signs	5

1. PURPOSE: To prescribe a system for manning and operating Maintenance Control Radio Net.

2. SCOPE: This regulation is directive upon and applicable to all units or sections using the communications facilities of the 91st Strategic Reconnaissance Wing Specialized Maintenance Organization.

3. RESPONSIBILITIES: It shall be the responsibility of all supervisory personnel in each section or unit concerned to comply with instructions herein.

4. PROCEDURE: The procedure outlined below will be strictly adhered to by all concerned.

a. Maintenance Control Radio Vehicles:

(1) Each vehicle will patrol it's assigned flight line area at all times (or as designated by "Controller"). It will be attended by either the Engineering Officer or his Line Chief, when at all possible, or at other times by the Senior Flight Chief available.

(2) The maintenance control vehicles will be alert to answer requests for service when aircraft display a yellow flag.

(3) The maintenance control unit will be immediately advised of any change of aircraft status.

(4) All specialist requests, service stock requests, refueling and defueling requests, will normally be handled by radio or intercom system.

0989

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(5) Maintenance Control will be immediately notified of arrival and departure of all specialists.

(6) All radio vehicles will be sent to Base Communications radio shop for weekly inspections and maintenance as required.

5. CALL SIGNS: The assigned wing voice call word "BOHEMIAN" will be used by Wing Operations Control Room. Other wing radio call signs are listed and expanded below in accordance with SACCEI and JANAP 119(A) Section II, paragraph 2, for needs of Maintenance Control and units therein.

a. Call signs will be used by each section, unit or vehicle as listed below:

(1) Fixed Stations:

BOHEMIAN Control	Wing Operations Control Room
Lockbourne Maintenance	Maintenance Control Room
Lockbourne Service	Service Stock
Lockbourne Periodic	Organizational Maintenance
Lockbourne A & E	Armament & Electronics

(2) Mobile Stations:

Maintenance 1	322nd Strat Recon Sq
Maintenance 2	323rd Strat Recon Sq
Maintenance 3	324th Strat Recon Sq
Maintenance 4	91st Air Refueling Sq
Maintenance 5	Periodic Maintenance Dock
Maintenance 6	Field Maintenance
Maintenance 7	Field Maintenance

0990

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WRBG 102-1

A&E 1 Armament & Electronics

A&E 2 Armament & Electronics

BY ORDER OF THE COMMANDER:

HARRIS C. ANDREWS
Lt Col., USAF
Adjutant

OFFICIAL:

HARRIS C. ANDREWS
Lt Col., USAF
Adjutant

DISTRIBUTION

"D"

0991

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

1 December 1954

INSPECTION SCHEDULE FOR DECEMBER 1954

1 December 1954 - Wednesday (1400 hours)

91st Field Maintenance Squadron — Shops and all working areas

By Wing Commander - A Staff Visit

6 December 1954 - Monday (0800 hours)

Monthly Officer and NCO Call at Base Theater

8 December 1954 - Wednesday (1400 hours)

91st Armament & Electronics Squadron — Headquarters, Supply, All Shops

By Wing Commander - A Staff Visit

15 December 1954 - Wednesday (1400 hours)

91st Periodic Maintenance Squadron — Headquarters, Supply, RB-47 and KC-97 docks

By Wing Commander - A Staff Visit

17 December 1954 - Friday (1400 hours)

All Units - Barrack Inspection for Barrack of the Month Award

By Wing Command and Staff

22 December 1954 - Wednesday (1400 hours)

323rd Strategic Reconnaissance Squadron — Headquarters, Operations, Supply & Engineering

By Wing Commander - A Staff Visit

29 December 1954 - Wednesday (1400 hours)

Directorate of Operations — Training, Operations, Tac Plans, Contr Room, Intelligence, Communications, Flying Safety, Standboer

By Wing Commander - A Staff Visit

HARRIS C. ANDREWS
Lt Colonel, USAF
Adjutant

0992

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ACTION 91SRN

FM COMAF 2 BARKSDALE AFB LA
** ** **
MEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/UNCLASSIFIED/ DM4C 0910. SAC SSDM4AWTN1-12-6 40519,2 DEC, QUOTED FYI AND NEC ACTION: "OCAMA ADVISES ALL POSSIBLE TO'S N/B COMPLIED WITH ON KC97 NR AND F ACFT DURING FY 56 IRAN CONTINGENT ON KIT AVAILABILITY TO REDUCE TOC BACKLOG ON ABOVE ACFT. REC EARLY ACFT BE TAKEN TO OBTAIN NEC KITS. THIS DOES NOT RELIEVE ACTYS OF TOC RESPONSIBILITY PENDING FY 56 IRAN INPUT." THIS HQ DESIRES AGGRESSIVE ACT BE TAKEN TO INSURE THAT ALL POSSIBLE TO KITS ARE OBTAINED OR REQUISITIONED AND THAT SUPPLY DIFFICULTY LTRS BE INITIATED WHERE NEC.
06/2234Z DEC JWFKL

"A CERTIFIED TRUE EXTRACT COPY"

George A. Brenner
GEORGE A. BRENNER
Major, USAF
Adjutant

EXHIBIT # 7

0993

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 66-14A)

HEADQUARTERS 91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Columbus, Ohio
10 December 1954

MAINTENANCE

Flight Test of Aircraft

(Wing Regulation 66-14, 15 November 1954 is amended as follows:)

* * * * * * * *

4. Personnel: Six (6) flight test crews from each jet tactical squadron and six (6) flight test crews from the Air Refueling Squadron will be designated on Wing Special Orders. Such crews will be composed of the best qualified personnel assigned to each unit. Minimum crew requirements as outlined in Technical Order 01-1-300 will apply to all flight tests. Additional flight test personnel may be utilized only when necessary to test the operation of the aircraft and its auxiliary equipment. Flight testing will be an additional duty. Members of the Flight Test and Inspection Section qualified in the type aircraft assigned to this wing will be designated on Wing Special Orders to carry out test flights. These personnel will check the proficiency of the unit flight test crews at least once each quarter, and also, will accomplish as many test flights as lies within their capabilities.

* * * * * * * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

GEORGE A. BRENNER
Major, USAF
Adjutant

GEORGE A. BRENNER
Major, USAF
Adjutant

DISTRIBUTION
"D"

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE DIRECTOR OF MATERIEL
91ST STRATEGIC RECONNAISSANCE WING (H)
Lockbourne Air Force Base
Columbus, Ohio

23 December 1954

SUBJECT: Minutes of Flyaway Kit Panel Meeting

TO: Personnel Concerned

1. The monthly meeting of the Flyaway Kit Panel was held at 1000 hours 23 December 1954 in 91st Wing conference room. The meeting was conducted by Lt Colonel Mixson, Director of Materiel, and the following personnel were present:

Lt Colonel Mixson	Director of Materiel, 91st Wing
Lt Colonel Wade	Commander, 91st A & E Squadron
Lt Colonel Archer	Commander, 324th Strat Recon Squadron
Major Alexander	Commander, 323rd Strat Recon Squadron
Captain Worden	Wing Staff Supply Officer, 91st Wing
Captain Bissinger	Engineering Officer, 322nd Strat Recon Squadro
Lt Young	Supply Liaison Officer, 91st Wing
T/Sgt Bolander	Flyaway Kit Section

2. Colonel Mixson read the minutes of the last meeting.

a. The modification of the flyaway kit bins with regard to casters has been completed. The doors are now being replaced and matched up. The wheels on the bins of the 91st Air Refueling Squadron do not roll easily and should be replaced.

b. The new master lists for all flyaway kits have been checked and returned to the Flyaway Kit Section. Changes which had been made on the old book did not get included in the new listings. Sgt Bolander would like to check with the squadrons to get a complete file of all authorized changes.

c. Lt Young checked on the method of technical order compliance for items in the flyaway kit. After the technical orders are received by the Flyaway Kit personnel, they pull and check the item, then turn it over to Field Maintenance on a work order for modification.

d. As soon as the workload eases in the Flyaway Kit Section, the men will be sent to school to obtain base drivers' licenses.

0995

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SUBJECT: Minutes of Flyaway Kit Panel Meeting

3. The percentages on the flyaway kits have not been computed since the November meeting. Since percentages of critical items are not being considered separately, Colonel Mixson suggested that the squadron commanders keep a close check on any shortages of critical items in their flyaway kits.

4. During the recent alert the flyaway kit bins of the 91st Air Refueling Squadron were loaded on 1½ ton trucks in twenty-five minutes. Colonel Mixson told 1Lt Bolander that he should make provision for one of the forklifts belonging to Base Supply to be dispatched immediately to the Flyaway Kit Section in case of an alert. This forklift would be used for loading flyaway kit bins from the ramp onto the flatbed. About ten men are needed during an alert to move flyaway kit bins. These men, unless provided by the Air Base Group, will come from Field Maintenance, Periodic Maintenance, and A & E Maintenance Squadrons.

Marion C. Mixson
MARION C. MIXSON
Lt Colonel, USAF
Director of Materiel

0996

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

QUALITY CONTROL
91st Strategic Reconnaissance Wing (M)
Lockbourne Air Force Base
Columbus 17, Ohio

SUBJECT: General Report of Maintenance Trends for the Period 1 December to 31 December 1954

6 January 1955

TO: Chief of Maintenance
91st Strategic Reconnaissance Wing (M)
Lockbourne Air Force Base
Columbus 17, Ohio

1. As prescribed by SAC Manual 66-12, the following report is submitted on the maintenance activities of the 91st Strategic Reconnaissance Wing (M).

2. During the month of December, the 91st Periodic Maintenance Squadron inspected eight (8) RB-47E's and three(3) KC-97 type aircraft. Base Flight inspected six (6) aircraft. These inspections are listed below by dock, average number of discrepancies per aircraft, average number of discrepancies constituting a definite hazard to safety of flight and average number of critical items.

DOCK	A/C INSP	AVG DISCR	SAFETY OF FLT	CRITICAL	AVG A/C
"21" (B-47)	3	39.33	1	1.33	6
"22" (B-47)	3	38.0	3	2	7
"23" (B-47)	2	37	2.5	1.5	9
"24" (KC-97)	3	31.7	.33	.33	6
"Base" (Base Flt)	6	22.16	.83	0	.30
Aver for B-47's insp 7		38.12	2.12	1.32	7.1
Aver for KC-97's insp3		31.7	.33	.33	6
Aver for Base Flt Acft 6		22.16	.83	0	.30

3. Quality Control inspected three(3) RB-47E type aircraft, two (2) KC-97 type aircraft and four (4) Base Flight aircraft on the flight line during the month of December. The average number of discrepancies found by aircraft are as follows:

TYPE A/C/T	NO INSP	AVG DISCR	SAFETY OF FLT	CRITICAL	AVG A/C
B-47E	3	51	.66	1	18
KC-97	2	23.5	0	0	11
Base Flt	6	12	.50	0	.25

EXHIBIT # 12

0997

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Monthly Maint Trends, Dec 54

4. The quality of maintenance both on the flight line and in the dock was considered satisfactory; however a review of the records reflects a trend toward poorer quality maintenance. The increase in both safety of flight and critical items in the dock was believed to result from attempting to reduce the in-dock time. Because of the increased safety of flight discrepancies, this section will be even more watchful during the coming months.

5. The Quality Control Section was not able to inspect 25% of all aircraft on the line due to the short month and the failure of the Maintenance Control Unit to supply aircraft. This section will inspect 25% of all aircraft assigned during January.

6. The test flight regulation has been revised to allow six test flight crews from each squadron. This should reduce the previously reported difficulties.

7. The A&E discrepancies within the wing have been reduced considerably. This is not a result of a more lax policy in this section, but rather a result of improved maintenance in the Armament and Electronics Squadron.

8. The next maintenance trend report will reflect a breakdown of all discrepancies in the dock which are attributable to the field maintenance specialists. This breakdown would have been presented this month except that the report would have been incomplete, in that the records were not set up to reflect that information until after some aircraft had been inspected.

9. During this period, a total of 1353 D.R. Control Numbers were issued to the squadrons of the wing. A breakdown of this total per squadron is as follows:

322nd BS - 7	91st PMS - 15
323rd BS -21	91st MMS - 5
324th BS - 3	3901st Ops Sq 3
91st AMS - 8	Hq 91st SRW 2
91st A&E - 61	

During 1954, a total of 1320 unsatisfactory reports were submitted by this wing. Of this total 371 replies have been received thus far. This shows an improvement over last years total when UR's were submitted. A breakdown of total numbers of UR's submitted by each squadron of the wing is as follows:

322nd BS - 131	91st PMS - 132
323rd BS - 255	91st MMS - 121
324th BS - 131	3901st Ops Sq 129
91st AMS - 113	Hq 91st SRW 19
91st A&E - 577	

It is evident from the preceding totals that some squadrons do not have an aggressive U. . program. SAC Manual 66-12 and Technical Order 00-35D-54 idea clearly outlines the responsibilities for the submission of U.R.'s. Section

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Monthly Saint Trends, Dec 1954

I, Paragraph 2a of T.O. 00-35D-54 states that it is further the responsibility of all Commanders to assure themselves that all personnel under their command assume and adequately discharge their responsibilities toward the submission of D.I.'s. It is recommended that this be brought to the attention of all Squadron Commanders.

DONALD E. DURAN
1st Lt., USAF
Asst Quality Control Officer

"A CERTIFIED TRUE COPY"

George A. Brenner
GEORGE A. BRENNER
Major, USAF
Adjutant

0999

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CT-2085 ACTION 91SRV

CONFIDENTIAL

FM COMDRSAC OFFUTT AFB NEBR
TO JWFKL/COMDRAF 2 BARKSDALE AFB LA
INFO JEDBO/COMDRADIV 801 LOCKBOURNE AFB OHIO
/CONFIDENTIAL/ DOTRCF 8603. URMSG OTA 11274. 21 DEC 54. THIS MSG
IN 4 PARTS. PART I. EOL INTERIM TNG DIR W/Z APPLIED TO 4TH SQ, MYTH SUM,
EFF1 JAN 55.(A) IT IS POLICY THIS HQ THAT WAIVERS TO SAC EQ 50-8 TNG
WILL NOT BE AUTH. THIS HQ IS AWARE THAT DIFFICULTIES WILL CURTAIL ACCOM
OF 50-8 RQR. EXTENT TO WHICH SP PROJ INTERFERES W/NORMAL TNG W/B
EXPLAINED IN DETAIL IN WG COMDR REMARKS SEC OF SAC AIR TNG REPT FOR
CONSIDERATION BY THIS HQ IN ASSESSING UNITS TNG STATUS. BY i PAR A SPEC-
IFIC TNG PROGRAM FOR THIS SQ W/B FWD.(B) PROV CONTAINED IN SAC REG 51-26
WILL CONTINUE IN EFF FOR LEAD AND SELECT CR WS. (C) A SATISFACTORY
PROFICIENCY STD WILL BE MAINTAINED TO SUP EWP ASG. PART II NO CURR
PLANNING EXISTS IN THIS HQ FOR UNITS DEPLOYMENT OCLUS. THIS PRESENT PLAN-
NING IS SUBJ TO CHANGE DEPENDING UPON FUTURE PLANS AND OPRL RQR;
THEREFORE, THE UNITS SP EQUIPMENT STATUS W/B GIVEN CONSIDERATION IN ANY
FORTHCOMING OCLUS MSN PLANS. PART III. THIS HQ INTERPOSES NO OBJECTION
TO PARTICIPATION IN LEAP PROG PROV NO INTERFERENCE IS PRESENTED TO
COMPL OF SP PROJ. PART IV. REQ RQR ESTB IN THIS HQ MSG DOTRCF 7970N 13
DEC 54 BE IMPLEMENTED SUBJ TO INSTL AND PROPER MAL OF SP PROJ EQUIP
ON ASG ACFT.
30/23332 DEC JEDBH

"A CERTIFIED TRUE COPY"

George A. Brenner

GEORGE A. BRENNER
Major, USAF
Adjutant

CONFIDENTIAL

EXHIBIT # 13

1000

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-1961 INFO 91SRW

FM COMAF 2 BARKSDALE AFB LA
TO COMADIV 801 LOCKBOURNE AFB OHIO
/CONFIDENTIAL/ FROM OTA 10976. SUBJ: REQ FOR WAIVER OF 50-8 REQUIREMENTS. REF UR MSG 26D01764 DTD 17 NOV 54, UNABLE TO APPROVE WAIVER OF MAX EXTERNAL GROSS WEIGHT HOOK-UPS. REQ YOU OBTAIN MAX TWO POSSIBLE. IF YOU ARE UNABLE TO COMPLETE ALLMAX GROSS WEIGHT REQUIREMENTS, LIST REASONS IN COMMANDER'S REMARKS SAC T-12 REPORT.
29/2343Z NOV JWFKL

"A CERTIFIED TRUE COPY"

George A. Brenner

GEORGE A. BRENNER
Major, USAF
Adjutant

CONFIDENTIAL

EXHIBIT # 14

1001

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ACTION SIS W

FM COMAF 2 ARNSDALE AFB LA
TO COMADIV 801 LOCKBOURNE AFB OHIO
/UNCLASSIFIED/OTA 2177. REF YOUR MSG 91DOT 1634, 22 NOV 54.
SAC HAS ADVISED THIS HQ THAT PUBLISHED POLICY REMAINING PROB OF CREWS
FAILING SWAL WILL CONTINUE TO APPLY IN NORMAL CIRCUMSTANCES. UNUSUAL
CIRCUMSTANCES CMD W/B CAREFULLY CONSIDERED AGNST SITUATION REQ IMMED DEPARTURE
FROM PROCEDURES PRESCRIBED.
14/16472 DOC JWAL

"A TRUE FILED FROM COPY"

George A. Brenner
GEORGE A. BRENNER
Major, USAF
Adjutant

EXHIBIT # 17

1002

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST-1988 ACTION 913RW

FM COMAF 2 BARKSDALE AFB LA
TO JEDBO/COMADIV 801 LOCKBOURNE AFB OHIO
** ** **
/SECRET/ ODOR 11073. SUBJ: QUATERLY TEST OF 2AF CO 10A53. THIS MSG IS TWO PARTS. PART I: TEST EXERCISES WILL BE CONDUCTED DURING THE MONTH OF DECEMBER. GROUND RULES FOR THIS TEST EXERCISE WILL BE AS OUTLINED IN 2AF CO 10A53, ANNEX B, WITH THE FOLLOWING EXCEPTIONS: FOLLOWING WILL APPLY: TACTICAL AIRCRAFT WILL NOT TAKE OFF ON MISSIONS DURING THIS TEST EXCEPT THOSE ON MISSIONS SIMULATED BY THIS OR HIGHER HEADQUARTERS, AND MISSIONS SCHEDULED TO ACCOMPLISH TRAINING MINIMUMS. PART TWO: THE FOLLOWING UNITS WILL NOT BE REQUIRED TO PARTICIPATE IN THIS TEST EXERCISE: A. 813TH AIR DIVISION, PINECASTLE AFB FLA. B. 40TH AIR DIVISION TURNER AFB GA. C. 100TH AIR REFUELING SQUADRON MACON GA. D. 321ST AIR REFUELING SQUADRON MAXWELL AFB ALA. E. 306TH AIR REFUELING SQ SIDI SLIMANE.
03/2353Z DEC JWFKL

"A CERTIFIED TRUE COPY"

George A Brenne
GEORGE A. BRENNE
Major, USAF
Adjutant

SECRET

EXHIBIT 915

1003

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ACTION 91SAW

FM AFPR DOUGLAS ACFT CO SAP NO 3 TULSA OKLA
TO COMDR 91ST BW LOCKBOURNE AFB OHIO
OCRDF-12-84-8 FOR STAT SVS SEC REF 1108. RB-47 E S/N 51-5260 GAINED FROM
SAC 91ST BW LOCKBOURNE AFB OHIO AS OF 1500 CST 7 DEC 54. PROJECT NUMBER
WOP4B-443 STATUS REQ TIME OF LOSS BE REPTD TO AGREE WITH TIME OF GAIN.
08/1631Z DEC JWFKL

"A CERTIFIED TRUE COPY"

George A. Brenner

GEORGE A. BRENNER
Major, USAF
Adjutant

EXHIBIT #12

1004

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

A TION 913 V

FM COMAF 2 BARKSDALE AFB LA
TO COMAIV 801 LOCKBOURNE AFB OHIO
/UNCLASSIFIED/OS 2094. SUBJECT:KC-97 SIMULATOR USE FOR STANDARDIZATION CHECKS. THIS HEADQUA SUPERSEDES BY MESSAGE OTA 1266, 0 OCT 54, SAME SUBJECT. THE KC-97 SIMULATOR WILL BE UTILIZED AS OUTLINED IN PARAGRAPH 4 SAC REG 50-46. IN ADDITION, THE KC-97 SIMULATOR WILL BE UTILIZED TO ACCOMPLISH A CHECK OF THOSE EMERGENCY PROCEDURES FOR THE PILOT AND CO-PILOT THAT CANNOT BE ADEQUATELY OR SAFELY ACCOMPLISHED IN ACTUAL FLIGHT. THIS CHECK WILL CONSTITUTE PHASE II OF A 2AFR TQAR STANDARDIZATION CHECK FOR THE PILOT AND CO-PILOT ONLY. DUE TO DIFFERENCES AT EN ROUTE STATION IN KC-97 SIMULATOR AND KC-97 ACFT ASSIGNED YOUR UNIT, CREW FLIGHT ENGINEERS WILL BE UTILIZED PILOT SIMULATOR CHECK BUT WILL NOT BE LOADED, FLIGHT ENGINEER WILL THEN RECEIVE SPECIAL EMPHASIS ON THESE EMERGENCY PROCEDURES BY ORAL INTERROGATION DURING THE 2AFR 51-4 STANDARDIZATION CREW FLIGHT CHECKS.
13/2229Z DEC JWYL

"A CERTIFIED TRUE COPY"

George A. Brown

GEORGE A. BROWN
Major, USAF
Adjutant

EXHIBIT

1005

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ACTION 91 SRW

FM COMAF 2 BARKSDALE AFB, LA
TO COMADIV 801 LOCK OURNE AFB OHIO
/UNCLASSIFIED/OTA 3809. REF 91ST SRW COMMANDER'S REMARKS FOR NOV54.
SUBJ: TNG ACCOMPLISHMENT OBTAINED BY CREWS WITH SUBSTITUTION OF CO-PILOTS. PARA 4C(1) SUPPL I SAC REG 50-5 STATES THAT POSITION SUBSTITUTION BY CREW MEMBER OTHER THAN FROM QUALIFIED CREWS CAN ONLY PARTICIPATE IN PRACTICE ACTIVITY, I.E., A STAFF CO-PILOT ON A LEAD CREW MAY PERFORM CRUISE CONTROL ONLY AS A PRACTICE ACTIVITY SINCE CRUISE CONTROL IS THE RESPONSIBILITY OF THE CO-PILOT. HOWEVER, CEL NAV MAY BE ACCOMPLISHED FOR RECORD WHEN THE CO-PILOT POSITION IS FILLED BY A STAFF PLT. CEL NAV IS THE RESPONSIBILITY OF THE OBSERVER. SAC REG 51-26 REQUIRES MAY BE OBTAINED FOR RECORD ON A ONE SORTIE BASIS IF SUBSTITUTION IS FOR THE INDIVIDUAL ACCOMPLISHMENT. THIS INFO WAS VERBALLY IMPARTED TO COL BURKE BY MAJ GREENBURG.
23/1749Z DEC JWFKL

"A CERTIFIED TRUE COPY"

George A. Brenner

GEORGE A. BRENNER
Major, USAF
Adjutant

EXHIBIT # 17

1006

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ACTION 91 SRW

FM COMAF 2 MARKSDALE AFB, LA
TO COMADIV 801 LOCK OURNE AFB OHIO
/UNCLASSIFIED/CTA 3800. REF 91ST SRW COMMANDER'S REMARKS FOR NOV54.
SUBJ: THE ACCOMPLISHMENT OBTAINED BY CREWS WITH SUBSTITUTION OF CO-PILOTS. PARA 4C(1) SUPPL 1 SAC REG 50-5 STATES THAT POSITION SUBSTITUTION BY CREW MEMBER OTHER THAN FROM QUALIFIED CREWS CAN ONLY PARTICIPATE IN PRACTICE ACTIVITY, I.E., A STAFF CO-PILOT ON A LEAD CREW MAY PERF RM CRUISE CONTROL ONLY AS A PRACTICE ACTIVITY SINCE CRUISE CONTROL IS THE RESPONSIBILITY OF THE CO-pILOT. HOWEVER, CEL NAV MAY BE ACCOMPLISHED FOR RECORD WHEN THE CO-PILOT POSOTION IS FILLED BY A STAFF PLT. CEL NAV IS THE RESPONSIBILITY OF THE OBSERVER. SAC REG 51-26 REQUIRES MAY BE OBTAINED FOR RECORD ON A ONE SORTIE BASIS IF SUBSTITUTION IS FOR THE INDIVIDUAL ACCOMPLISHMENT. THIS INFO WAS VERBALLY IMPARTED TO COL BURKE BY MAJ GREENBURG.
23/17492 DEC JWFKL

"A CERTIFIED TRUE COPY"

George A. Bremner

GEORGE A. BREMNER
Major, USAF
Adjutant

EXHIBIT # 19

1007

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 50-4A)

HEADQUARTERS 91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Columbus 17, Ohio
3 December 1954

GROUND TRAINING

Program for Accomplishment of Ground Training Requirements for 91st Strat Recon Wing (M)

(Wing Regulation 50-4, dated 7 May 1954, is amended as follows:)

* * * * * * * * *

8. The reports listed below will be prepared by the Squadron Training Officer on the appropriate form and submitted to Wing Ground Training on dates indicated.

a. Each Tactical Squadron will submit not later than the second duty day of each month a report in triplicate containing the name of every combat crew member and the number of hours each individual has accomplished in phase III (Sports and Games) during the preceding month and since 1 January. The report form will be as prescribed by the Director of Operations.

b. A monthly report of ground training accomplished will be submitted in one copy by all Squadrons on 801st Air Division Form 248 not later than the third working day of the month.

c. Each Tactical Squadron will submit in one copy not later than the 15th of each month a list of ground training quotas desired for the following month. The report will list all training requirements not conducted at squadron level.

9. Delete.

10. Supply of Forms: Report forms listed in paragraph (8) are available in the Wing Ground Training Section.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HARRIS C. ANDREWS
Lt. Col., USAF
Adjutant

HARRIS C. ANDREWS
Lt. Col., USAF
Adjutant

DISTRIBUTION: "D"

1008

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIAL FLYING ACTIVITIES REPORT

In compliance with Second Air Force Regulation 62-3, dated 19 August 1954, the following is an account of Flying Safety Activities conducted within the 91st Strategic Reconnaissance Wing( ) during the month of December 1954.

Flying Safety Meetings were conducted on the 2nd, 6th, 7th, 9th, 13th, 15th, 15th, 20th, and 22rd of December 1954.Among the subjects discussed were:

Fuel loss during transfer and fuel gage malfunctions
Hydraulic lines, leaks, and smoke from hydraulic fluid in the cockpit
Power control problems
Fire warning light circuits
Tire failure on touch and go landings. Outrigger shocks
Landing gear and nose wheel steering malfunctions
Pressurization ;eaks and pressurization system difficulties
Taxi accidents and night taxiing
Engine icing and icing conditions
Altitude penetrations, flight violations and duration reports
Braking action, icy runways, no chute landings
Flight controls during high speed flight
Winter hazards. Write-ups on Form 1
Alternate Airports. Fuel reserves for alternates with or without slip tanks
Operating restrictions, Incident reports
Maintenance problems

A movie was shown entitled "The Air Weather Service".

Captain David A. Johnson and Captain Elmer P. Boom of the 322nd Strategic Reconnaissance Squadron developed a chart of "Emergency Alternates from Diesad Approach." The chart showed all suitable SAC-47 alternate landing fields in terms of available fuel on board. It is hoped that this chart will provide needed information for a pilot at a glance.

The routine duties such as maintaining bulletin boards, inspecting the ramp area, personal equipment, etc. were also accomplished during the month of December 1954.

Flying Safety is constantly being stressed within the 91st Wing. The progress of new crews is constantly being checked to insure that all squadron and Wing Flying Safety records remain "on top".

We take great pride in announcing that the 91st Strategic Reconnaissance Wing ( ) was accident free for the year 1954.

1009

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAINTENANCE MAN OF THE MONTH

Airman First Class Randolph S. Svitak of the 323rd Strategic reconnaissance Squadron (), 91st Strategic reconnaissance Wing(), is the nominee for the Lockbourne Air Force Base "MAINTENANCE MAN OF THE MONTH" for December 1954.

During the month of November Airman Svitak's aircraft flew six sorties before flying overdue for inspection. Of this number of sorties, the aircrews wrote up the following defects:

4 Nov 54-Ok.
5 Nov 54-Three defects
12 Nov 54-Two defects
16 Nov 54-Ok
19 Nov 54-Ok
24 Nov 54-One defect (Navigators clock inoperative)

An example of Airman Svitak's desire to continuously do a fine job is his request to his Flight Chief that he be authorized to complete a retraction test and have Armament & Electronics Squadron harmonize his guns prior to entry into the maintenance docks in order that the aircraft would not be delayed in the docks any longer than absolutely necessary.

Several other items which make him an outstanding crew chief are that his aircraft is always clean-he periodically sweeps the area around his aircraft to keep it clean from foreign objects and on several occasions he has worked on his aircraft during weekends when the aircraft was not scheduled to fly until the following Wednesday.

Airman Svitak directly supervises three assistants and he always keeps them well informed of the latest maintenance techniques. He is always one of the first to comply with T.O.C.'s and maintains his aircraft forms in an outstanding manner. In addition, Airman Svitak's Flight Chief rated him as the only outstanding airman in his flight on the Airman's Performance Report during the month.

It is without hesitation that Airman Svitak is submitted as "AIRMAN OF THE MONTH", as he is considered the most deserving of the honor and is certainly the type of airman who will always be a credit to the Air Force.

1010

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

END OF THE MONTH

1. In accordance with paragraph 4d, 91st Strategic Reconnaissance Wing(L) Regulation 62-8, dated 15 March 1958, the following Jet air crew has been selected as the 91st Strategic Reconnaissance Wing's Crew of the Month for December 1958.

Aircraft Commander	Captain Herbert E. Stone
Pilot	1st Lt. Harry E. Ford Jr.
Photo-Navigator	Captain Stephen J. Coffey

2. Captain Stone's crew has been selected as the "Jet Crew" for the month of December on the basis of their outstanding performance during the month. They completed their required assignments and assisted a lost Navy Jet Fighter pilot. After completing a routine training mission, Captain Stone's crew reported to Columbus Approach Control and overheard a Navy jet fighter pilot calling for a approach clearance. Columbus Approach Control was unable to read the Navy jet and had been trying to contact him for some time, Captain Stone called the Navy plane for his identification and position which was given as over Columbus Radio at 20,000 ft. This information was relayed to Approach Control and the Navy plane was cleared for a standard jet penetration on the Northeast leg of Columbus Radio range. Since the fighter plane still did not have contact with Approach Control, Captain Stone and crew got the weather at Columbus and called Lockbourne AFB to determine if GCA was in operation and computed their remaining fuel and time that they could remain airbourne. They gave this information to the Navy fighter pilot. Columbus Approach Control was unable to pick the plane up on their radar and at this time the pilot was advised Captain Stone that he was unable to receive Columbus Radio range. This RB-47 crew transmitted a continuous tone on UHF for one minute while the Navy pilot got a steer from the transmission. This was repeated three times. The above information was given to Columbus Approach Control and they plotted the fighter's position as being approximately 170 miles north of Columbus. Captain Stone relayed this information to the fighter pilot. Approximately fifteen minutes later he was picked up on Columbus radar and five minutes later he established contact with Columbus Approach Control. Since the Navy jet had minimum fuel, he was cleared in direct and made a successful landing at Port Columbus. Captain Stone and crew were then cleared for a VOR letdown and made an uneventful landing at Lockbourne Air Force Base.

3. Crew Members

Captain Stone completed pilot training in October 1942 at Roswell, N. M. He flew submarine patrol in B-17's and B-24's during World War II. Captain Stone finished AWS school in May of 1952 and was assigned to the 91st Strategic Reconnaissance Wing as a pilot in B-45's. Captain Stone has been aircraft commander of the present crew since November 1958.

Lt. Ford graduated from pilot training at Tuskegee, Alabama in August 1945. He was discharged in April 1946 and recalled to active duty in March 1951. After flying as pilot on KC-97's for one year Lt. Ford entered AWS school and completed same in 1953. Lt. Ford joined Captain Stone's crew as pilot in November 1958.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Captain Coffey received his bombardier wings in July 1943 at Albuquerque A. . He flew 30 combat missions as bombardier in B-24's in the Asiatic-Pacific Theatre during World War II. He was discharged in November 1945 and recalled to active duty in July 1951 and assigned as a bombardier instructor in B-29's. Captain Coffey completed single observers school in 1953 and was assigned to Captain Stone's crew as photo-navigator in November 1953.

4. Flying Safety has always been of paramount importance to this crew and is reflected in their mission planning and flight. All technical information and every detail is considered before the mission is flown. In addition to the above, Captain Stone's crew successfully completed evaluation by the 3922th SMS at MacDill Air Force Base, Florida in December.

"A CERTIFIED TRUE COPY"

[signature]

[illegible]
Major, USAF
Adjutant

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91ST STRATEGIC RECONNAISSANCE WING (M)
Wing Commanders Remarks
Air Training Report for Month of December 1954
RCS: 4-SAC-T12

Concur with the remarks of the Squadron Commander.

CHARLES M. EISENHART
Colonel, USAF
Commander

CONFIDENTIAL

1013

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

9[illegible] AIR REFUELING SQUADRON
Squadron Commanders Remarks
Air Training Report Month of December

1 January 1955

a) Hours flown performing missions ordered by higher headquarters:

(1)	Ferry to Robbins AFB, Smoky Hill AFB, 2nd AF	9 hours
(2)	Ferry to Stead AFB, Travis AFB, Carswell AFB Brookley AFB, 2nd AF	12 hours
	Total	21 hours

b) Weather and other local conditions which preclude or effect training:

(1) None.

c) Restrictions imposed by AMC or SAC Headquarters.

(1) None.

d) Combat Crew Member Gains and Losses:

(1) Gains:

(a) 2 Radio Operators
(b) 1 In-Flight Refueling Specialist
(c) 1 A/C, upgraded from Pilot

(2) Losses:

(a)	5 In-Flight Reflg Technicians	3 separated - 2 Transferred
(b)	4 In-Flight Reflg Technicians	2 Separated - 2 Transferred
(c)	3 Radio Operators	2 Discharged - 1 Transferred
(d)	1 A/C	Transferred
(e)	1 Engineer	Transferred
(f)	1 Pilot	Transferred
(g)	1 Navigator	Transferred

e) Crew Member Changes:

(1) 1 In-Flight Reflg Tech upgraded from Specialist - M81
(2) 1 In-Flight Reflg Specialist assigned to crew M81
(3) 2 Radio Operators assigned to crews T57 & T59.
(4) 1 A/C upgraded from Pilot-Crew, M82.
(5) 1 Pilot assigned to Crew M82.
(6) 2 Reflg Technicians transferred to other crews; T47 & T10

f) New Crews that were formed after 0001 hrs the first day of the month:
(1) None.

g) Crew Status Changes: (1) T78 to M78, 15 Dec 54
(2) T65 transferred from this organization

h) Standardization Board Crew: T10.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Squadron Commander's Remarks CONT'D

i) Additional Material and Personnel Problems:
Personnel shortages in following AFSC'S

	AUTHORIZED	P AFSC ASGD	DY AFSC ASGD
(1) AFSC 43350	30	22	11
(2) AFSC 43370	30	2	17
(3) AFSC 43131	21	16	0
(4) AFSC 43151	18	24	30
(5) AFSC 43171	34	16	28

(6) Total engineering personnel authorized 108 assigned 90.

j) SAC minimum training requirements not accomplished:
(1) Not applicable

k) Non-combat Ready Crews capable of Deploying:
(1) M-80
(2) M-83

l) Non-corbat Ready Crews Training:
(1) The high Refueling and Ferry Commitments placed upon the Squadron consumed the majority of the flying time allocated to this organization. The passenger carrying requirement and the ferry flights made it necessary to use our Instructor personnel for these flights.

m) Flying time Differences on [illegible] C-T-12 and AF 110A:
(1) None

n) Special Training Month Remarks:

	REQUESTED	ACCOMPLISHED	PERCENT
HOURS	427	441	103
SORTIES	66	79	119
TRANSITION	12	12	100
NAV LEGS	20	53	265
AIR REFLG	119	178	149

o) Comments or Recommendations of the Squadron Commander:
SAC Form 36 1 November 54 does not provide for reporting Radar Navigation Legs flown in accordance with the current SAC Regulation 50-8. These navigation legs were reported by us under item 11, Grid Legs aided by Radar.

SAR-54-77
Copy of 27 copies
Page 2 of 2 pages

CLIFFORD S HOVER
Lt. Col., USAF
Commander

CONFIDENTIAL

1015

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

91ST STRETEGIC RECONNAISSANCE WING (M)
Wing Commanders Remarks
Part V of
Air Training Report for the Month of December
RCS: 3-CA5-T12

a. Hours flown performing missions ordered by higher headquarters:

(1)	Project 54-AF-04	18:45
(2)	Project 91-54-13	7:45
	Total	26:30

b. Weather or local conditions affecting training:

(1) Ninety two hours of scheduled flying time was lost either as a result of cancellation due to adverse weather or landing early due to terminal weather.

(2) Areas available for visual photography training were restricted throughout the month causing a reduction in the amount of photo training accomplished. The accomplishment of Low Altitude Day, and Low Altitude Simulated Photo-Flash Photography was especially affected by the prevailing weather conditions.

c. Directives imposed by AMC or SAC restricting normal training:

(1) One aircraft not usable for crew training as operation of the visual cameras are prohibited by 2AFIM&C 4378 dated 25 August 1954.

(2) TO-1B-47-207 (Fuel Seal and drain revision) - 2 aircraft, 2½ days.

d. Combat crew member gains and losses:

(1) Gains:

(a) Two Aircraft Commanders

(b) Five Photo Navigators

(c) Two Co-Pilots

(2) Losses:

(a) One Aircraft Commander - PCS MacDill AFB.

1016

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Wing Commanders Remarks (Cont'd)

e. Crew member changes:

(1) One Aircraft Commander

(2) One Photo Navigator

(3) Three Co-Pilots

f. New crews formed:

(1) Eight non-combat ready crews formed 3 December 1954:

N18, N19, N22, N23, N24, N25, N26 and N27.

g. Crew status changes:

(1) L-33 disbanded - Aircraft Commander FCS to MacDill, Photo Navigator reassigned to crew S-69.

(2) R57 to L57, 2 December 1954 - Upgraded.

(3) R85 to L85, 1 December 1954,- Upgraded.

(4) N11 disbanded, 3 December 1954.

(5) N14 disbanded, 3 December 1954.

h. Standardization Crews:

(1) S76 - 91st SRW Standardizat on Crew.

(2) S60 - 322nd SRS Standardization Crew.

(3) S20 - 323rd SRS Standardization Crew.

(4) L81 - 324th SRS Standardization Crew.

i. Material and Personnel problems effecting training:

(1) None.

j. All SAC minimum training requirements were accomplished (51-26).

k. Non-combat ready crew training capable of deploying: 4.

l. Non-combat ready crew training was comparable with time flown by combat ready crews.

1017

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Wing Commanders Remarks (Cont'd)

m. Flying time differences:

(1) T-12: 962 hours.

(2) AF Form 110A: 981 hours.

Test hop time included on form 110 but not reported on T-12 was 22 hours.

Three hours difference represents adjusted time.

Crew time on T-12 is totaled to the nearest hour, where as, 110 time is reported sortie by sortie, to the nearest five minutes.

n. Field training operations : Not applicable.

o. Programmed training accomplished:

Training Item	Programmed	Training Accomplished	Percent Accomplished
Hours	970	962	99%
Sorties	146	140	96%
Transition hours	72	90	100%
Visual Photo Runs	335	544	100%
Radar Scope Photos	72	241	100%
Navigation Legs	92	68	74%
RBS	76	51	67%
Refueling Hook-Ups	89	95	100%
Rendezvous	30	42	100%
Bomb Range Orientation	36	15	42%

The December training was considered to be highly satisfactory. A simulated USCM was flown during the period. Mass night air refueling techniques were attempted for the first time during this USCM and the results were extremely effective. Some difficulty was encountered in accomplishing all of the programmed RBS runs. This was attributed to the fact that bomber stream type RBS runs in conjunction with the USCM, were originally planned for the special training month. However, site time

1018

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Wing Commanders Remarks (Cont'd)

o. (Cont'd)

allocation made this impossible and simulated photo flash runs were substituted. Adverse flying weather prohibited the maximum number of Bombing Range Orientations and "R" re-orientation missions for pilot "ACB's", however, this type training will be continued throughout normal training months.

p. Comments of the Wing Commander: None.

CHARLES M. EICHHART
Colonel, USAF
Commander

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

91st STRAT RECON WG
OPS ORDER 204-54

Practice

U.S.C.M.

PO-957

SECRET

EXHIBIT # 24

1020

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

CLAS: SECRET
AUTH: Comdr 91SPW
DATE: 1 Dec 54
INIT: [illegible]

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 December 1954

OPERATIONS ORDER)

NUMBER 204-54)

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATIONS:

322d Strat Recon Squadron	Major James T. Chafin
323d Strat Recon Squadron	Major A.F. Alexander
324th Strat Recon Squadron	Lt Col John H. Archer
91st Air Refueling Squadron	Lt Col Clifford S. Hovik
91st Armt & Elect Squadron	Lt Col Ernest C. Wade
91st Field Maint Squadron	Major Charles S. Graham
91st Per Maint Squadron	Major Thomas E. Broughton

1. GENERAL SITUATION: To maintain a high degree of strike capability it is necessary that the 91st SPW perform frequent wing manouvers to simulate, in so far as possible, the units assigned EWP strike missions. This exercise is designed to fulfill that requirement.

a. Intelligence: Annex "A".

b. Friendly Forces:

(1) 801st RTS:

(a) Process and evaluate all radar and aerial film generated by this mission in accordance with Photography Evaluation Criteria as indicated in Annex "D".

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(b) Critique strike crews on individual sorties upon completion of mission.

(c) Prepare overall mission results to enable 91st SRW Recon section to compile mission recapitulation chart.

(2) 8081st ABGp:

Provide necessary base support to launch this mission

(3) 26-5 Weather Det

Provide necessary weather data to support this mission.

(4) 2032 AACS Squadron:

Provide assistance as required to support this mission.

2. MISSION:

a. The 91st SRW will fly a practice Unit Simulated Combat Mission to accomplish radar and aerial reconnaissance of assigned simulated enemy targets.

b. Mission will comply with paragraph 6, Supplement XI, SAC Regulation 50-8 and as further specified within this order.

3. TASKS FOR SUBORDINATE UNITS:

a. 322d SRS:

(1) Prepare and dispatch 12 crews to fly mission as set forth in Annex "B":

8 December 1954	4 crews (RB-47)
9 December 1954	4 crews (RB-47)
10 December 1954	4 crews (RB-47)

SECRET

1022

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

b. 323d SRS:

(1) Prepare and dispatch 12 crews to fly mission as set forth in Annex "B":

8 December 1954 — 3 crews (RB-47)

9 December 1954 — 4 crews (RB-47)

10 December 1954 — 3 crews (RB-47)

c. 324th SRS:

(1) Prepare and dispatch 12 crews to fly mission as set forth in Annex "B":

8 December 1954 — 4 crews (RB-47)

9 December 1954 — 4 crews (RB-47)

10 December 1954 — 4 crews (RB-47)

d. 91st ARS:

(1) Prepare and dispatch 21 crews to provide aerial refueling support to mission outlined in Annex "B".

8 December 1954 — 7 crews (KC-97)

9 December 1954 — 8 crews (KC-97)

10 December 1954 — 7 crews (KC-97)

e. 91st FM Sq:
91st PM Sq:
91st AAE Sq:

(1) Insure availability of fully equipped RB-47 and KC-97 aircraft to fly missions as follows:

8 December 1954	11 RB-47	7 KC-97
9 December 1954	12 RB-47	8 KC-97
10 December 1954	11 RB-47	7 KC-97

(2) Provide 3 fully equipped RB-47 and two fully equipped KC-97 aircraft daily to be used as ground spares.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

x. General Instructions:

(1) Mission code name is "TWILIGHT". All forms, communications, and clearances pertaining to this exercise will be so identified.

(2) X-Day is 7 December 1954. Times and dates are GCT unless otherwise specified within this order.

(3) Clearances and CAA corrdination will be accomplished in accordance with SAC Reg 55-3. Routes are unclassified for clearance purposes. Each daily reconnaissance force will use the nickname "TWILIGHT" and the daily tanker force will use the nickname "TWILIGHT".

(4) Tactics will be as outlined in Tactical Doctrine Reconnaissance, November 1954 and as specified within this order.

(5) Gunnery: Not required however RB-47 aircraft will carry sufficient ballast to compensate for full combat load.

(6) Photography: Annex "D"

(7) Mission Requirements: Annex "B"

(8) Briefing Schedule:

(a) General Briefing: All crews (RB-47 KC-97) 0830 EST, 3 Dec 54, 91st ARS Briefing Room.

(b) Specialized Briefing: Immediately follwoing General Briefing, 3 Dec 54:

1. KC-97 Crews: A/C, Nav, Boom Op, Radio Op - 91st ARS Briefing Room. Flt Engr - Sq Flt Eng Office.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

2. RB-47 - A/C and pilot - CLARS Briefing Room

3. RB-47 Obs - Wing Ops Briefing Room (Rm 304)

(9) Daily flying schedule will be adjusted to allow aircrews to meet above briefing schedule.

(10) Mission maybe downgraded to "Unclassified" for clearance purposes only.

4. ADMINISTRATION AND LOGISTICS:

a. This Operation Order may be destroyed upon completion of mission.

b. Maximum support will be furnished by home station.

5. COMMAND AND COMMUNICATION MATTERS:

a. Command: Normal

b. Communications:

(1) SACCEI, JANAPs, ACPs, AFSAL 5104, SAC Manuals 55-8, 55-8B, 55-8D and 55-8G, SAC Regs and Radio Facility Charts apply except as modified herein.

(2) Visual Recognition, Identification and IFF will be in accordance with SACCEI 2407.3.

(3) Navigational Aids will be in accordance with current Radio Facility Charts and Communications Flimsy.

(4) Emergency procedures in accordance with ACPs 130, 135 and Radio Facility Charts.

(5) Call Signs:

(a) Air to Ground - 5 digit aircraft tail number

(b) Air to Air - SACCEI 2006.5b expanded as required.

(c) Reports (R-11, T-11, M-11) - 5 digit aircraft tail number

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(6) UHF Communications:

(a) UHF transmissions will be limited as prescribe in communications flimsy.

(b) UHF channelization will be as prescribed in Su I to Wing SOP 100-6 dtd 1 Nov 54.

(c) Maximum radio discipline will be effected.

(7) HF communications and channelization will be as prescribed in communications flimsy.

(8) Reports:

(a) Strike Reports (R-11): Will be in accordance with SAC Manual 55-8B and communications flimsy

(b) Rendezvous Reports (T-11): Will be in accordan with SAC Manual 55-8D and communications flimsy

(c) Refueling Reports (M-11): Will be in accordanc with SAC Manual 55-8G and communications flimsy

(9) Rendezvous and Refueling: Frequencies and equipment settings will be in accordance with Refueling Flimsy.

(10) Authentication will be in accordance with AFSAL 510

(11) HF back-up for UHF air to air will be in accordance with figure 11-14 SACCEI.

EISENHART
Colonel, USAF
Commander

ANNEXES:

"A" - Intelligence
"B" - Air Operations
"C" - Refueling
App I - Air Refueling Flimsy
"D" - Photo Criteria

SECRET

1026

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DISTRIBUTION:

Comdr 801ADiv	1
Comdr 801ABGp	2
Comdr 801FTS	2
Hq 91SRW	5
D/O 91SRW	7
D/M 91SRW	2
Comdr 322SRS	2
Comdr 323SRS	2
Comdr 324SRS	2
Comdr 91ARS	2
Comdr 91FMS	1
Comdr 91FMS	1
Comdr A&E Sq	1
Comdr 26-5 Weo Det	1
Comdr 2032 AMCS Sq	1

OFFICIAL:

WILLIAM E TODD
Colonel USAF
Director of Operations

SECRET

1027

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING
Lockbourne Air Force Base
Columbus 17, Ohio
1 December 1954

ANNEX "A"

TO

OPERATION'S ORDER

SERIAL NO. 204-54

INTELLIGENCE

Annex "A"
91st SRW Ops Ord
No. 204-54
Dtd 1 Dec 54

SECRET

1028

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio
1 December 1954

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 204-54

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation: Omitted

b. Enemy Order of Battle:

(1) For the purpose of this exercise, penetration and departure of enemy radar will be designated at given points on each route and will be reflected in the applicable flight plan. These points will be designated for Cruise Control and flight planning only.

(2) All other order of battle omitted.

2. INTELLIGENCE REQUIREMENTS.

a. All fighter encounters will be reported.

b. Means of Obtaining Information:

(1) Crews will be interrogated immediately upon landing by Wing Intelligence personnel augmented by Squadron Intelligence personnel.

3. INTELLIGENCE ACTIVITIES:

a. Maps and Materials:

(1) As required.

Annex "A"
91st Ops Ord
No. 204-54
dtd 1 Dec 54

SECRET

1029

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Survival Intelligence: Omitted.

c. Reports and Distribution:

(1) Submit reports under procedures of SAC Manual 55-8, 55-8B, 55-8D, and 2AF Supplementary Reporting Instructions (2AFR - SRI

(a) Reconnaissance:

1. Distribution A: R3, R-11, R-16, R-17, R-21, R-22, R-23, R-25, and R-81.

2. Distribution B: R-27

3. Distribution C : R-71.

4. Reports as required by paragraph 6a, SAC Manual 55-8.

(b) Refueling:

1. Distribution A: T-2, T-10, T-11, T-15, T-17, T-21, T-22, T-23, T-25, T-26.

2. Distribution C: T-71.

3. Reports as required by paragraph 6a, SAC Manual 55-8.

(2) Include in R-27 information normally contained in T-27.

(3) Reports will be written (when required) and filed in the 91st SRW Intelligence office. Reports will not be filed with Base Communications for transmission.

Annex "A"
91st SRW Ops Ord
No. 204-54
d'd 1 Dec 1954

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 December 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 204-54

AIR OPERATIONS

Annex "B" to
91SRW OPORD 204-54
dtd 1 Dec 1954

SECRET

1.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 December 1954

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 204-54

AIR OPERATIONS

1. RB-47 Aircraft:

a. Three routes have been planned to insure a clear weather photo area on scheduled days missions are to be flown. The route having best weather in photo area will be flown. Specific route data is set forth in SAC Form 1's, Appendix I, this annex.

b. Tactics: In accordance with Reconnaissance Tactical Doctrine.

c. Requirements and Targets:

(1) Mission Number 1: Total distance as indicated on SAC Form 1's, Appendix I, this annex.

(a) The entire mission will be considered as a Radar Nav leg.

(b) Targets:

Targets	Ref Nr	Rem't
Des Moines, Iowa (capitol)	E-28	R,Simulated Photo Flash
Watertown, S.D.(c of town)	X-100	R,TM, Multi
Minneapolis-St Paul, Minn (bridge across Mississippi) (see par (d) below)	E-58	R,TM,Multi

(c) Air Refueling control point, either Vichy(VOR), Mo. or Toledo (Rng), Ohio. Each aircraft being refueled to onload 23,000#.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(d) Aircraft Effectiveness:

Aircraft Effectiveness will be determined over third target, Minneapolis/St Paul, Minn (bridge over Mississippi) all cameras will be on regard loss of cloud coverage.

(2) Mission Number 2: Total distance as indicated in SAC Form 1's, Appendix I, this annex.

(a) The entire mission will be considered as a Radar Nav leg.

(b) Targets:

Targets	Ref Nr	Ram'k
Wichita Falls, Tex	X-101	R,Simulated Photo Flash
Woodward, Okla (c of town)	X-102	R,TM,Multi
Salina, Ks (C of town) See par (d) below)	X-103	R,TM,Multi

(c) Air Refueling Control Point, either Vichy (VOR) Mo or Toledo (Rng), Ohio. Each aircraft being refueled to on load 23,000#.

(d) Aircraft effectiveness:

Aircraft effectiveness will be determined over third target, Salina, Kansas (center of town) all cameras will be on regardless of cloud coverage.

(3) Mission Number 3: Total distance indicated in SAC Form 1's, Appendix I, this Annex.

(a) The entire mission will be considered as a Radar Nav leg.

Annex "B" to
91SRW OPORD 204-54
dtd 1 Dec 1954

2

SECRET

1033

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(b) Targets:

Targets	Def Nr	Remk
Mobile, Ala (shipyards)	E-116	R,Simulated Photo Flash
Valdosta, Ga (c of town)	X-104	R,TM,Multi
Tuscaloosa, Ala (stadium) (see par (d) below)	X-105	R,TM,Multi

(c) Air Refueling Control Point either Vichy (VOR), Mo, or Toledo (Rng), Ohio. Each aircraft being refueled to onlord 23,000#.

(d) Aircraft Effectiveness:

Aircraft effectiveness will be determined over third target, Tuscaloosa, Ala(Stadium). All cameras will be on regardless of cloud coverage

d. RB-47 Take-Off Schedule:

(1) Take-Off time for RB-47's NOT scheduled to refuel:

Route 1	Route 2	Route 3
1620Z	1800Z	1715Z
1625Z	1805Z	1720Z
1630Z	1810Z	1725Z
1635Z	1815Z	1730Z
1640Z	1820Z	1735Z

(If less the five non-refuel crews fly, the later takeoff times will be used so that there will be ten (10) minutes separation between non-refuel group or refuel group).

(2) Take-Off time for RB-47's scheduled to refuel:

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Route 1	Route 2	Route 3
1650Z	1830Z	1745Z
1655Z	1835Z	1750Z
1700Z	1840Z	1755Z
1705Z	1845Z	1800Z
1710Z	1850Z	1805Z
1715Z	1855Z	1810Z
1720Z	1900Z	1815Z
1725Z	1905Z	1820Z
1730Z	1910Z	1825Z
1735Z	1915Z	1830Z
1740Z	1920Z	1835Z
1745Z	1925Z	1840Z

NOTE: All aircraft equipped with wing tanks will be scheduled for the earliest take-off time each day. Aircraft with wing tanks will fly entire mission at 35,000, .74 Mach.

c. Air Refueling: See Annex "C".

2. KC-97 Aircraft:

a. KC-97 aircraft will fly direct to briefed refueling area.

b. Individual take-off times will be 2:00 prior to estimated time receiver aircraft will arrive primary rendezvous area or 1:30 prior to estimated time receiver aircraft will arrive Secondary rendezvous area. Take-off interval will be five (5) minutes.

c. Air Refueling data. See Annex "C".

3. Emergency Fields:

a. Primary: Any SAC Base

b. Secondary: Any Air Force Base capable of handling RB-47 Type aircraft.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

4. Weather Alternate: As Briefed.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 December 1954

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 204-54

LB-47 FLIGHT PLANS

App I to Annex "B" to
91SRW OPORD 204-54
dtd 1 Dec 1954

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MISSION NO. 2

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
	91st SAW	RB-47E				

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	FUEL FLIGHT PLAN GROSS WEIGHT
LAFB																DATE OF TAKE-OFF
Taxi, Take Off, Hasten, Low							15° / 744				12 / —				83212	174617
Level Off 38-39N 89-54W	CL	232			0		Av -25° / To 31.8M	VAR.	AV 410		114 / 114				3000 / 80212	3000 / 171617
Memphis, Tenn. 35-10N 90-00W	CC	230			-3		-48° / 32.8M	.74	430		327 / 441				6600 / 79612	6600 / 165017
Start Nav. Perf. 38-44N 91-03W	CC	349			-6		-50° / 33.5M	.74	425		220 / 661				8317 / 71295	8317 / 156700
Quincy, Ill (PIP) ENTER ENEMY TERR 39-53N 91-29W	CC	349			-6		-55° / 38.5M	.76	435		80 / 741				5300 / 65995	5300 / 151400
Ottumwa, Iowa 41-01N 92-24½W	CR	325			-6		-55° / 38.5M	.80	460		80 / 821				2300 / 63695	2300 / 149100
Des Moines, Iowa (RBT) 41-35½N 93-36W	CR	302			-7		-55° / 38.5M	.80	460		64 / 885				4150 / 53545	4150 / 144950
Sioux City, Iowa (PIP) 42-23N 96-23W	CC	295			-9		-55° / 39.5M	.76	435		131 / 1016				3350 / 56195	3350 / 141600
Sioux Falls, S.D. (PIP) 43-32½N 96-43½W	CR	346			-10		-55° / 39.5M	.80	460		67 / 1083					
Watertown, S.D. (TGT) 44-54N 97-06W	CR	346			-9		-55° / 39.5M	.80	460		82 / 1165					
ENTER MINN. ADIZ 45-00N 97-58W	CR	331			-10		-55° / 39.5M	.80	460		74 / 1239					
Jamestown, N.D. 46-55N 98-42W	CR	331			-10		-55° / 39.5M	.80	460		63 / 1302					
Fargo, N.D. 46-52N 96-47W	CR	101			-10		-55° / 39.5M	.80	460		90 / 1392					
Depart Minn. ADIZ Long Prairie, Minn. 46-00N 94-52W (PIP)	CR	124			-8		-55° / 39.5M	.80	460		96 / 1488					
St. Cloud, Minn. (IP) 45-35N 94-10½W	CR	133			-7		-55° / 39.5M	.80	460		41 / 1529					
Minneapolis-St. Paul, Minn. 44-57½N 93-12½W (TGT)	CR	131			-6		-55° / 39.5M	.80	460		56 / 1585				15100 / 41095	15100 / 126500
La Crosse, Wisc. # 43-49N 91-15W	CC	129			-5		-55° / 42.7M	.76	435		107 / 1692				2400 / 38695	2400 / 124100
Depart Enemy Terr. 39-56N 91-31W	CC	184			-6		-55° / 43.2M	.76	435		234 / 1926				3900 / 34795	3900 / 120200
Primary AR Control Vichy (VOR), Mo. #	CC	184			-6		-55° / 39M	.74	425		103 / 2029				2000 / 32795	2000 / 118200
							°									
La Crosse, Wisc. *							°				1692				38695	124100
Depart Enemy Terr 42-22N 86-18W	CC	112			-2		-55° / 43.3M	.76	435		230 / 1922				5000 / 33695	5000 / 119100
Secondary AR Control Toledo (RNG), Ohio	CC	112			+1		-55° / 39M	.74	425		140 / 2062				2600 / 31095	2600 / 116500
							°									
# Primary AR Control Vichy (VOR), Mo.							°				2029				32795	118200
Ch... AFB	CC	076			-2		-55° / 40M	.74	415		418 / 2447				7600 / 25195	7600 / 110600

Computed at 98% Power For Comparative Purposes Only

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIRCRAFT BASIC WT	87300
CREW WT	750
OIL WT	420
ATO BTL WEIGHT (Empty)	—
EXT. TANKS WT (Empty)	—
OPERATING WT	34470
FUEL WEIGHT FM.	
FUEL WEIGHT CM.	
FUEL WEIGHT AM.	All
FUEL WEIGHT FWD AUX	Tanks
FUEL WEIGHT B.B.	Full
FUEL WEIGHT ATO	
FUEL WEIGHT EXT.	
FUEL WEIGHT TOTAL	91515
BOMBS WT	—
AMMO WT	422
ADI. FLUID WT	—
INITIAL GROSS WT	174617
START ENG AND TAXI FUEL ALW	2600
TAKE-OFF GROSS WT	174617

RUNWAY — PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF — DISTANCE | SPEED

SPEED — CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

1038

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Mission No. 1 - Primary Refueling - Alpha, Bravo - "RIGHT"

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		91st SRW	RB-47E				

I. PRE-FLIGHT PLAN

	FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
	Primary AR Control Vichy (VOR) Mo.							°				2029				32795	118200
.74 OPT CC	Centralia, ILL. 38-31N 89-08W	CC	081			-5		-55° / 39.3M	.74	425		124 / 2153				2300 / 33495	2300 / 115900
AR	Bloomington, ILL. 39-11N 86-31W	AR	072			-3		-20° / 18M	IND 185	245		128 / 2281				7750 / 22745	7750 / 108150
	ON LOAD 23000# ~~JP-4~~ FUEL (3550 ~~Gal~~)							°	–			— / 2281				23000 / 45745	23000 / 131150
98% CL	Level Off 39-08N 85-07W	CL	090			-1		-32° / 37M	VAR	410		65 / 2346				2950 / 42795	2950 / 128200
	Cincinnati, Ohio 39-08N 84-30W	CC	090			-1		-55° / 37.2M	.74	425		30 / 2376					
	Wheeling, W. Va. 40-04N 80-45W	CC	072			+2		-55° / 37.8M	.74	425		182 / 2558					
	Syracuse, N.Y. 43-03N 76-08W	CC	049			+7		-55° / 38.7M	.74	425		272 / 2830				9300 / 33495	9300 / 118900
	Enter Bangor ADIZ 43-45N 75-05W	CC	048			+12		-55° / 38.9M	.74	425		64 / 2894					
.74 OPT CC	Plattsburg, N.Y. 44-45N 73-32W	CC	048			+13		-55° / 39.1M	.74	425		93 / 2987					
	Exit Bangor ADIZ 43-45N 74-07W	CC	219			+14		-55° / 39.4M	.74	425		94 / 3081					
	Binghampton, N.Y. 42-06N 75-49W	CC	218			+12		-55° / 39.8M	.74	425		126 / 3207					
	Morgantown, (VOR) W. Va. 39-34N 79-52W	CC	229			+7		-55° / 40.5M	.74	425		238 / 3445					
	L.A.F.B.	CC	278			+3		-55° / 41M	.74	425		144 / 3589				13200 / 20295	13200 / 105700
	Desc. & Land	–	–			–		– ° / –	–	—		— / 3589				3000 / 17295	3000 / 102700

DATE OF TAKE-OFF: December 1954

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT

CREW WT

OIL WT

ATO BTL WEIGHT (Empty)

EXT. TANKS WT (Empty)

OPERATING WT

FUEL WEIGHT: FM. / CM. / AM. / FWD AUX / B.B. / ATO / EXT. / TOTAL

BOMBS WT

AMMO WT

ADI. FLUID WT

INITIAL GROSS WT

START ENG AND TAXI FUEL ALW

TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED

ATO PROPELLANT WEIGHT

ADJUSTED TAKE-OFF WEIGHT

ADJUSTED TAKE-OFF DISTANCE

ATO FIRING SPEED

SECRET

1039

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Mission No. 1 - Primary Refueling - Hdqs. SAC - LEFT

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		91st SRW	RB-47E				

1. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Pinney AP Control							°									
Lucky (VOR) Ills.											2029				32795	118200
.74 OPT CC Springfield, Ill.	CC	045			-5		-55° 39.4m	.74	425		137				2600	2600
39-45N 89-39W											2166				30195	115600
AR Lafayette, Ind.	AR	073			-3		-20° 18m	IND 185	245		133				7800	7800
40-25N 86-52W											2299				22395	107800
ON LOAD 23000 ~~#JP~~ 4 FUEL (~~3550~~ Gal) -											65				23000	23000
											2364				45395	130800
98% CL Level Off	CL	081			-1		-32° 37m	VAR	410		62				2950	2950
40-35N 85-27W											2426				42945	127850
Lima, Ohio							-55°				160					
40-49N 84-07W	CC	081			0		37.3m	.74	425		2586					
Wheeling, W. Va.							-55°				272					
40-04N 80-45W	CC	105			+2		37.8m	.74	425		2858					
Syracuse, N.Y.							-55°				64					
43-03N 76-08W	CC	049			+7		38.7m	.74	425		2922					
Enter Bangor ADIZ							-55°				93				10650	10650
43-45N 75-05W	CC	048			+12		39.1m	.74	425		3015				31795	117200
.74 OPT CC Plattsburg, N.Y.							-55°				94					
44-45N 73-32W	CC	048			+13		39.3m	.74	425		3109					
Exit Bangor ADIZ							-55°				126					
43-45N 74-07W	CC	219			+14		39.5m	.74	425		3235					
Binghampton, N.Y.							-55°				238					
42-06N 75-49W	CC	218			+12		39.9m	.74	425		3473					
Morgantown, (VOR) W. Va.							-55°				144					
39-34N 79-52W	CC	229			+7		40.5m	.74	425		3617					
L. A. F. B.	CC	278			+3		-55° 41.0m	.74	425		— 3617				12000 19795 3000 16795	12000 105200 3000 102200
Desc. & Land	—	—			—		— ° —	—								

DATE OF TAKE-OFF: December 1954

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR-CRAFT BASIC WT	7800	7800
CREW WT		
OIL WT	23000	23000
ATO BTL WEIGHT (Empty)	45395	130800
EXT. TANKS WT (Empty)	42945	127850
OPERATING WT		
FUEL WEIGHT: FM.		
CM.		
AM.		
FWD AUX	10650	10650
B.B.	31795	117200
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADI. FLUID WT		
INITIAL GROSS WT	12000	12000
START ENG AND TAXI FUEL ALW	19795 / 3000	105200 / 3000
TAKE-OFF GROSS WT	16795	102200

RUNWAY

PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG REST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED

ATO PROPELLANT WEIGHT

ADJUSTED TAKE-OFF WEIGHT

ADJUSTED TAKE-OFF DISTANCE

ATO FIRING SPEED

SECRET

1040

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 91st S.W. | AIRCRAFT TYPE AND SERIAL NO.: FB-47E | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Sedalia AF Postal Field (Whiteman AFB)	CC						°				2062				31792	116500
Newark, Ohio 40-04N 82-25W	CC	152			+2		-55° 39.3M	.74	425		90 / 2152				1700 / 29395	87200 / 114200
Charleston, W. Va. 38-22N 81-23W	FX	102			+2		-20° 18A	111 .85	245		107 / 2265				7705 / 21695	7200 / 107100
ON LOAD 23000		# JP-4 Fuel (3550 Gal)					°			-	- / 2265				23000 / 44045	23000 / 130100
Level Off 37-40N 80-34W	CL	129			+3		-55° 37.2M	VAR	410		65 / 2330				2950 / 41795	2950 / 127150
Roanoke, Va. 37-16N 79-57W	CC	139			+3		-55° 37.3M	.74	425		37 / 2367					
Rocky Mount, NC 37-57N 77-49W	CC	127			+4		-55° 37.7M	.74	425		132 / 2499					
Fayetteville, NC 35-04N 78-53W	CC	126			+4		-55° 37.9M	.74	425		75 / 2574					
Macon, Ga 32-50N 83-34W	CC	241			+1		-55° 39M	.74	425		274 / 2848				9750 / 31995	9750 / 117400
Columbus, Miss. 33-30N 88-25W	CC	280			-3		-55° 32.7M	.74	425		246 / 3094					
Bowling Green, Ky. 37-00N 86-27W	CC	027			-4		-55° 41.3	.74	425		232 / 3326					
L.A.F.B.	CC	044			-1		-55° 41.1M	.74	425		235 / 3561				12100 / 19895	12100 / 105300
Desc Bland	-	-			-		°	-	-		- / 3561				3000 / 18395	3000 / 102300

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME | LANDING TIME | DURATION OF FLT

AIR-CRAFT BASIC WT		
CREW WT		
OIL WT		
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		
FUEL WEIGHT: FM		
CM		
AM		
FWD AUX		
C.G.		
ATO		
EXT.		
TOTAL		
BOMBS WT		
AMMO WT		
ADI. FLUID WT		
INITIAL GROSS WT		
START ENG AND TAXI FUEL ALW.		
TAKE-OFF GROSS WT		

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

1041

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Mission No. 1 - Secondary Training - Hdtrs. Encl - "LEFT"

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 91ST SRW | AIRCRAFT TYPE AND SERIAL NO.: RB-47E | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Secondary AR Control Toledo (RNG) Ohio	CC						°				2062				31025	116 500
.74 Mil. Clinton, Ohio 40-4FN 81-23W	CC	114			+3		-55° 39.3m	.74	425		101 / 2163				1300 / 29795	1800 / 114700
OPT CC AR Clarksburg, W.Va. 39-17N 80-19W	A/R	152			+4		-20° 18m	IND 185	245		102 / 2265				7700 / 21595	7700 / 107000
ON LOAD 23000# JP-4 FUEL (3556 Gal)							-	-			— / 2265				23000 / 44595	23000 / 130000
98% Level Off 38-38N 79-13W	CL	127			+4		-55° 37.2M	VAR	410		65 / 2330				2950 / 41645	2950 / 127050
Gordonsville (VOR) 38-06N 78-11W	CC	127			+5		-55° 37.3m	.74	425		60 / 2390					
Rocky Mount, NC 37-57N 77-48W	CC	172			+5		-55° 37.8m	.74	425		125 / 2515					
Fayetteville, NC 35-04N 78-53W	CC	226			+4		-55° 38m	.74	425		75 / 2590				↓	↓
.74 OPT CC Macon, Ga. 35-50N 83-38W	CC	241			+1		-55° 39m	.74	425		274 / 2864				10150 / 31495	10150 / 116900
Columbus, Miss 33-30N 88-25W	CC	280			-3		-55° 39.8m	.74	425		246 / 3110					
Bowling Green, Ky 37-00N 86-27W	CC	027			-4		-55° 40.4m	.74	425		232 / 3342				↓	↓
L.H.F.B.	CC	049			-1		-55° 41m	.74	425		235 / 3577				12100 / 12395 / 300 / 16395	12100 / 104900 / 3000 / 101900
Desc & Land	-				-		° -	—	—		— / 3577					

DATE OF TAKE-OFF: December 1954

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR-CRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FM.	
CM.	
AM.	
FWD AUX	
B.B.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADI. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED

CRITICAL ENG FAILURE | EMERG REST LINE | FLARE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

1042

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

YB Crew 1 Ship 1 Mission No. 2

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
L.A.F.B.							15°				12				87212	174617
Taxi, Take-off, Acceleration							744				—				3000	3000
99% CL Level-Off 38-39N 84-54W		232			0		-55° 31.8M	VAR	410		114				86712	171617
Memphis, Tenn 35-10N 90-00W		230			-3		-55° 32.8M	.74	430		119				6600	6600
.74 OPT CC Start Max. Perf. 35-03N 93-46W		268			-7		-55° 33.3M	.74	425		327				79612	165017
96% .76 IAF Alster, Okla. (PIP) enter & leave MRR T&R 34-56N 95-48W		266			-8		-55° 38.5M	.76	435		441					
Ardmore, Okla. (IP) 34-10½N 97-02W		234			-9		-55° 39.5M	.80	460		185				12117	12117
Wichita Falls, Tex. 33-56N 98-30W (TOT)		257			-10		-55° 38.5M	.80	460		626				67495	152900
Altus, Okla. (PIP) 34-38N 99-21W		322			-10		-55° 38.5M	.80	460		100				2700	2700
Elk City, Okla. (IP) 35-24½N 99-29W		357			-11		-55° 38.5M	.80	460		726				64795	150200
20 Cont ALT 88% MRP Woodward, Okla (TOT) 36-26N 99-23½W		002			-11		-55° 38.5M	.80	460		80					
Harper, Kansas (PIP) 37-17N 98-03W		055			-10		-55° 38.5M	.80	460		806					
Hutchinson, Kan (IP) 38-03½N 97-55½W		002			-10		-55° 38.5M	.80	460		70					
Salina, Kans. 25 (TOT) 38-50N 97-26½W		017			-10		-55° 38.5M	.80	460		876					
La Crosse, Misc. ★ 43-47N 91-15W		244			-8		-55° 42.2M	.76	435		62					
Dep. Keeping Tree. 39-56N-91-31W		185			-6		-55° 43M	.76	435		938					
Primary AR Control Volk (Vol.) Wis ★		185			-6		-55° 38.5M	.76	425		49					
							°				987					
★ La Crosse, Misc. 43-47N 91-15W							°				61					
Depart enemy Terr. 42-22N 86-18W		112			-2		-55° 43M	.76	435		1048					
Secondary AR Control Toledo (WHE), Ohio		112			+1		-55° 38.6M	.74	425		83					
							°				1151					
Primary AR Control ★ Volk (Vol.) Wis							°				48					
Home Station		076			-2		-55° 40M	.74	425		1179					
							°				93				14200	14200
							°				1228				50595	136000
							°				406				9500	9500
											1634				41095	126500
											245				5400	5400
											1879				35695	121100
											103				1900	1900
											1982				33795	119200
											1634				41095	126500
											230				4900	4900
											1864				36195	121600
											140				2600	2600
											2004				33595	119000
											1982				33795	119200
											418				7600	7600
											2400				26195	111600

Assumed for 98% Power for Complete Cruise

DATE OF TAKE-OFF	
ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT
AIR-CRAFT BASIC WT	83500
CREW WT	750
OIL WT	430
ATO BTL WEIGHT (Empty)	—
EXT. TANKS WT (Empty)	—
OPERATING WT	84930
FUEL WEIGHT: FM.	
FUEL WEIGHT: CM.	
FUEL WEIGHT: AM.	All
FUEL WEIGHT: FWD AUX	Tanks
FUEL WEIGHT: A.B.	Full
FUEL WEIGHT: ATO	
FUEL WEIGHT: EXT.	
FUEL WEIGHT: TOTAL	91812
BOMBS WT	—
AMMO WT	425
ADJ. FLUID WT	—
INITIAL GROSS WT	177217
START ENG AND TAXI FUEL ALW	2600
TAKE-OFF GROSS WT	174617
RUNWAY: PRESS. ALT / LENGTH / AIR TEMP.	
CRITICAL FIELD LENGTH	
TAKE-OFF: DISTANCE / SPEED	
SPEED: CRITICAL ENG FAILURE / EMERG BEST FLARE / LINE	
NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

1043

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

MISSION NO 2 FLYING [illegible] - HIGH FLYER - LEFT

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: | WING: 91st SK.W. | AIRCRAFT TYPE AND SERIAL NO.: KB 47E | CREW NUMBER: | ACFT COMDR (Name and Grade): | OBSERVER (Name and Grade): | CO-PILOT (Name and Grade):

1.

PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Primary AR Control Vichy (VOR), Mo.							°									
											1962				33795	119200
.74 OPT CC Springfield, Ill. 39-45N 89-39W	CC	045			-5		-55° 392M	.74	425		137				2700	2700
											2119				31095	116500
AR Lafayette, Ind. 40-23N 86-52W	AR	073			-3		-20° 18M	IND	245		133				7800	7800
								185			2252				23295	109700
ON LOAD 23,000 # JP-4 FUEL (3550 Gal)							°				—				23000	23000
											2252				46295	121700
.74 OPT CL Level-Off 40-35N 85-27W	CL	081			-1		-32° 37M	VAR	410		65				3000	3000
											2317				43295	128700
Lima, Ohio 40-44N 84-07W	CC	081			0		-55° 37.2M	.74	425		62					
											2379					
Wheeling, W.Va. 40-04N 8-95W	CC	105			+2		-55° 37.7M	.74	425		160					
											2539					
Syracuse, N.Y. 43-03N 76-08W	CC	049			+7		-55° 38.6M	.74	425		272					
											2811					
Enter Bangor ADIZ 43-45N 75-05W	CC	048			+12		-55° 38.9M	.74	425		64				10800	10800
											2875				32495	117900
.74 OPT CC Glittsburg, N.Y. 44-45N 73-32W	CC	048			+13		-55° 39.2M	74	425		93					
											2968					
Exit Bangor ADIZ 43-45N 74-07W	CC	219			+14		-55° 39.4M	.74	425		94					
											3062					
Binghampton, N.Y. 42-06N 75-49W	CC	218			+12		-55° 39.8M	.74	425		126					
											3188					
Morgantown, (VOR) W.Va. 39-34N 79-52W	CC	229			+7		-55° 40.5M	.74	425		238					
											3426					
L.A.F.B.	CC	278			+3		-55° 41M	.74	425		144				12200	12200
											3570				20295	105700
Desc & Land	—				-		— ° —				—				3000	3000
											3570				17295	102700
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF: Dec 12-13th

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR-CRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FM.	
CM.	
AM.	
FWD AUX	
B.S.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	

RUNWAY

PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE | SPEED

SPEED

CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

1044

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Mission No. 2 - Primary Refueling - Alpha, Bravo - "FLIGHT"

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: | WING: 91st SRW | AIRCRAFT TYPE AND SERIAL NO.: RB-47E | CREW NUMBER: | ACFT COMDR (Name and Grade): | OBSERVER (Name and Grade): | CO-PILOT (Name and Grade):

I. PRE-FLIGHT PLAN

	FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
	Primary AR Control Vichy (VOR) Mo.							°									
.74 OPT CC	Centralia, ILL. 38-31N 89-08W	CC	081			-5		-55° 39.2m	.74	425		1982 124 2106				33795 2400 31395	119200 2400 116800
AR	Bloomington, ILL. 39-11N 88-51W	AR	072			-3		-20° 18m	IND 185	245		128 2234				7750 23645	7750 109050
	ON LOAD 23000# JP-4 FUEL (3550 Gal)							—	—			— 2234				23000 46645	23000 132050
98% CL	Level Off 39-08N 85-07W	CL	090			-1		-32° 37m	VAR	410		65 2299				3000 43645	3000 129050
	Cincinnati, Ohio 39-08N 84-30W	CC	090			-1		-55° 37.1M	.74	425		30 2329					
	Wheeling, W. Va. 40-09N 80-45W	CC	072			+2		-55° 37.7M	.74	425		182 2511					
	Syracuse, N.Y. 43-03N 76-08W	CC	049			+7		-55° 38.6m	.74	425		272 2783				9400 34295	9400 119650
.74 OPT CC	ENTER Bangor ADIZ 43-45N 75-05W	CC	048			+12		-55° 38.8m	.74	425		64 2847					
	Plattsburg, N.Y. 44-45N 73-32W	CC	048			+13		-55° 39m	.74	425		93 2940					
	EXIT Bangor ADIZ 43-45N 74-07W	CC	219			+14		-55° 39.3m	.74	425		94 3034					
	Binghampton, NY 42-06N 75-49W	CC	218			+12		-55° 39.7m	.74	425		126 3160					
	Morgantown, (VOR) W. Va. 39-34N 79-52W	CC	229			+7		-55° 40.5M	.74	425		238 3398					
	L.A.F.B.	CC	278			+3		-55° 41 M	.74	425		149 3542				13400 20845	13400 106250
	Desc & Land	—				—		— ° —	—			— 3542				3000 17845	3000 103250

DATE OF TAKE-OFF: December 1954

ENGINE START | TAKE-OFF TIME | LANDING TIME | DURATION OF FLT

AIR-CRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FM.	
CM.	
AM.	
FWD AUX	
G.B.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADI. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED

CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

1045

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Mission No. 2 - Secondary Refueling - Alpha, Bravo - Right

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		91st SRW	RB-47E				

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Secondary AR Control Toledo (RNG) Ohio							°				2000				33595	119000
.74 OPT CC Newark, Ohio 40-04N 82-25W	CC	152			+2		-55° 39M	.74	425		96 / 2096				1800 / 31795	1800 / 117200
AR Charleston, W. Va. 38-22N 81-38W	AR	162			+2		-20° 18M	IND 185	245		107 / 2203				7700 / 24095	7700 / 109500
ON LOAD 23000# JP-4 Fuel (3550 Gal)							°	—	—		— / 2203				23000 / 47095	23000 / 132500
38% CL Level Off 37-40N 80-34W	CL	129			+3		-55° 36.8M	VAR	410		65 / 2268				3000 / 44095	3000 / 129500
Roanoke, Va. 37-16N 79-57W	CC	129			+3		-55° 36.9M	.74	425		37 / 2305					
Rocky Mount, N.C. 37-57N 77-48W	CC	127			+4		-55° 37.3M	.74	425		132 / 2437					
Fayetteville, NC 35-04N 78-53W	CC	226			+4		-55° 37.5M	.74	425		75 / 2512					
.74 OPT CC Macon, Ga. 35-50N 83-38W	CC	241			+1		-55° 38.6M	.74	425		274 / 2786				9950 / 34145	9950 / 119550
Columbus, Miss. 33-30N 88-25W	CC	280			-3		-55° 39.3M	.74	425		246 / 3032					
Bowling Green, Ky 37-00N 86-27W	CC	027			-4		-55° 40M	.74	425		232 / 3264					
L.A.F.B.	CC	044			-1		-55° 40.5M	.74	425		235 / 3499				12450 / 21695	12450 / 107100
Desc & Land	—	—			—		— °	—	—		— / 3499				3000 / 18695	3000 / 104100

DATE OF TAKE-OFF: December 1954

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT
CREW WT
OIL WT
ATO BTL WEIGHT (Empty)
EXT. TANKS WT (Empty)
OPERATING WT

FUEL WEIGHT: FM. / CM. / AM. / FWD AUX / B.B. / ATO / EXT. / TOTAL

BOMBS WT
AMMO WT
ADJ. FLUID WT
INITIAL GROSS WT
START ENG AND TAXI FUEL ALW
TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED
ATO PROPELLANT WEIGHT
ADJUSTED TAKE-OFF WEIGHT
ADJUSTED TAKE-OFF DISTANCE
ATO FIRING SPEED

1046

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		SAC	RF-47E				

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
[illegible]							°									
[illegible]							°									
[illegible]	CC	114			+3		-55° / 39.1	.74	425							
[illegible]	AR	152			+4		-55° / 37.5 N	.740	425							
CL 2410 2400 #							°	—	—							
[illegible]	CL	121			+4		-55° / 38.2 N	.740	425							
[illegible]	CC	121			+5		-55° / 38.3 N	.74	425							
[illegible]	CC	178			+5		-55° / 37.4 N	.74	425							
[illegible]	CC	226			+4		-55° / 37.6 N	.74	425							
[illegible]	CC	241			+1		-55° / 38.6 N	.74	425						10500	12500
[illegible]	CC	280			-3		-55° / 39.4 N	.74	425						22495	114200
[illegible]	CC	127			-4		-55° / 40 N	.74	425							
L.A.F.B.	CC	045			-1		-55° / 40.5 N	.74	425						12500	12500
[illegible]	—	—			-		— / —	—	—						70395	106400
							°								3000	3000
							°								17295	103400
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIR-CRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT — FM.	
CM.	
AM.	
FWD AUX	
B.B.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALW.	
TAKE-OFF GROSS WT	

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
	-	

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE	SPEED

SPEED

CRITICAL ENG FAILURE	EMERG BEST FLARE	LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

SECRET

1047

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Mission No. 3

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 91 SRW | AIRCRAFT TYPE AND SERIAL NO.: RB-47E | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

1. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
L.A.F.B.															83212	174617
Taxi, Take-off Acceleration							15° 744				12 —				3000	3000
															80212	171617
38% OL Level Off. 38-42N 84-57W	CL	235			0		-32° 31.8M	VAR	410		114 114				6600 79612	6600 165017
.74 OPT CC Fordyce, Ark. 33-48N 92-26W	CC	232			-5		-48° 33.1M	.74	430		468 582					
Start Max. Perf. 33-16N 91-50W	CC	124			-7		-48° 33.3M	.74	425		50 632				12417 67195	12417 152600
96% .76 Jackson, Miss. Enter enemy Terr. 32-18N 90-12½W	CC	125			-6		-55° 38.5M	.76	435		100 732				2700 64495	2700 149900
Hattiesburg, Miss. (AP) 31-19N 89-18W	CR	142			-6		-55° 38.5M	.80	460		78 810					
98% .80 Mobile, Ala. (T&T) 30-41N 88-02½W	CR	120			-5		-55° 38.5M	.80	460		76 886					
Dothan, Ala. (PIP) 31-13N 85-23½W	CR	076			-4		-55° 38.5M	.80	460		145 1031					
Bainbridge, Ga. (AP) 30-54N 84-34W	CR	116			-3		-55° 38.8M	.80	460		47 1078					
Valdosta, Ga (T&T) 30-50N 83-17W	CR	092			-2		-55° 38.5M	.80	460		69 1147					
.80 99% max PWR Eufaula, Ga (PIP) 31-53N 85-09W	CR	295			-2		-55° 38.5M	.80	460		137 1284					
Montgomery, Ala. 32-22½N 86-18½W (AP)	CR	296			-3		-55° 38.5M	.80	460		68 1352					
Tuscaloosa, Ala. (T&T) 33-12½N 87-33W DEP ENEMY TERR	CR	307			-4		-55° 38.5M	.80	460		82 1434				19350 45145	19350 130550
TO P R .74 IN OPT *	CC	015			-3		-55° 37.3M	.74	425		240 1674				4750 40395	4750 125800
Primary AR Control Vichy (VOR), Mo. #	CC	280			-5		-55° 38.3M	.74	425		280 1954				5400 34995	5400 120400
							°									
TO AR * Bowling Green, Ky 37-00N 86-26W							°				1674				40395	125800
.74 OPT CC Secondary AR Control Toledo (RNG), Ohio	CC	027			-1		-55° 38.3M	.74	425		298 1972				5600 34795	5600 120200
							°									
100 BR .74 OPT CC Primary AR Control Vichy (VOR), Mo. #							°				1954				34995	120400
Columbus Riddle, Ohio	CC	076			-2		-55° 39.8M	.74	425		418 2372				7600 27395	7600 112800
							°									
							°									
							°									
							°									
							°									

Capacity 119884 Pounds 17.8 Gallons

DATE OF TAKE-OFF: December 1954

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT	83800
CREW WT	750
OIL WT	430
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	84980
FUEL WEIGHT: FM.	
CM.	
AM.	All tanks full.
FWD AUX	
B.B.	
ATO	
EXT.	
TOTAL	91812
BOMBS WT	—
AMMO WT	425
ADJ. FLUID WT	—
INITIAL GROSS WT	177317
START ENG AND TAXI FUEL ALW	2600
TAKE-OFF GROSS WT	174617

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED

ATO PROPELLANT WEIGHT

ADJUSTED TAKE-OFF WEIGHT

ADJUSTED TAKE-OFF DISTANCE

ATO FIRING SPEED

1048

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Mission No. 3 - Primary Refueling - [illegible] FLIGHT

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		91st SRW	RB-47E				

I. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Primary AR Control Vichy (VCR) Mo.							°				1954				34995	120400
.74 OPT CC Centralia, Ill. 38-31N 89-08W	CC	081			-5		-55° / 39.3M	.74	425		1204 / 2078				2400 / 32595	2400 / 118000
AR Bloomington, Ill. 39-11N 88-31W	AR	072			-3		-20° / 18M	IND 185	245		128 / 2206				7750 / 24845	7750 / 110250
ON LOAD 23000# ~~JP-4~~ FUEL (3550 ~~Gal~~)							°				— / 2206				23000 / 47845	23000 / 133250
98% CL Level off 39-08N 85-07W	CL	090			-1		-32° / 37M	VAR	410		65 / 2271				3000 / 44895	3000 / 130250
Cincinnati, Ohio 39-08N 84-30W	CC	090			-1		-55° / 37.1M	.74	425		30 / 2301					
Wheeling, W.Va. 40-04N 80-45W	CC	072			+2		-55° / 37.7M	.74	425		182 / 2483					
Syracuse, N.Y. 43-03N 76-08W	CC	049			+7		-55° / 38.7M	.74	425		272 / 2755				9400 / 35445	9400 / 120850
Enter Bangor ADIZ 43-45N 75-05W	CC	048			+12		-55° / 38.8M	.74	425		64 / 2819					
.74 OPT CC Plattsburg, N.Y. 44-45N 73-32W	CC	048			+13		-55° / 39M	.74	425		93 / 2912					
Exit Bangor ADIZ 43-45N 74-07W	CC	219			+14		-55° / 39.3M	.74	425		94 / 3006					
Binghampton, N.Y. 42-06N 75-49W	CC	218			+12		-55° / 39.7M	.74	425		126 / 3132					
Morgantown (VOR), W.Va. 39-34N 79-52W	CC	229			+7		-55° / 40.5M	.74	425		238 / 3370					
L.A.F.B.	CC	278			+3		-55° / 41.M	.74	425		144 / 3514				13400 / 22045	13400 / 107450
Desc & Land	—	—			—		— ° / —	—			— / 3514				3000 / 19045	3000 / 104450

DATE OF TAKE-OFF: December 1954

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT

CREW WT

OIL WT

ATO BTL WEIGHT (Empty)

EXT. TANKS WT (Empty)

OPERATING WT

FUEL WEIGHT: FM. / CM. / AM. / FWD AUX / B.B. / ATO / EXT. / TOTAL

BOMBS WT

AMMO WT

ADI. FLUID WT

INITIAL GROSS WT

START ENG AND TAXI FUEL ALW

TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED

ATO PROPELLANT WEIGHT

ADJUSTED TAKE-OFF WEIGHT

ADJUSTED TAKE-OFF DISTANCE

ATO FIRING SPEED

1049

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Mission No. 3 Primary Recycling - Alpha, Bravo - "LEFT"

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		91st SRW	RB-47E				

PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Primary AR Control Vichy (VOR), Mo.							°				1954				34995	120400
.74 Opt CC Springfield, Ill. 39-45N 89-39W	CC	045			-5		-55° / 39.3M	.74	425		137 / 2091				2700 / 32295	2700 / 117700
AR Lafayette, Ind. 40-25N 86-52W	AR	073			-3		-20° / 18M	IND 185	245		133 / 2224				7800 / 24495	7800 / 109900
ON LOAD 23,000# ~~JP-4~~ FUEL (3550 ~~Gal~~)							°	-	-		— / 2224				23000 / 47495	23000 / 132900
98% CL Level Off 40-35N 85-27W	CL	081			-1		-32° / 36.8	VAR	410		65 / 2289				3000 / 44495	3000 / 129900
Lima, Ohio 40-44N 84-07W	CC	081			0		-55° / 37.2M	.74	425		62 / 2351					
Wheeling, W. Va. 40-04N 80-45W	CC	105			+2		-55° / 37.7M	.74	425		160 / 2511					
Syracuse, N.Y. 43-03N 76-08W	CC	049			+7		-55° / 38.6M	.74	425		272 / 2783					
Enter Bangor ADIZ 43-45N 75-05W	CC	048			+12		-55° / 38.9M	.74	425		64 / 2847				10850 / 33645	10850 / 119050
.74 Opt CC Plattsburg, N.Y. 44-45N 73-32W	CC	048			+13		-55° / 39.2M	.74	425		93 / 2940					
Exit Bangor ADIZ 43-45N 74-07W	CC	219			+14		-55° / 39.4M	.74	425		94 / 3034					
Binghampton, N.Y. 42-06N 75-49W	CC	218			+12		-55° / 39.8M	.74	425		126 / 3160					
Morgantown (VOR) W. Va. 39-34N 79-52W	CC	229			+7		-55° / 40.4M	.74	425		238 / 3398					
L.A.F.B.	CC	278			+3		-55° / 41M	.74	425		144 / 3542				12400 / 21245	12400 / 106650
Desc. & Land	-	-			-		- ° / -	-			— / 3542				3000 / 18245	3000 / 103650

DATE OF TAKE-OFF: December 1954

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT

CREW WT

OIL WT

ATO BTL WEIGHT (Empty)

EXT. TANKS WT (Empty)

OPERATING WT

FUEL WEIGHT: FM. / CM. / AM. / FWD AUX / B.B. / ATO / EXT. / TOTAL

BOMBS WT

AMMO WT

ADJ. FLUID WT

INITIAL GROSS WT

START ENG AND TAXI FUEL ALW

TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED

ATO PROPELLANT WEIGHT

ADJUSTED TAKE-OFF WEIGHT

ADJUSTED TAKE-OFF DISTANCE

ATO FIRING SPEED

1050

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MISSION No. 3 - Secret [illegible]

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
	912 SRW	RB-47E				

1. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
Strategic AR Control							°									
Toledo (RNA), Ohio											1972					
.74 OPT CC Newark, Ohio 40 CAN 82-25W	CC	158			+2		-55° 38.8M	.74	425		96 2068				34795 1200	120200 1800
AR Charleston, W Va. 38-22N 81-38W	AR	162			+2		-20° 18M	IND 185	245		107 2175				32595 7700	118400 7700
ON LOAD 23000# ~~JP-4~~ FUEL (3550 Gal)											— 2175				25895 23000	110700 23000
38% CL Level Off 37-40N 80-34W	CL	129			+3		-32° 36.7M	VAR	410		65 2240				48295 3000 45295	133700 3000 130700
Roanoke, Va. 37-16N 79-57W	CC	129			+3		-55° 37M	.74	425		37 2277					
Rocky Mount, NC 37-57N 77-48W	CC	127			+4		-55° 37.3M	.74	425		132 2409					
.74 OPT CC Fayetteville, NC 35-04N 78-53W	CC	226			+4		-55° 37.5M	.74	425		75 2484					
Macon, Ga. 35-50N 83-38W	CC	241			+1		-55° 38.6M	.74	425		274 2758				10100 35195	10100 120600
Columbus, Miss. 33-30N 88-25W	CC	280			-3		-55° 39.3M	.74	425		246 3004					
Bowling Green, Ky 37-00N 86-27W	CC	027			-4		-55° 40M	.74	425		232 3236					
L.A.F.B.	CC	044			-1		-55° 40.5M	.74	425		235 3471				12600 22595	12600 108000
Desc & Land	—	—			—		- -	-	-		— 3471				3000 19595	3000 105000

DATE OF TAKE-OFF: December 1961

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FM.	
CM.	
AM.	
FWD AUX.	
B.B.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE	SPEED

SPEED

CRITICAL ENG FAILURE	EMERG BEST FLARE	LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

1051

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Mission No. 3 - Secondary Refueling - Alpha, Bravo - "LEFT"

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING 91st SRW | AIRCRAFT TYPE AND SERIAL NO. RB-47E | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

	FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
	Secondary AR Control							°									
	Toledo (RNG), Ohio											1972				34795	120200
.74 OPT CC	Canton, Ohio 40-48N 81-23W	CC	114			+3		-55° 388m	.74	425		101 / 2073				2000 / 32795	2000 / 118200
AR	Clarksburg, W. Va. 39-17N 80-19W	AR	152			+4		-20° 18m	IND 185	245		102 / 2175				7700	7700
	ON LOAD 23000# JP-4 Fuel (3550 Gals)							°	—	—		— / 2175				23000 / 48095	23000 / 135500
98% CL	Level Off 38-38N 79-13W	CL	127			+4		-32° 36.7m	VAR	410		65 / 2240				3000 / 45095	3000 / 130500
	Gordonsville, (VOR) Va. 38-00N 78-11W	CC	127			+5		-55° 36.8m	.74	425		60 / 2300					
	Rocky Mount, N.C. 35-57N 77-48W	CC	172			+5		-55° 37.3m	.74	425		125 / 2425					
	Fayetteville, N.C. 35-04N 78-53W	CC	226			+4		-55° 37.5m	.74	425		75 / 2510					
.74 OPT CC	Macon, Ga. 32-50N 83-38W	CC	241			+1		-55° 38.4m	.74	425		274 / 2784				10400 / 34695	10400 / 120100
	Columbus, Miss. 33-30N 88-25W	CC	280			-3		-55° 39.3m	.74	425		246 / 3030					
	Bowling Green, Ky 37-00N 86-27W	CC	027			-4		-55° 40m	.74	425		232 / 3262					
	L. A. F. B.	CC	044			-1		-55° 40.7m	.74	425		235 / 3497				12500 / 22195	12500 / 107600
	Desc & Land	—	—			—		° —	—	—		— / 3497				3000 / 19195	3000 / 104600

DATE OF TAKE-OFF: December 1954

ENGINE START | TAKE-OFF TIME | LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FM.	
CM.	
AM.	
FWD AUX.	
S.B.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALW	
TAKE-OFF GROSS WT	

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

1052

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 December 1954

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 204-54

AIR REFUELING

Annex "A" to
91SRW OPORD 204-54
1 Dec 54

SECRET

1053

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 December 1954

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 204-54

AIR REFUELING

1. GENERAL:

a. SAC Manual 55-10 will apply. Post target refueling tactics will be utilized as provided therein except as modified below.

b. Each tanker aircraft will off-load 23000 pounds of fuel to each of two receivers.

c. Altimeter setting for air refueling is 29.92"HG.

d. A spare tanker will be provided for each orbit stack, i.e one spare for "ALFA-BRAVO-RIGHT" and one spare for "ALFA-BRAVO-LEFT".

e. Tanker take-off times will be scheduled so that individual tankers will arrive at refueling altitude over orbit point 30 minutes prior to scheduled ETA of receiver.

f. Tanker Force Commander will provide weather reconnaissance over selected refueling area at least one hour prior to arrival of lead tanker.

g. Tanker Force Commander will provide tanker control aircraf over control point at least 30 minutes prior to briefed ETA of lead receiver aircraft.

Annex "C" to
91SRW OPORD 204-54
dtd 1 Dec 54

SECRET

1054

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

2. CONTROL AND ORBIT AREAS:

a. Primary Area: Control Point - Vichy (VOR), Mo.

First Refueling: Orbit "ALPHA RIGHT", Centralia, Ill
(38-31N 89-08W) Rflg T.C. - 072°

Orbit "ALPHA LEFT", Springfield, Ill
(39-45N 89-39W) Rflg T.C. - 073°

Second Refueling: Orbit "BRAVO RIGHT", Bloomington, Ind
39-11N 86-31W) Rflg T.C. - 090°

Orbit "BRAVO LEFT", Lafayette, Ind
40-25N 86-52W) Rflg T.C. - 081°

b. Secondary Area: Control Point - Toledo Radio Range

First Refueling: Orbit "ALPHA RIGHT", Newark, Ohio
(40-04N 82-25W) Rflg T.C. - 162°

Orbit "ALPHA LEFT", Canton, Ohio
(40-48N 81-23W) Rflg T.C. - 152°

Second Refueling Orbit "BRAVO RIGHT", Charleston, W.Va.
(38-22N 81-38W) Rflg T.C. - 129°

Orbit "BRAVO LEFT", Clarksburg, W. Va.
(39-17N 80-19W) Rflg T.C. - 127°

3. Refueling Air Speed: Initial 185 kts, IAS.

4. Refueling Altitude: As specified in attached air refueling flimsy.

5. Tactics: (Refer SAC Manual 55-10)

a. Receivers will arrive at control point in a stream of individual aircraft with approximately 5 minutes separation. Receivers will contact tanker control aircraft and be instructed by tanker commander to proceed to briefed orbit, or if changes are required,

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

will be given new instructions as determined by tanker commander.

b. Tankers will orbit in standard left-hand holding pattern, with 1,000 ft. separation, and will adjust final orbit to depart orbit point 2 minutes prior to latest receiver VTA.

6. Air Refueling Data: In accordance with attached air refueling flimsy.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 December 1954

APPENDIX I

TO

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 204-54

AIR REFUELING FLIMSY

App I to Annex "C" to
91SRW OPORD 204-54
dtd 1 Dec 1954

SECRET

1057

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

AIR REFUELING DATA FOR REFUELING AREA

RCVR "BOHEMIAN"	TKR "FORTUNE"	REDEZVOUS SETTINGS TKR APN-12	RCVR APN-76	APN-11	UHF INITIAL CONTACT	FLTG	ALTITUDE (29.92)	BRIEFED REDZVOUS PTS AND TIMES POINT	ROUTE #1	ROUTE #2	ROUTE #3
#1	#1	T-4 R-8	T-8 R-4	2-1	327.4	256.0	19000	Alpha Right One	2150Z	2327Z	2237Z
#2	#2	T-5 R-7	T-7 R-5	1-3	"	266.2	19000	Alpha Left One	2155Z	2332Z	2242Z
#3	#3	T-6 R-4	T-4 R-6	2-2	"	279.8	18000	Alpha Right Two	2200Z	2337Z	2247Z
#4	#4	T-7 R-5	T-5 R-7	3-1	"	291.9	18000	Alpha Left Two	2205Z	2342Z	2252Z
#5	#5	T-8 R-4	T-4 R-8	1-1-2	"	303.2	17000	Alpha Right Three	2210Z	2347Z	2257Z
#6	#6	T-6 R-4	T-4 R-6	2-2	"	308.8	17000	Alpha Left Three	2215Z	2352Z	2302Z
#7	#1	T-4 R-8	T-8 R-4	2-1	"	256.0	19000	Bravo Right One	2220Z	2357Z	2307Z
#8	#2	T-5 R-7	T-7 R-5	1-3	"	266.2	19000	Bravo Left One	2225Z	2402Z	2312Z
#9	#3	T-6 R-4	T-4 R-6	2-2	"	279.8	18000	Bravo Right Two	2230Z	2407Z	2317Z
#10	#4	T-7 R-5	T-5 R-7	3-1	"	291.9	18000	Bravo Left Two	2235Z	2412Z	2322Z
#11	#5	T-8 R-4	T-4 R-8	1-1-2	"	303.2	17000	Bravo Right Three	2240Z	2417Z	2327Z
#12	#6	T-6 R-4	T-4 R-6	2-2	"	308.8	17000	Bravo Left Three	2245Z	2422Z	2332Z
-	Spare	-	-	-	-	-	16000	Alpha Spare	-	-	-
-	Spare	-	-	-	-	-	16000	Bravo Spare	-	-	-

1. Receivers will change altimeters to 29.92 at refueling control point (VICTY VOR Primary Area) (TOLEDO Range Secondary Area)
2. Tankers will depart orbit point 2 minutes prior to latest receiver ETA.
3. Radio silence will be maintained during actual refueling except in emergency.
4. Receiver ETA to orbit point will be adjusted in accordance with Metro winds on the day of mission to allow take-offs as scheduled. 5. Rcvr and Tkr a/c will check opr of rendz equip with ground test fac "GREENDOT" on channel 10 Freq 311.0. 6. Secondary initial contact freq: 4270 KC.

App I to Annex "C" to 91SRW OPORD 204-54 dtd 1 Dec 1954

SECRET

1058

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 December 1954

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 204-54

PHOTOGRAPHY

Annex "D" to
91SRW OPORD 204-54
dtd 1 Dec 1954

SECRET

1059

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 December 1954

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 204-54

PHOTOGRAPHY

1. PHOTO EQUIPMENT:

a. Camera Installation, each aircraft:

(1) Radar: 0-15 camera. Two C-1A magazines (one spare). Film type 2, class L, 100 ft rolls.

(2) Multi Camera: three K-38, 36 in. cameras, 25A red filters. Film type 1B, class L, 390 ft rolls.

(3) Vertical trimcamera: One K-17C, 6 in. camera, MB filter. Film type 1B, class L, 390 ft roll.

b. Camera Exposure Settings: Aerial camera settings and film development group number will be determined by combat crews in accordance with 91st Wing Operations SOP 05-1.

(1) Exposure data will be based on sun altitude over the last target.

(2) Class N film is not available for this mission.

c. Camera requirement orders (SAC Form 285) for installation of equipment will be submitted by tactical squadrons at least 24 hours prior to scheduled take-off.

d. The third target on each route is the USCM evaluation target for operational equipment.

Annex "D" to
91SRW OPORD 204-54
dtd 1 Dec 1954

SECRET

1060

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

e. Aerial camera malfunction, for purposes of photo and crew evaluation, includes all related photo and control equipment (camera doors, intervalometers, electrical system, etc.) (SAC message DOTRFC 38190 dtd 23 Nov 54).

2. PHOTOGRAPHIC REQUIREMENTS: (Pre-Strike Analysis Reconnaissance

a. Photography will be attempted regardless of cloud cover or undercast.

b. Target #1: Simulated night photography (high altitude).

(1) Camera: Vertical tricamera.

(2) Three (3) exposures only will be taken.

(3) In order to isolate the night photo from trimetrogon route photo, the tricamera will not be operated after reaching designated enemy territory until the night photo run. After the night photo run, tricamera will not be operated until reaching the IP for target #2.

c. Target #2: IP-Target photo run.

(1) Cameras: O-15 radar, multi-camera, and tricamera.

d. Target #3: IP-Target Photo Run.

(1) Cameras: O-15 radar, multi-camera, and tricamera.

e. Radar Route Photo: Required over designated enemy territory except during IP-Target runs. NOTE: Radar photo is not required for target #1; however, radar route photo may be continued through this target at the discretion of the crew.

f. Tricamera orientation and route photo: Required over designated enemy territory beginning with photography of the IP for target #2.

g. Target of opportunity: Large scale multi and tricamera photo will be taken of targets of opportunity at the discretion of the crew, but without deviation from course.

SECRET

1061

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

3. PHOTOGRAPHIC SPECIFICATIONS:

a. High Altitude Simulated Night Photo: (SAC Reg 50-8 and 50-26) Vertical tricamera.

(1) Altitude: 35,000 ft MSL or above. Maximum allowable altitude deviation plus or minus 250 ft from altitude of the first exposure.

(2) Three (3) exposures only.

(3) Overlap: Desired 60%, maximum 68%, minimum 52%.

(4) Evaluation: Above specifications and SAC Reg 50-26. In addition, the circular error (in feet) will be computed for the second exposure and included with the evaluation report.

b. Radar IP-Target Photo: In accordance with SAC Reg 95-1 and SAC Manual 50-38.

(1) Evaluation: Both training minimums and combat minimums, SAC Reg 95-1.

c. Radar Route Photo: (SAC Manual 55-3 and SAC Reg 95-1)

(1) One photo every twelfth scan.

(2) Overlap: 50% minimum (based on scope diameter).

(3) Flight line deviation: not applicable.

(4) Evaluation: Combat Operations, par 26b(2), SAC Reg 95-1.

d. Large Scale Target Photo (Multi-camera): All three camera of the multi installation will be operated. Photo coverage of city targets includes the built-up area and suburbs.

(1) Altitude: Above 35,000 ft MSL. Maximum allowable altitude deviation plus or minus 250 ft form the altitude of the first photo.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(2) Overlap: Desired 60%, minimum 52%, maximum 70%.

(3) Aiming point must appear on vertical multi camera photo.

(4) Evaluation: Training minimums, SAC Reg 50-26, to include targets of opportunity.

c. Trimetro Orientation and Route Photo: (SAC Manual 55-3)

(1) Overlap: Desired: 60%, minimum 52%, maximum 68%.

(2) Altitude and flight line deviation: not applicable.

(3) Evaluation: Combat minimums. Acceptable photo must have stereo coverage of targets 2 and 3, and continuous coverage from second IP to point of departure from enemy territory.

f. For evaluation purposes, briefed flight line for IP-target runs will be determined after aircraft turns on IP's have been stabilized.

g. PRACTICE radar photo will be determined by a "P" on the radar data card, otherwise photo will be evaluated as RECORD.

h. Aerial photo will be evaluated as PRACTICE unless forms designating RECORD training runs are submitted by squadrons to the 801st RTS in advance of aircraft take-off.

4. LANDING PROCEDURES:

a. Photo flight logs will be completed by the observer prior to aircraft landing. Flight logs (SAC Form 285) will be made in duplicate. The original copy of the camera requirement order (reverse side of SAC Form 285) will be used as page 1 of the photo log.

b. After landing and the crew have left the aircraft, the 91st A&E Sq camera personnel will be the first to enter the aircraft to secure radar film and the original copies of photo logs (SAC Form 285).

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. The 91st A&E Sq will unload magazines and deliver film and logs to the RTS with minimum delay.

d. In the event an observer has been unable to complete the log in flight due to an emergency, the film will be delivered to the RTS, identified by aircraft and sortie number, without waiting for the logs. The crew will be responsible for delivery of the logs direct to the RTS. Film will not be developed until logs are received.

5. CRITIQUES:

a. Individual crew critiques will be scheduled by the RTS and the tactical squadrons.

b. The RTS will provide evaluation reports asrequested by the 91SRW Recon Section, as soon as available,but not later than 15 Dec 54, for use in the general critique.

c. Training evaluation forms, copies of logs and record photo forms will be forwarded to the Wing Recon Section after completion of individual crew critiques.

6. FILM DISPOSITION:

a. Film will be classified and disposition made in accordance with current directives. Photography is considered normal training.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Iran
S-5121
Mar

SECRET

HISTORICAL REPORT

JANUARY 1955

91st STRAT. RECON. WING

91st STRAT. RECON. WING

91st STRATEGIC RECONNAISSANCE WING

LOCKBOURNE AIR FORCE BASE

SECRET

3-2650-14A

121

14 RSI Cont'l No. S10572

S3154

C-104 SL-806

2D AF BARKSDALE AFB, LA. NOV. 52-8768

1069

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Date: 11 March 55

SECRET

HISTORICAL REPORT

FOR

JANUARY 1955

91ST STRATEGIC RECON AISSANCE WING(S)

LOCKBOURNE AIR FORCE BASE, OHIO

SECRET

3-2650-14A

BSI Cont. Pg
10572

1070

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TITLE PAGE

UNIT HISTORICAL REPORT

91st Strategic Reconnaissance Wing, Medium

(801st Air Division)

(Second Air Force)

Lockbourne Air Force Base, Ohio

For period: 1 to 31 January 1956

Assigned Units

Hq Sq, 91st Strategic Reconnaissance Wing, Medium
91st Tactical Hospital
91st Air Refueling Squadron, Medium
322nd Strategic Reconnaissance Squadron, Medium
323rd Strategic Reconnaissance Squadron, Medium
324th Strategic Reconnaissance Squadron, Medium
91st Field Maintenance Squadron
91st Periodic Maintenance Squadron
91st Armament and Electronics Maintenance Squadron

This Report Prepared by:

[redacted]
Major, USAF
Historian

and

A/3C Walter [redacted] Major
Historical Technician

This Report Approved by:

[redacted]
Colonel, USAF
Commander

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TABLE OF CONTENTS

	Page
Title Page	II
Table of Contents	III
Authority	IV
Glossary of Abbreviations Used	V
Narrative Section	
Organization and Administration	1
Personnel	3
Operations and Training	8
Mission Analysis	14
Maintenance and Supply	19
Bibliography of Sources	23
Photo Section	24
Appendix of Exhibits	57

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

This Historical Report is prepared in accordance with the following regulations and manuals:

SAC Regulation 210-1, dated 7 October 1952

SAC Manual 210-1, dated June 1951

2AF Regulation 210-1, dated 15 January 1953

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AWOL	Absent Without Leave
AB	Air Base
Amn	Airmen
Auth	Authorized
Col	Colonel
Cmdr	Commander
D/Opns Trg Sect	Director of Operations Training Section
D/Opns	Director of Operations
Dtd	Dated
Hqs	Headquarters
Lt Col	Lieutenant Colonel
Maint	Maintenance
(M)	Medium
Offs	Officers
Org	Organization
RB	Reconnaissance Bomber
Recon	Reconnaissance
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Strat	Strategic
2AF	Second Air Force
Wg	Wing

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary of Abbreviations Used (Continued)

Abbreviations Used in Aircraft Operations

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit . Only those crews which a unit commander would use for the actual combat operations will be used in this sense.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit,but which is capable of conducting operational training flights.

Potential Crew. A complete combat crew which can not be reported as combat ready or non-combat ready because of the limitations imposed by the definition of those crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit excluding those crews reported as Table of Distribution Staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters,Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade,or other factors,which make crew utilization unprofitable.

In-Commission. An aircraft is in commision when it is capable of performing normal flight operations.

Evaluation Missions. A mission which is flown to evaluate reconnaissance crew reconnoitoring capability, to test new procedures and techniques,etc.

Long Range Tactical Mission. A mission of at least ~~12~~ 10 hours duration accomplished by an individual crew or crews, which emphasizes cruise control techniques and procedures, navigation under simulated tactical conditions aerial and radar scope photography,etc.,and is not to be considered as a unit or simulated combat mission.

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current Strategic Air Command tactical war plan or any assigned unit simulated combat mission of equal scope flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary Of Abbreviations Used (Continued)

Abbreviations Used in Photo Reconnaissance

Multi-Camera Station. This set is made up of four(4) K-38 cameras fitted with 36 inch lens cones. The cameras make photographs nine (9) by 18 inches, and are so mounted so that when the four(4) pictures are placed end to end, they make one(1) continuous photograph nine(9) by 72 inches. There is less than one (1) inch overlap on each of the prints. The multi-cameras make extremely large scale photographs of any given target area and are used for detailed study of a target. The minute detail is of great value to intelligence officers.

Tri-Metrigon Station. The tri-metrigon system is a combination of three(3) cameras of short focal length lenses. In the case of the 91st Wing, they are K-32s fitted with six(6) inch lens cones and are so mounted so that one unit shoots down and the other two make left and right hand oblique photos. They are mounted at 60 degrees, and when the three(3) pictures are placed together they make one (1) continuous print covering the area from horizon to horizon. The print size of each photo is nine (9) by nine(9) inches. Tri-metrigon photography plays an important role in photography in that a strip of it can be made into a complete photomap. When used over new areas of enemy territory the Intelligence people can locate troop concentrations, installations, transport systems, and ferret out many other items of value. The limitations of the information gained from this photography is in direct proportion to the quality of the photographs and the accuracy of the photo logs kept by the photo-navigator.

Forward Oblique Camera Station. The forward oblique camera position is a K-22 camera fitted with a 12 inch lens cone. The camera shoots forward of the aircraft and is depressed 40 degrees from horizontal. Photographs taken with this camera position on an initial point to target run for example, will give a graphic presentation to a bombardier of just what he will see on his bombing run. The photographs taken with this camera are of special value to light bombardment and fighter-bomber units. From altitudes above 10,000 feet, entire airfields and large installations can easily be photographed. The picture taken in this position in conjunction with other two(2) installations give full and complete coverage of the target area.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ORGANIZATION AND ADMINISTRATION

Organizational Structure

The following units were assigned or attached to the 91st Strategic Reconnaissance Wing, Medium, at Lockbourne Air Force Base, Ohio as of 2359 hours, 31 January 1955:

Headquarters Squadron Section, 91st Strategic Reconnaissance Wing, Medium

91st Tactical Hospital

91st Air Refueling, Medium

322nd Strategic Reconnaissance Squadron, Medium

323rd Strategic Reconnaissance Squadron, Medium

324th Strategic Reconnaissance Squadron, Medium

91st Field Maintenance Squadron

91st Periodic Maintenance Squadron

91st Armament and Electronics Maintenance Squadron

Inspections and Staff Visits for January

In order to keep in touch with the Directorates within the Wing, the Wing Commander made numerous Staff Visits to these organizations during the month of January. The following Staff Visits and inspections were carried out by the 91st SRWg Commander in January:[1]

On 5 January, a Staff Visit was made by the 91st Wing Commander to the various sections of the Directorate of Material; Logistics, Wing Supply, Quality Control, and Maintenance Control. On 12 January, a Staff Visit was made by the Wing Commander to Headquarters, Operations, Supply, and Engineering Sections of the 322nd Strategic Reconnaissance Squadron, Medium. On 19 January, a Staff Visit was made to Headquarters, Operations, Supply,

1. 91SRWg Inspection Schedule for Jan 55, Exh # 9.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

and Engineering Sections of the 324th Strategic Reconnaissance Squadron, Medium. On 26 January, a Staff Visit was made by the Wing Commander to Headquarters, Operations, Supply, and Engineering Sections of the 91st Air Refueling Squadron.

In addition to the above Staff Visits and Inspections, the Wing Commander held Officers and NCO Call on 10 January '55 at the Base Theater.

Barracks of the Month

The Barracks of the Month Inspection was conducted within the Wing on 24 January 1955 by Wing Staff Officers and NCO's.[2] After dropping to second place last month after holding a six month winning streak, 91st Field Maintenance Squadron again won first place in this monthly contest. 91st Periodic Maintenance Squadron once again took second place. The three tactical squadrons came close behind in the next three places.

2. Disposition Form, "Results of Brks of Month Inspection", 24 Jan 55, Exh # 10.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Personnel Strength

As of 31 January 1955, a total of 2001individuals was assigned to the 91st Strategic Reconnaissance Wing, Medium, at Lockbourne Air Force Base, Ohio.[1] This figure did not include the 91st Tactical Hospital or the 2151st Air Base Group. Of the 2001 individuals assigned to this command as of 31 January, 390 were officers and 1611 were airmen.[2] These figures reflected the following changes over the number of personnel assigned as of the end of December 1954:[3] Nine (9) officers were gained and 46 airmen were lost, resulting in an overall personnel loss of 37 individuals.

The following is a comparison of authorized versus assigned strength of this wing as of 31 January 1955:[4]

	TOTAL AUTH	TOTAL ASGD
Officers	401	390
Airmen	1533	1611
Total	1934	2001

Roster of Key Personnel

On the following page of this narrative will be found a roster of key USAF personnel assigned to this wing as of 31 January 1955:[5]

There were no changes in these personnel in the month of January.

SAC Rating System

The Personnel Portion of the SAC Rating System saw the following scores achieved by the 91st Strategic Reconnaissance Wing, Medium in January 1955:[6]

The Officer in Required Speciality for January was 50 percent of Var-

1. Rpt,"Weekly Mean Strength Rpt", Jan '55,prep by Stat Svs,91st SRWp.
2. Ibid.
3. Ibid.
4. Ibid.
5. Rpt,"Roster of Key Personnel", Jan '55, prep by 91D/P
6. Rpt,"SAC Management Control Statement", Jan 55, Exh J 20.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ROSTER OF KEY PERSONNEL OF THE 91st STRATEGIC RECON. A SCANCE WING AS OF 31 MAY 1955

Wing Commander	Eisenhart, Charles [illegible]	Col.
Deputy Commander	Burke, William	Col.
Adjutant	Brenner, George A.	Maj.
Comptroller	Andrews, Harris C.	Lt. Col
Director of Personnel	Doughty, David [illegible]	Capt.
Inspector General	Ross, William O.	Maj.
Intelligence Officer	Peterson, Nils [illegible]	Lt. Col.
Director of Operations	Todd, William E.	Col.
Director of Material	Nixson, Marion C.	Lt. Col
3 2nd SRS Commanding Officer	Chafin, James T. Jr.	Maj.
323rd SRS Commanding Officer	Alexander, Arthur	Maj.
324th SRS Commanding Officer	Archer, John H. Jr.	Lt. Col
91st Air Refueling Squadron Commanding Officer	Novik, Clifford [illegible]	Lt. Col
91st Field Maintenance Squadron Commanding Officer	Graham, Charles S.	Maj.
91st Periodic Maintenance Squadron C O	Broughton, Thomas E.	Maj.
91st A [illegible] E Maintenance Squadron Commanding Officer	Wade, Ernest C.	Lt. Col
[illegible] Sq Section, 91st SRSR	Grauer, Eugene A.	Maj.
Chief of Maintenance	Carter, Robert F.	Lt. Col

SECRET

1080

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

imum Score. This was realized as 375 officers of 448 authorized or 83.7 percent were effectively manned in required specialities.

The Airmenr in Required Specialities was at 30 percent of Maximum Score in Direct Support Career Fields with 890 Airmen in required specialiaties of 1119 authorized or 79.5 percent effectively manned. In the Indirect Support career fields, 419 of 509 authorized airmen were in required specialities for an 82.3 percent effectively manned score.

The AWOL Rate was 100 percent of Maximum Score for January as there were only two (2) AWOL's of an assigned strength of 2156 personnel, which was a rate of .7 per 1000 personnel.

The reenlistment rate was 20 percent in January with 15 persons reenlisting of 68 discharged who were eligible to reenlist.

The Ground Safety Score was 50 percent of Maximum for the month with three (3) lost time military accidents and no civilian lost time accidents.

The MTD Utilization was 65.9 percent for the month of January. This was the RB-47 utilization as no KC-97 facilities were available.

Airmen Proficieny Tests

During January 1955, the following results of Airmen Proficiency Tests taken were received on this station:[7]

Of the 38 persons who took the test, 28 or 73 percent passed with 10 or 27 percent failing to pass. A breakdown of these tests by AFSC, the number who passed and the number who failed is as follows:

Of the Two (2) airmen who took the 46250, Weapons Mechanic test, one (1) passed and one (1) failed to pass.Three (3) men passed and one (1) failed the 46270, Weapons Maintenance Supervisor test. Two(2) men succ-

7. Interview with S/Sgt Bales, 801st ABCp Setsing Office by A/3C W.R. Wagner 91SHWg Hist Tech, 7 Mar 55.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

assfully completed the 47150/51, Senior Automotive Mechanic test. All of the three (3) men who took the 47154, Senior Vehicle and Motorized Equipment Engineering Mechanic test, passed it successfully. Of the five (5) airmen taking the 47155, Senior Vehicle and Motorized Equipment Electrician test, four (4) passed and one failed. Two (2) persons successfully took the 47170/71, Vehicle Maintenance Supervisor/Technician test and no one failed it. One (1) person took and failed the 60150, Air Passenger and Operation Specialist test. Two(2) persons took and passed the 60350, Vehicle Operator test and no one failed it. Both persons taking the 60370, Motor Transportation Supervisor test passed it. Of the four (4) persons who took 73251, Personnel Specialists test, two (2) passed this test and two (2) failed to pass it. Of the ten (10) persons taking the 73270, Personnel Technician test, seven (7) passed and three (3) failed to pass.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Tactical Operations Analysis

During January 1955, aircraft and crews of the 91st Strategic Reconnaissance Wing, Medium, operating from Lockbourne Air Force Base, Ohio, recorded a total of1985 hours and 35 minutes of flying time, which was indicative of an increase of approximately 550 hours over that recorded during December 1954.[1] The end of this reporting period saw in possession of the 91st SRW, at Lockbourne Air Force Base,Ohio, 68 tactical aircraft according to the following numbers and types:[2] 22 RC-97's, and 46 RB-47E's. They were on hand 50,668 hours and were maintained in commission 41,426 hours, resulting in a monthly aircraft in commission percentage of 81.7 percent, and a monthly percentage of time aircraft were flown of 4.8.[3]

The following is a comparison of the operational data that this wing recorded during December 1954, and January 1955:[4]

	December	January
Number of Aircraft on Hand	67	68
Number of Hours Aircraft on Hand	50,063	50,668
Number of Hours Aircraft in Commission	40,672	41,426
Number of Hours Aircraft Flown	1435:30	1985
Percentage of Time Aircraft in Commission	81.2%	81.7%
Percentage of Time Aircraft Flown	3.5%	4.8%
Number fo Hours Aircraft Out of Commission Due to Maintenance	6703	8064
Number of Hours Aircraft Out of Commission Awaiting Parts	1561	527
Number of Landings Made	304	555

1. Rpt,"Form 1104,"Mo Rpt of A/C Opns", Dec '54& Jan '55,prep by Stat Svs,91st SRGp.
2. Ibid.
3. Ibid.
4. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The number of aircraft on hand increased by one during the month of January and the number of hours that aircraft were on hand, hours in commission increased accordingly.

The flying hours increased over the previous month but no real comparison can be made due to the short flying month experienced in December. Bad weather, common to this time of year, kept the flying hours down below normal for other months.

Of the 1995 hours flown by the assigned crews and aircraft of this wing in January, a total of 610 hours was recorded by the KC-97's, and 1375 hours by the RB-47E's.[5] A total of 171 RB-47E sorties was flown during the period reported on, accumulating 1176 hours of actual training time.[6] The following is a summary of training accomplishments as recorded by the RB-47 crews during the period 1 thru 31 January 1955:[7]

Radar IP Target Runs

Attempted	138
Accepted	138

Large Scale Photo IP Target Runs

Attempted	98
Accepted	97

Tri-Metrigon Charting Strips of Photo

Attempted	40
Accepted	38

Low Altitude Daylight Photo

Attempted	59
Accepted	58

5. Rpt, "Form 11oA, "o Rpt of A/C Opns", Jan'55, prep by Stat Svs, SOLABOp
6. "SAC Air Trg Rpt for "o of Jan'55, prep by 913RW D/Opns& Trg.
7. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Photo Flash RRS Runs			
Attempted			51
Accepted			47
Number of Long Range Missions			48
Number of Pilot Proficiency Missions			7
Radar Navigation Legs			29
Air Refueling			
Rend Attp	50	Accpt	50
			~~50~~

These figures show an increase over those recorded by this wing in December 1954, and this increase was due to the fact that December was not a full training month, but was cut short by the Christmas holiday. Due to this fcat, no accurate comparison can be made between the two months.

91st Air Refueling Squadron, Medium

Tanker crews and aircraft of the 91st Air Refueling Squadron, utilizing KC-97 type aircraft, and operating from Lockbourne Air Force Base, recorded in January, 610 hours of operational flying time. This total represented an increase of approximately 156 hours of flying time as compared with the operational record of this squadron in December.[9] This increase was due to the fact that December was not a full training month and therefore no accurate comparison can be made between the two months.

This unit in addition to flying SAC 50-2 training requirements, flew

9. Rpt, "Form 110A, Mo Rpt of A/C Opns", Dec '54 & Jan '55, prep by Stat Svs, 301SBOp

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

eight (8) hours in accomplishing missions directed by higher headquarters.[9] This mission consisted of a flight to Loring AFB.

The following is a comparison of operational data as recorded by this unit in December '54 and January '55:[10]

	December	January
Number of Aircraft on Hand	22	22
Number of Hours Aircraft on Hand	16,437	16,368
Number of Hours Aircraft in Commission	14,443	13,815
Number of Hours Aircraft Flown	454:50	610
Percentage of Time Aircraft in Commission	87.9%	84.3%
Percentage of Time Aircraft Flown	3.1%	4.4%
Number of Hours Aircraft Out of Commission Due to Maintenance	1142	1339
Number of Hours Aircraft Out of Commission Awaiting Parts	638	432
Number of Landings Made	110	258

During January, a total of 114 KC-97 sorties was flown for 579 hours of actual training time, whereas in December, 75 sorties were flown for 425 hours of training time.[11] This increase of 154 hours was due to December being the short month as was earlier explained.

A resume of training accomplished by the KC-97's in January is as follows:[12]

Night Celestial Navigation Legs	27
Day Celestial Navigation Legs	41
Radar Navigation Legs	31

10. Rpt,"Form 1104,"Ac Rpt of A/C Opns" Dec '54 & Jan '55,prep by Stat Svs,SOLADip
11. Rpt,"Air Trng Rpt for Mo of Jan '55", prep by 91SRW Oper & Trng.
12. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Grid Navigation Legs	10
Number of Rendezvous Attempted (AFT-11)	29
Number of Rendezvous Successful "	35
Number of Rendezvous Attempted (AFT-76)	33
Number of Rendezvous Successful "	31
Wet Hookups Attempted T/Bombers	38
Wet Hookups Successful T/Bombers	38
Dry Hookups Attempted	77
Dry Hookups Successful	77
Number of Pilot Proficiency Missions	19
Number of Long Range Missions	23
Total Sorties Flown	114
Total Flying Time	579
Total Gallons of Fuel transferred during the Month	310,150 gallons
Total Gallons of Fuel transferred to Date	5,278,042 gallons

322nd Strategic Reconnaissance Squadron, Medium

Crews and aircraft of the 322nd Strategic Reconnaissance Squadron, operating from Lockbourne Air Force Base, with RB-47E's, recorded in January, 403 hours and 25 minutes of flying time as compared with 310 hours and 55 minutes in December '54.[13] This indicated an increase of approximately 92 hours for this period and was due to the short flying month in December.

A comparison of the operational and maintenance data as recorded by this organization in December '54 and January '55 is as follows:[14]

13. Rpt,"Form 1104,"o Rpt of A/C Opns", Dec '54 & Jan'55, prep by Stat Svs,SOIABGp
14. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	December	January
Number of Aircraft on Hand	15	16
Number of Hours Aircraft on Hand	11,160	11,180
Number of Hours Aircraft in Commission	7,593	9,672
Number of Hours Aircraft Flown	310:55	493:25
Number of Hours Aircraft Out of Commission Awaiting Parts	96	0
Number of Hours Aircraft Out of Commission Due to Maintenance	346	230
Percentage of Time Aircraft in Commission	68%	80.7%
Percentage of Time Aircraft Flown	4.1%	5.1%
Numberof Landings Made	62	97

The number of aircraft on hand increased by one and the hours increased by one and the number of hours on hand and in commission increased accordingly. Flying hours also increased but no comparison can be made because of the short month experienced in December of last year.

323rd Strategic Reconnaissance Squadron, Medium

RB-47E crews and aircraft of the 323rd Strategic Reconnaissance Squadron, operating from Lockbourne Air Force Base, recorded in January, a total of 440 hours and 35 minutes of operational flying time as compared with 306 hours in December.[15] As will be noted, the figure for January increased over that recorded during December, and was due to the short month and decreased flying committments for December.

A comparison of the operational data recorded by this organization during December and January is as follows:[16]

15. Ibid.
16. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	December	January
Number of Aircraft on Hand	15	15
Number of Aircraft Hours on Hand	11,160	11,160
Number of Hours Aircraft in Commission	9,416	8,317
Number of Hours Flown	306	440:35
Number of Hours Aircraft Out of Commission Awaiting Parts	313	47
Number of Hours Aircraft Out of Commission Due to Maintenance	1047	2737
Percentage of Time Aircraft in Commission	81.4%	74.5%
Percentage of Time Aircraft Flown	3.3%	5.3%
Number of Landings Made	57	90

The number of aircraft on hand remained the same for the month. The number of hours in commission dropped causing the percentage of time in commission to drop. The hours AOCM doubled.

324th Strategic Reconnaissance Squadron, Medium

Utilizing RB-47E's and operating from Lockbourne Air Force Base, Ohio, crews of the 324th Strategic Reconnaissance Squadron recorded 441:10 hours of flying time in January.[17] This was an increase of 180 hours of flying time over that recorded in December, and was attributed to the short month experienced in December.

The following is a statistical comparison of the operational data recorded by the aircraft of this squadron in December and January 1959:[18]

	December	January
Numberof Aircraft on Hand	15	15

17. Ibid.
18. Ibid.

SECRET

1089

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	December	January
Number of Hours Aircraft on Hand	11,316	11,160
Number of Hours Aircraft in Commission	9,210	9,632
Number of Hours Aircraft Flown	361:45	441:10
Number of Hours Aircraft Out of Commission Due to Maintenance	1048	1080
Number of Hours Aircraft Out of Commission Awaiting Parts	514	48
Percentage of Time Aircraft in Commission	81.4%	86.3%
Percentage of Time Flown	3.9%	4.6%
Number of Landings Made	75	110

Most of the stastics for the month remained similiar to those recorded in December with the exception of the flying time and the percentage of time in commission increasing.

91st Air Refueling Squadron Pumps 5,000,000th Gallon of Fuel.

On 6 January 1955, the 91st Air Refueling Squadron established what is believed to be a record in air-to-air refueling. During the course of the day's operations, a crew commanded by Captain Robert R. Chisholm, transferred the 5,000,000th gallon of jet fuel in the 91st ARS' mid-air refueling.[19] This action completed the year 1954 during which the 91st ARS transferred 2,500,000 gallons- a total almost equal to the amount pumped during the previous three and one-half years.[20]

Of the 5,000,000 gallons, only 32,100 gallons have been transferred to other than jet type aircraft. The flexibility of the squadron is reflected by the fact that approximately one-half of the time flown during 1954 was flown outside the limits of the United States in support of three major

19. Schwarker, LAFB, Exh # 13 & 14
20. Ibid.

1090

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

and numerous minor operations.[21]

Of the 91st Air Refueling Squadron's most experienced boom operators T/Sgt. John Foster holds the record for gallons of fuel transferred in the Squadron. Sgt. Foster recently passed his [illegible],000,000th pound of fuel in [illegible] refuelings.[22] Sgt. Foster has been assigned to the 91st ARS since October 1951 and is a member of the Wing Stand Board crew commanded by Captain Warren [illegible]. Williams. He is also ECOIC of the Squadron Refuling Sqection.

Flying Safety Activities for the Month of January 1955

Flying Safety Meetings were conducted within the Wing on the 3rd, 4th, 12th, 17th, and 18th of January 1955. The following subjects were discussed at these meetings:[23]

Instrument flying and its techniques, bailouts, Emergency radio frequencies, rest correction on final approach, fuel leaks, low oil and fuel pressures, brake chute failures, double check on nacelle hatch and door closures, violation of Flight Supplements to [illegible]-47 pilots handbook, precautions to take while taxiing, accidents and incident reports, and maintenance problems.

A Wing Totem Pole has been suggested and at present a grading system is being devised. The competing organizations will be the three [illegible]-47 squadrons and the [illegible]-97 tanker squadron.

A close check has been kept on runway conditions during the extreme cold weather period to prevent any landings or take-offs while ice is on the runways. Grass burners were used for melting the ice and sand was spread

22. Ibid.

23. Fly Saf Off Mo Rpt, Jan'55, prep by [illegible] Fly Saf Off, Exh [illegible]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

over the runway after the ice was melted. Due to the poor drainage on some parts of the runway, this method did not work out as well or successfully as had been hoped.

Another effort has been started to get Safety of Flight Supplements for the Pilots handbooks much faster than in the past. Distribution of these supplements has been slow and the quality has been inadequate in the past.

Close coordination between the squadrons, maintenance, tech representatives and stand board has been maintained so that the maximum flight safety information can be given to the crews in the shortest time. This is done by a weekly bulletin published by the Wing Safety Officer.

Combat Crew of the Month

The Jet Air Crew composed of Aircraft Commander Captain Harold L. Kelly, Pilot Lt. John A. Petellin, and Photo-Navigator Major Ralph Hutchins has been chosen as the 91st Sheq "Combat Crew of the Month" for January 1955.[24]

This crew was selected because of the amount and quality of their work, as well as for the aggressiveness and professional ability they have displayed in the conception and execution of their training missions.

Typical of this crew's professional competence was demonstrated in an incident which occurred on a "Leap Frog" mission. Just prior to hookup on the first night refueling, the tanker lost an engine, Captain Kelly made contact and received over 50,000 pounds of fuel without a disconnect, while the crippled tanker made a descending spiral to 9,000 feet.

This crew has distinguished itself by its' consistently aggressive efforts to improve. During the past few months they have risen to become one of the most effective reconnaissance crews in the Wing and it is because

24. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

of their achievement that they have been chosen as the 91st AMS "Combat Crew of the Month."

Maintenance Man of the Month

T/Sgt. Wayne Cook of the 91st Periodic Maintenance Squadron has been selected as the 91st Strategic Reconnaissance Wing's "Maintenance Man of the Month for January 1955."[25]

On 11 October 1954, Sgt. Cook was assigned the duties of Assistant Maintenance Officer and was given the all-important job of completely revising the Dock Stock and Tool Room in the organization. As a result of Sgt. Cook's technical knowledge of Wing Aircraft, knowledge of supply procedures, and his willingness to perform an outstanding job, the 91st Periodic Maintenance Squadron Dock Stock and Tool Room is one of the best in the Division.

On several occasions, Sgt. Cook was in complete charge of the Maintenance Section of the Squadron and he handled all situations in a highly commendable manner.

During January, research was conducted to provide a lighting system for the 91st parking area for aircraft for security purposes. Sgt Cook was sent to two military bases in Ohio as a advisor to determine the type of equipment needed. He was very instrumental in the successful completion of the project.

Sgt. Cook's ability to organize and supervise certainly is a definite asset to the Maintenance Organization and for these and the above reasons, he has been chosen as the 91SRW's Maintenance Man of the Month.

25. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Comments of the Wing Commander on the T12 Report.

Various factors affected the mission of the wing in carrying out the assigned training mission in the month of January. Some of these were as follows:[26]

Areas available for visual photography training were restricted throughout the month causing a reduction in the amount of photo training accomplished. The accomplishment of Low Altitude Photography and Actual Photo-flash was especially affected by the prevailing weather conditions.

Extreme shortage and low experience level of administrative personnel is hampering the proper training of OJT personnel. In Engineering, shortage and low experience level of personnel is limiting the 91st Air Refueling Squadrons capability. This shortage is being felt by all units within the Wing. The shortage of personnel, especially in the administrative field, is causing hardship to all sections within the wing and making it difficult for some sections to carry out their assigned SUPPORT capability.

After completing the first month of the current 50-[illegible] quarter, indications were that the new Air Refueling requirements in Supplement [illegible], SAC Regulation 50-[illegible], would make completion of all items in 50-[illegible] and necessary transition for ECR crews highly improbable under existing maintenance capability. It has been requested that SAF review the requirements set forth in this Supplement, keeping in mind the possible reductions of the refueling requirements.

26. 91st S.Wg Cmdr's Rmks to Air Tng Rpt for Jan'65, RCS:4-SAC-T12, Exh # 21 and 91st S.Wg Cmdr's Rmks to Air Tng Rpt for Jan'65, RCS:3-SAC-T12, Exh # 22

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[illegible] ANALYSIS

Summary

Tactical crews and aircraft of this command flew 1995 hours and 10 minutes in January 1953, of which 710 hours were flown by the tankers and the remaining 1375 hours and 10 minutes by the reconnaissance aircraft.[1] Of these totals, 80 hours and 10 minutes were flown by the [illegible]-47[illegible]'s in the performance of missions directed by higher headquarters, with the [illegible]-97's flying [illegible] hours on missions of this nature.[2] A breakdown of this time by mission is as follows:[3]

[illegible]-47--- [illegible] to MacDill AFB -- 36:25
Ferrying Aircraft --- 1[illegible]:45

[illegible]-97's--Flight to Loring [illegible]-- [illegible]:[illegible]

On the whole, January was a average month for training and mission accomplishment. The flying weather, or lack of it caused the Wing to cancel many missions and caused many more to go incomplete on certain items of required training. No [illegible]'s or missions out of the routine training missions were carried out by the organizations within the Wing during the month. As was stated previously in this narrative, the shortage of personnel in various career fields, especially in the aircraft maintenance and administrative fields, is [illegible] the Wing in completing their assigned mission. In some of these fields, even though there are personnel assigned in some [illegible] of semblance of what is called for in the authorization, these personnel are for the most part, untrained, inexperienced persons on OJT. It will be some time before most of them are of any extensive value to the organizations because of these reasons.

1. Rpt, "Form 110A, No Rpt of A/C Opns", Jan'53, prep by Stat Svs, 301ABGp
2. 91st SRWg Cmdr's Remarks to Part V of Air Tng Rpt for No of Jan'53 RCS: 5-SAC-T12, Exh # 22, and 91st SRWg Cmdr's Remarks to Sect I of Air Tng Rpt for No of Jan'53, RCS:4-SAC-T12, Exh # 21.
3. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

MAINTENANCE AND SUPPLY

Tactical Maintenance Summary

This wing possessed as of the end of January 1955, a total of 68 tactical aircraft as compared with 67 in December.[1] They were on hand for 50,063 hours and were maintained in commission for 40,672 hours during the month, as against 40,139 hours in December.[2] The monthly aircraft in commission rate was 81.7 percent and a total of 4.[illegible] percent of the time aircraft were flown was recorded by this command in January, whereas in the previous month, they were in commission for a rate of 81.2 percent and a monthly percentage of time they were flown of 2.[illegible] percent.[3]

The following is a statistical comparison of aircraft operational and maintenance data as recorded by the 81st Fire Wing [illegible] months of December 1954 and January 1955:[4]

	December	January
Number of Aircraft on Hand	67	68
Number of Hours Aircraft on Hand	50,063	[illegible]
Number of Hours Aircraft in Commission	40,672	41,42[illegible]
Number of Hours Flown	1435:[illegible]	1[illegible]
Percentage of Time Aircraft in Commission	81.2	81.7
Percentage of Time Flown	2.[illegible]	4.[illegible]
Number of Hours Aircraft Out of Commission Due to Maintenance	6763	4574
Number of Hours Aircraft Out of Commission Awaiting Parts	1561	3400
Number of Landings Made	304	585

1. Rpt, "Form 116A, No Out of A/C Hours", Dec'54 & Jan'55, Prep by Stat Svs, 501A[illegible]
2. Ibid.
3. Ibid.
4. Ibid.

SECRET

1096

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Maintenance Trends for the month of January 1952

The quality of maintenance, both on the ramp and in the hangar and considered to be satisfactory for the month of January, with the exception of the B-47 hangar maintenance which is considered marginal. The safety of flight and critical discrepancies were lower than last month for B-47 aircraft, but it is believed that any time our aircraft have an average of one or more safety of flight discrepancies after being worked on by the crew, the quality of maintenance is marginal.

Quality Control inspected 11 B-47A type aircraft and 5 RB-47 type aircraft during the month and the breakdown of average discrepancies per aircraft was as follows:

On the B-47 aircraft, the average number of engineering discrepancies per aircraft was 25 while the average number of A/C discrepancies was 12. The average number of safety of flight items per aircraft was .27 and the average for critical item per aircraft was .72.

On the RB-47 aircraft, the average number of engineering discrepancies per aircraft was 20.6, while the average for A/C discrepancies was . . The average number of safety of flight items was 0 and the average critical item was .2.

During the month a total of 193 . . Quality Control numbers were issued to the squadrons of the wing. A breakdown of this total by squadrons is as follows:

5. Operation Unit of Joint Trends for the period 1 Jan to 31 Jan 52, prep by Qual Control, Plans, Exh J 23
6. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

322nd SRS	--- 12	91st PRS	-- 6
323rd SRS	--- 32	91st PRS	--17
91st AAE	--- 64	301st Ops	-- 7
324th SRS	--- 12	91st AA	-- 10

The quality of maintenance for the 91st AAE Squadrn again showed an improvement for the month of January. The quality of maintenance for this squadron is considered to be excellent.

Inspection of jacket files indicated that the maintenance of Ferml's is very poor. Maintenance supervisors and Crew Chiefs are not complying with TO 00-20A-1. The jacket file of aircraft 51-15832 was inspected on 1 Feb and discrepancies were found. It has been recommended that the maintenance supervisors become more familiar with T.O. 00-20A-1 and that they screen the completed forms closely before forwarding them to OTC for file.

The weekly inspection for dissemination of technical information indicated that the tactical squadrons were lax in processing distribution.

Quality Control completed the scheduled 90 day inspections of all organizations during the month of January. The Ground Power Section of Field Maintenance was in the process of being consolidated and was in a state of disorganization. They had many deficiencies but this was expected due to re-organizing. This section is scheduled for a special inspection on 10 February 1955. Another item found on this inspection was the large number of fire extinguishers overdue . Corrective action has been taken to bring this discrepancies.

Much difficulty was being experienced by the section in processing publications requirement tables for technical orders. It is the responsibility of the maintenance officers to screen the PRT's to insure that suff-

SECRET

1098

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Technical orders are ordered prior to submission to Quality Control for consolidation. In some cases, technical orders required by an organization are included on the PE's and it necessitates returning them for correction. Recommendations have been made that all maintenance officers and maintenance supervisors become familiar with T.O. 00-1-2, which outlines the proper procedures for submission of Publications Requirements Tables.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

1100

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Pictured here is T/Sgt John G. Foster of the 91st Air Refueling Squadron who recently set what is considered to be a record for air to air refueling when he transfered his 4,000,000th pound of fuel on 3 January 1955.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

This picture shows the ClAir Refueling Crew of the 91st SRWg that transferred the 5,00,000th gallon of fuel by the tankers of this command. Pictured left to right are: A/2C Duane A. Douglas (kneeling), S/Sgt. Harold L. Obey, A/1C Gregory L.D. Maguire, S/Sgt. Daniel J. Doherty, Capt. Robert R. Chisholm (aircraft commander), Lt. Adrian Cordoni, and Lt. Nelson W. Armstrong.

1103

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

1. Special Order File, 91st SMG
2. General Order File, 91st SMG
3. Regulation File, 91st SMG
4. Correspondence File, 91st SMG
5. General Order File, Second Air Force
6. General Order File, 3081st Air Division
7. Special Order File, 3081st Air Division
8. Historical Reports, 91st SMG
9. The Skyhawker, Londbourne Air Force Base
10. Regulations, Second Air Force
11. Regulations, Strategic Air Command
12. General Orders, Strategic Air Command
13. 91st SMG Historical Report, December 1954
14. 91st SMG Director of Operations
15. 91st Director of Material
16. 91st SMG Comptroller
17. 91st SMG Director of Personnel
18. 91st SMG Adjutant
19. 3081st Air Base Group Domestic Services Office
20. 3081st Air Base Group Housing Office

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

PERSONNEL ACTION MEMORANDUM) 12 January 1955

NUMBER 2)

1. COL LESTER C. HESS, 2009A, HQ 91ST STRAT RECON WG (M) this STA (SAC) is ASG BY as DEP WG COMMANDER, 91ST STRAT RECON WG (M) this STA (SAC), DAFSC 0061C EFF 2 DEC 54. (Manned against 70th cadre.)

2. UI of AFM 36-1 as ANND & 2AF REG 35-3 as ANND, FNO, 322ND STRAT RECON SQ (M) 91ST STRAT RECON WG (M) this STA (SAC) ADD AFSC's are changed as INDC EFF THIS date. Entries will be made on OFF'S PER RECS IAW AFM 35-9:

RANK		NAME	AFSN	OLD 2dAFSC	NEW 2dAFSC
MAJ	(1245)	CHINNOCK, EARL H.	13158A	1435	4334
MAJ	(1524B)	HAYSLIP, FRANK W.	A0691256	None	1231B
MAJ	(1243)	HECKEL, CHARLES G.	17191A	1121A	4344
CAPT	(1241)	DAVIS, THOMAS F. JR.	A0823036	1321F	5524
CAPT	(1241)	FLEMING, JOHN H.	A0682842	None	1051C
CAPT	(1241)	MOORE, FREDERICK J.	A0201263	1044C	7024

3. UI of AFM 36-1 as ANND & 2AF REG 35-3 as ANND, FNO ORG INDC, 91ST STRAT RECON WG (M) this STA (SAC) DAFSCs are changed as INDC, EFF dates INDC. Entries will be made on PERS RECS IAW AFM 35-9:

RANK		NAME	AFSN	OLD DAFSC	NEW DAFSC	ORGN	EFF DATE
1ST LT	(1521A)	STEPHEN S. DOJKA	A02093001	1521A	1521F	324th SRSQ	5JAN55
1ST LT	(1521A)	GEORGE P. GAMACHE	25375A	1521A	1521F	324th SRSQ	5JAN55
MAJOR	(1521A)	DONALD R. CURTIS	A02068533	1521A	1521F	322nd SRSQ	5JAN55

4. UI of AFR 36-83, 6 OCT 53, announcement is made of the reappointment of CAPT WILLIAM J GUTOS, A0932863, 324TH STRAT RECON SQ 91ST STRAT RECON WG (M) this STA (SAC), as RES of the AF (AF RES) for an INDEF PD, EFF 20 DEC 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

David H. Doughty

DAVID H. DOUGHTY
Captain, USAF
Director of Personnel

DAVID H. DOUGHTY
Captain, USAF
Director of Personnel

DISTRIBUTION:
2 - EA ORG 91st SRW
2 - MR STRAT CON
2 - BPE
2 - DLP
2 - DP 91st SRW
2 - EA INDIV concerned
2 - DM 91st SRW
2 - DO 91st SRW
2 - CMR 91st SRW
2 - ADJ 91st SRW

1106

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 35-8)

HEADQUARTERS 91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Columbus 17, Ohio
5 January 1955

MILITARY PERSONNEL
Leaves of Absence, and Passes

(Supersedes Wing Regulation 35-8 dated 20 Feb 53)

	Paragraph
Purpose	1
Scope	2
Policy	3
Preparation and Routing of Requests for Leave	4
Policy on Passes	5
Preparation and Routing of Requests for Passes	6
Sign In and Sign Out Register	7
Supply of Forms	8

1. Purpose. To supplement the provisions of Air Force Regulation 35-22, dated 25 November 1952 by enunciating the policies of this headquarters.

2. Scope. This regulation is applicable to all staff sections and organizations assigned or attached to the 91st Strategic Reconnaissance Wing.

3. Policy. a. Organization commanders are authorized to grant leaves; however, they will not grant leaves to an extent that jeopardizes the unit's ability to perform its mission.

b. No one will grant leave in excess of 30 days or grant an extension to a leave whereby the total period of absence will exceed 30 days unless prior approval of the Wing Commander or Deputy Commander is obtained. Anyone requesting an extension will justify the extension in the request.

c. Advance leave may be granted as provided in AFR 35-22; however, prior approval of the Wing Commander or Deputy Commander must be obtained.

4. Preparation and Routing of Requests for Leave.

a. Request for leave will be prepared on AF Form 1164. Sections I and II will be complete.

b. Approved requests for leave (except those submitted by Staff Section Chiefs and Squadron Commanders) will be forwarded to the Squadron Commander of the unit of assignment. When all sections of the form are completed it becomes a Squadron letter order authorizing leave and additional orders are not required as outlined in paragraph 10, Chapter 4, AFM 30-3.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. Leave requests submitted by staff section chiefs and Squadron Commanders must be approved by the Wing Commander or his deputy. When all sections of the form are completed it becomes a Wing letter order authorizing leave and additional orders are not required as outlined in paragraph 10, Chapter 4, AFM 30-3.

d. Disapproved request will be accompanied by an oral or written refusal. As leave is a right, and as accrual in excess of 60 days is forbidden, a written explanation will be furnished by the officer authorized to grant leave in cases where loss of accrued leave will result.

e. Request for Leave of Absence to outside the continental limits of the United States will not be submitted in accordance with this regulation but will be prepared as outlined in Section IV AFR 35-22.

5. Policy on Passes. a. A pass is a privilege and will be extended only to those individuals who merit it by reason of exceptional performance of duty, working overtime when necessary, without complaint, etc.

b. A pass will not authorize an absence of over 72 hours nor will it be used to extend a weekend, holiday, or period of leave.

6. Preparation and Routing of Requests for Passes.

a. An officer may be excused from routine duties for period not to exceed 72 hours by officers authorized to grant leave. Prior approval of the immediate supervisor must be obtained.

b. Airmen will submit requests for passes to the appropriate commanders. Prior approval of the supervisor or his designated representative must have been secured.

c. To insure compliance with paragraph 6c (3), AFR 35-22, the distance to be traveled on pass will be limited to 300 statute miles from Lockbourne Air Force Base.

7. Sign In and Sign Out Register. All who depart or return from leave will sign the proper register, located in the squadron of assignment, so that a correct record can be kept of the amount of leave actually taken. Personnel neglecting to sign in or out, will be subject to disciplinary action.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8. Supply of Forms. AF Form 1164, Request for and Authorization of leave of Military Personnel, may be obtained through normal supply channels.

BY ORDER OF THE COMMANDER:

OFFICIAL:

GEORGE A. BRENNER
Major, USAF
Adjutant

GEORGE A. BRENNER
Major, USAF
Adjutant

DISTRIBUTION:
"D"

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THE 323RD BIRD SEZ:

Meet Those Who Crack The Whip

By Capt. Joe Talbert and Lt. Harry Ford

Have you personally met the officers and top NCO's in your squadron? Do you know their names? Can you even recognize them at sight? Well, if you can you're one of few.

Too often, under the present setup in the Air Force, an airman can be assigned to an outfit and go for weeks or months without ever meeting or knowing anything about those who lead them. Unless his job is in the orderly room, the bulletin board and the chief clerk are the man's only contact with those who set the policies or interpret and carry policies sent down from higher headquarters.

Each week, therefore, we will pick out various sections and leaders in the 323rd Strat Recon Sq and give you a chance to become better acquainted with them. This week we invade the squadron Operations and Training section which is responsible for the scheduling of all flying training, ground training, critiquing missions and the keeping of all necessary charts and records.

* * *

TOP MAN THERE is Major Alvin G. Shuerin. He fills the Operations Officer slot. A graduate from pilot training in May, 1943, he flew 35 combat missions in B-17s during WWII. Shot down on March 29, 1944, while on his 26th mission, the major finished out the war as a PW at Stalag Luft, until liberated by the Russians. Major Shuering finished ABO School at Mather AFB in Nov. 1951, reported to Lockbourne the following month and has been with the 323rd since that time.

The Squadron Observer, Major Raymond W. Burrough, entered the service in 1940, entering the Army Air Corps at that time and receiving his Navigator wings a year later. Also a combat veteran, Major Burrough flew 27 combat missions in the Pacific Theatre during the big fracas. He finished Observer training at Mather AFB in 1950 and was assigned to the 323rd at Barksdale the same year. Since coming to Lockbourne the major has flown as Photo-Navigator and Aircraft Observer in RB-45s and RB-47s.

OPERATION "OPERATIONS" is a weekly task for the above men, all members of the Operations and Training Section, 323rd ARS. Seated is Major Schuering, Operations Officer, while standing around with ready advice are (l to r) Capt. Max Moore, M-Sgt. Paulos, A-3C Meyer, Capt. Porter and 1-Lt. Parsons. Not present when picture was taken were Maj. Burrough and T-Sgt. Follit.

Next in line is the Asst. Operations Officer, Captain Max L. Moore. A native of Sidell, Ill., he entered the service in Feb., 1943, and received his Bombardier's Wings in April, 1944. Lead Bombardier in the 401st Bomb Group during WWII, he flew 25 combat missions in the ETO. Capt. Moore finished pilot training at Barksdale AFB in Feb., 1948. Observer School in 1951, and was assigned to the 91st AR Sq. He joined the 323rd in Jan., 1952.

Captain Charles Porter Jr., as Training Officer, scheduled personnel for Judo and other things like that and has been in the outfit since Dec. 1952. He entered the service in 1941 and, after a year of training, received his Bombardier's Wings at Midland, Texas. During the war he was a Bombardier in B-24s and an Instructor Bombardier in B-29s. Capt. Porter joined the 323rd at Barksdale AFB after finishing Aircraft Observer School in April, 1950, served with the 322nd and 324th, and was reassigned to the 323rd here.

Last of the commissioned officers in the section is 1-Lt. Billy J. Parsons. A native of Bonham, Texas, he attended the University of Texas in 1947, joined the Army for one year, re-entered U of Texas in 1949 and received a commission in 1951 through the AFROTC. The following year, the lieutenant got his BA in Political Science from the University. He entered the Air Force on June 7, 1953, and was assigned to the 323rd as Intelligence Officer.

TOP MAN of the non-coms is M-Sgt. William Paulos. He joined the Army Air Corps in 1942 and, when it officially became the U S Air Force in 1947, switched over with it. He was assigned to the 323rd in June, 1953. Proud possessor of one of the NCO Academy's blue epaulets, the sergeant graduated from the Barksdale Academy last year.

T-Sgt. Robert Follit, a Philadelphia, Pa., native, entered the Army Air Corps in 1941. He flew 14 missions as a tail gunner in B-24s in the ETO during WWII. Discharged in 1945, the sergeant re-entered the service the following year and was assigned to the 93rd Bomb Wing shortly thereafter. Sgt. Follit attended Intelligence School at Lowry AFB, Col., in 1950 and was assigned to his present outfit in June of last year after a tour of duty in England.

An Indian amongst all the chiefs but still a vital part of the Ops and Training Section is A-3C David Meyer, from Hollywood, Calif. David attended the University of Montana prior to entering the Air Force in March, 1954. He was assigned here four months later. Airman Meyer, taking advantage of what the AF has to offer its personnel, is an active member of Lockbourne's Aero Club, one of the most promising of all recreational activities offered at the base.

1110

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M) (SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

SPECIAL ORDER)

12 January 1955

NUMBER 6)

1. IAW SAC REG 51-4, FNOA 91st AREFS (M), 91st STRAT RECON WG (M) this STA are APTD and ASG as WG STANBD crew in KC-97 type ACFT. All orders in conflict with this order are hereby RESCD. VOC EFF 8 DEC. 54.

RANK	NAME	AFSN
CAPT	WARREN WILLIAMS	A0680570
CAPT	HOWARD C BROWN	A02082366
2ND LT	ROBERT H SIELK	A03026009
MSGT	JACK B ADAMS	AF18083439
TSGT	JOHN O FOSTER	AF18063356
SSGT	WILLIAM T JONES	AF33583153
A/1C	LEO M BAUMLER	AF13376618

2. IAW 91st STRAT RECON WG (M) REG 51-1, dated 29 APR 54, the FNO of the 324th STRAT RECON SQ 91st STRAT RECON WG will REPT to the 91st WG STANBD OFC, room 305, BLDG 802, for the purpose of taking a STANCK from 17 JAN to 21 JAN 55:

MAJOR HAROLD R. AUSTIN, A02095499
LT COL GENE C. WILLMS, 9624A
1ST LT ELBERT M. UNDERWOOD 24783A

BY ORDER OF THE COMMANDER:

OFFICIAL:

GEORGE A. BRENNER
Major, USAF
Adjutant

George A. Brenner
GEORGE A. BRENNER
Major, USAF
Adjutant

DISTRIBUTION:
"D"

EXHIBIT #4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DISPOSITION FORM

To	From	Date	Comment No. 1
Commanders All Squadrons 91st Strat Recon Wg	Adjutant 91st Strat Recon Wg	6 January 1955	

1. The Commander, 91st Strategic Reconnaissance Wing (M) will hold an Officer and NCO call, Monday morning, 10 January 1955 at 0800 hrs in the Base Theater.

2. All officers and NCOs will attend and will be in their seats by 0750.

3. The following groups of personnel will take seats as indicated and will be in place by 0745:

a. New promoted Captains will occupy the first two rows in the center of the Theater. They are:

322nd

Young, Burnham J.

323rd

Burke, Raymond E.
Ford, Harry E. Jr.
Fraser, Edward C. Jr.

324th

Crook, Johnny R.
Hedrick, Ronald E.
Kirbie, Guy B.
Robertson, William E.
Sage, Frank W.
Underwood, Elbert M.
Zeno, Forrest S.

21st AREFS

Bartolomei, Frank
Beaton, Ralph M.
Dallas, Alvin H.
Davis, Darrel F.
Driskell, Jess W.
Forrer, Carol G.
Holaway, Robert O.
Karaffa, Joseph U.
Ward, Russel E.

Mns Sq Sec

Kinner, Albert V.

b. New spot promotions. These people will sit on the left side of the third row center:

323rd

Emerson, Jack G., Lt Co.

324th

Layman, Harvey G., Major
Stuempfle, Robert A., Major

c. Division Crew of the Month for November will sit in the center of the third row center:

323rd

Bahls, Roy A., Major
Tolbert, Joseph S., Captain
Lenarcic, John J., Captain

EXHIBIT # 5

1112

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

d. Personnel who received decorations from General LeMay will sit on the right side of the third row center:

324th

Austin, Harold R., Major — DFC & Cluster
Holt, Carl H., Capt — DFC & Cluster

323rd

Moore, Max L., Capt — Air Medal

e. Newly promoted M/Sgts will sit in the front row on the left as you enter the theater:

Hqs Sq Sec	91st AES
Falcon, Anthony, Jr.	Obey, Harold L.
91st FM	91st MAT
Humphrey, Eugene R.	Anderson, George R.
Mauth, Clarence J.	

f. Newly promoted T/Sgts will sit in second and third rows on the left as you enter the theater.

g. Newly promoted S/Sgts will sit in the third, fourth, fifth and sixth rows on the right as you enter the theater.

h. New graduates of the NCO Academy will sit in the first and second rows on the right as you enter the theater:

Hqs Sq Sec	AES Sq
McWaters, John W.	Flynn, James M.
Fld Maint	Thomas, Marcel M.
Franklin, Tedford J.	323rd
Alderman, Ewald J.	Gipple, Ray V.

i. Maintenance Man of the Month for November will sit in the second row on the right as you enter the theater:

A&E Sq

Archer, Edwin, T/Sgt

j. All Squadron Commanders will sit on the stage.

GEORGE A. BRENNER
Major, USAF
Adjutant

2

1113

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M) (SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

SPECIAL ORDER)

6 January 1955

NUMBER 3)

1. FNA are REL from ASG DY 324th STRAT RECON SQ, 91st STRAT RECON WG (M) this STA & ASG 91st FLD MAINT SQ, 91ST STRAT RECON WG (M) this STA. REPT NLT 7 JAN 55. PCA. NTI. EDCSA: 7 JAN 55.

A2C	ROBERT E. BEAUSOLEIL	AF11237892
A2C	THOMAS J. KEAVNEY JR.	AF13465179
A2C	ROBERT C. KIESEL	AF12400850
A1C	WILLIAM G. MARBLE	AF16406484
A1C	TED T. OWEN	AF15454581
SSGT	JOHN H. YANAVOK	AF12375778

2. A/3C RALPH L. SHIPMAN AF14523795 is REL from ASG DY 91st FLD MAINT SQ, 91st STRAT RECON WG (M), this STA & ASG 91st AREFS, 91st STRAT RECON WG (M), this STA. REPT NLT 7 JAN 55. PCA. NTI. EDCSA: 7 JAN 55.

BY ORDER OF THE COMMANDER:

OFFICIAL:

GEORGE A. BRENNER
Major, USAF
Adjutant

GEORGE A. BRENNER
Major, USAF
Adjutant

DISTRIBUTION:
"D"

EXHIBIT #2

1114

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
801ST AIR DIVISION (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

SUBJECT: Letter Order 17 4 January 1955

Personnel Concerned
Organization INDC
Lockbourne AFB, Ohio

1. SMOP 3 Ltr 0 2250 (Classified) this Hq 30 Dec 54 be amended to incl Tvl by coml acft coml rail and/ or bus auth.

2. TSGT (47171) JAMES E WHITE AF6667709, 91st Fld Maint Sq will pro on or abt 21 Jan 55 to F E Warren AFB Wyo for aprx 27 days TDY for purpose of attending Maint of B 47 Ground Power Equipt Crse # 47154-4. Amn w/rept NLT 1200 hrs 24 Jan 55 for class commencing 26 Jan 55. This is a formal crs of instr. (DPUO); UCWR proper organization this sta. TBMAA and Dir when aval. Scty clnc secret for this pd of TDY. TDN: 5753400 064-4260 P443-92-03-07 S22-606. AUTH: AFR 35-52 2AFR 35-8 and 2AF PGB 0472 dt 2 Dec 54.

3. SMOP 7 Ltr 0 2 this Hq CS, relating to TDY of OFF and Amn Hq 91st Strat Recon Wg (M)(SAC) this sta to Lowry AFB Colo as reads "CAPT VICTOR O ROHLFING A0588871, 1STLT JOHN R JAYCOX A0222l497, TSGT JOHN H DAVIS AF13228369" IATR "CAPT (2044) VICTOR O ROHLFING A0588871, 1STLT (1554) JOHN R JAYCOX A0222l497, TSGT (20471) JOHN H DAVIS AF13228369."

4. Ltr 0 15 this Hq CS relating to TDY of WOJG LOUIS E CHAVIS AW2200l043, 801st Mtr Veh Sq to Walter Reed Army Hosp, Wash 12, D.C. as reads "TDN: 5753400 067-6900 P478-02 S33-617" IATR "TDN: 5753400 043-142 P475-02 S99-999"

5. CAPT (4331) JEAN Y J SHARP A0800409 Hq 26th Strat Recon Wg will pro on or abt 22 Jan 55 to Scott AFB, Ill for aprx 110 days TDY for purpose of attending Pers Off Crse OB 7321. Off will rept Comdr 3310th Tech Tng Wg Scott AFB Ill., NLT 24 Jan 55 for class commencing 24 Jan 55. This is a crse of instr. (DPUO);UCWR proper organization this sta. TBMAA and Dir when aval. Scty clnc interim secret for this pd of TDY. TDN: 5753400 064-4240 P443-02-03-07 S22-606. AUTH: AFR 35-52 2AFR 35-8 and msg 2AF PGB 1512 dt 9 Nov 54.

6. Ea of the FNOA 324th Strat Recon Sq will pro on or abt 10 Jan 55 to Mac Dill AFB Florida for aprx 21 days TDY for purpose of Evaluating Combat Crew S 79. Rept NLT 1600 hrs 10 Jan 55 to 3942nd Strat Eval Sq, MacDill AFB Florida. (DPUO); UCWR proper organization this sta. TBMAA and Dir when aval. *indc scty clnc top secret **indc scty clnc secret for this pd of TDY. TDN: 5753400 067-6900 P458-02 S33-617. AUTH: AFR 35-52 SACR 51-24 and 2AFR 35-8.

CAPT (1245) NORMAN F PERRY * A0820049 A/2C (4313J)VINCENT FELICELLA AF12424550**
1STLT (1241) WILLIAM E ROBERTSON * A0945065 A/2C (4313J)PAYL H GAWTHROP JR AF13423770**
CAPT (1525F) THOMAS E LANCE * A0752817 A/2C (4315J)JOHN H ZECHMAN AF13461196 **

CLAIMS W/B SUBMITTED NLT 5 DAYS AFTER COMPL OF TVL

Exhibit #7

1115

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

7. Ea of the FNA organizations indc will pro on or abt 12 Jan to Sheppard AFB, Tex for aprx 145 days TDY for purpose of attending Acft Maint Tech Crse AA43171. This is a crse of instr. Rept Comdr 3750th TTWG Sheppard AFB Tex NLT 1200 hrs 17 Jan 55 for class commencing 19 Jan 55. Alphabetical Designator RI. TPA Tvl time nec in excess of that required by common carr is 3 days which is auth as delay E/R and chargeable as lv. (DPUO); UCWR proper organization this sta. Scty clnc Secret for this pd of TDY, TDN: 5753400 064-4250 P443-02-03-07 S22-606. AUTH: AFR 35-52 2AFR 35-8 and 2AFMsg PGB 1679 dt 10 Dec 54.

SSGT (43151E)	ROBERT D MACMILLAN	AF12399831	26th Fld Maint Sq
A/1C (43151E)	CURTIS R LEE	AF24881295	4th Strat Recon Sq
A/2C (43151E)	MELVIN A ORSE	AF19468901	10th Strat Recon Sq

8. Ea of the FNA 91st Fld Maint Sq will pro on or abt 7 Jan 55 to MacDill AFB, Fla for aprx 29 days TDY for purpose of acting as members of Crew Evaluation Team. (DPUO); UCWR proper organization this sta. TBMAA and Dir when aval. Scty clnc secret for this pd of TDY. TDN: 5753400 067-6900 P458-02 S33-617. AUTH: AFR 35-52.

SSGT	CHARLES A ASHCRAFT	AF15258548	
A/1C	ROBERT F ALEXANDER	AF15476113	
A/2C	MARVIN F GUNN	AF17318747	
A/2C	RONALD C HEITZMAN	AF15474630	
A/2C	RICHARD J MCCLUSKY	AF12438170	
A/1C	ROBERT H MCDONLEY	AF16406278	

BY ORDER OF THE COMMANDER:

Lawrence A Gilmore

LAWRENCE A GILMORE
1st Lt, USAF
Asst Adjutant

DISTRIBUTION:
105 para 1
15 ea indiv para 2,3,5,6,7,8
5 ea indiv para 4
5 MacDill AFB Fla (ref para 6,8)
5 Comdr 3310th Tech Trng Wg Scott AFB Ill
5 F E Warren AFB Wyo
5 3415th Tech Trng Gp Lowry AFB Colo
5 Comdr 3750th Tech Trng Wg Sheppard AFB Tex
1 91st Fld Maint Sq
1 Hq 91st Strat Recon Wg
1 801st Mtr Veh Sq
1 Walter Reed Army Hosp, Wash 12 D.C.
1 Hq 26th Strat Recon Wg
1 324th Strat Recon Sq
1 26th Fld Maint Sq
1 4th Strat Recon Sq
1 10th Strat Recon Sq
1 Base Ops
16 CRB
1 CRR
1 APM
1 SO Sec
1 DDP
1 Comdr 2AF
2 26WDP
2 91WDP
3 BPP
5 BP

1116

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
801ST AIR DIVISION
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

BPB

3 January 1955

SUBJECT: January-February 1955 Airman Proficiency Tests

TO: See Distribution

1. Airman proficiency Tests for the following career fields will be administered during the week 24-29 January 1955 with the make-up testing week 21-26 February 1955:

20, 22, 23, 25, 30, 32, 36, 40, 42, 44, 53, 55, 56, 57,
58, 65, 67, 68, 70, 72, 74, 75, 77, 80, 90, 92, 93, 94.

2. It will be noted that the 70 and 77 career fields are authorized for administration again in the January-February 1955 testing phase. This change will be necessary to implement a new APT schedule in March of 1955 without requiring airmen in those career fields to wait longer than six months for testing. Your attention is invited to inclosure 1 which is a copy of the new APT schedule. This change in testing schedule has been made to equalize the number of tests to be doveloped and administered for each testing phase.

3. Unit Personnel Officers will submit a roster of airmen who meet the eligibility criteria outlined in paragraph 20d(1), AFM 35-8, dated 1 September 1954. Names will be listed alphabetically by grade and by AFSC of test to be taken, and will also include airman's AFSN, Primary and Duty AFSC. Rosters for the primary administration will be submitted to Base Personnel, attention: Test Control Officer not later than 12 January 1955, and for the make-up testing period not later than 10 February 1955.

BY ORDER OF THE COMMANDER:

1 Incl:
Revised USAF
Proficiency
Testing Schedule

/s/Robert G. Sheidow
/t/ROBERT G SHEIDOW
Major, USAF
Asst Adjutant

DISTRIBUTION:
3 - Ea Sq 801 Air Div

1117

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

REVISED USAF PROFICIENCY TESTING SCHEDULE
(Effective 1 March 1955)

PHASE	CAREER FIELDS TESTED
March - September	36* , 42* , 43 , 64 , 90*
May - November	20# , 27, 29, 46, 47, 56* , 60 , 62 , 73
July - January	22 , 23 , 25 , 30 , 32 , 40 , 44 , 5 55 , 57 , 58 , 59 , 65 , 67 , 68 , 7 72 , 74 , 75 , 77# , 80 , 92 , 93

Note:

* Previously tested in July - January phase
¢ Previously tested in March - September phase
\# Previously tested in May - November phase

INCL # 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M) (SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

4 January 1955

INSPECTION SCHEDULE FOR JANUARY 1955

5 January 1955 - Wednesday (1400 hours)

91st Directorate of Material — Logistics, Wing Supply, Quality Control, Maintenance Control

By Wing Commander - A Staff Visit

10 January 1955 - Monday (0800 hours)

Monthly Officer and NCO Call at Base Theater

12 January 1955 - Wednesday (1400 hours)

322rd Strategic Reconnaissance Squadron — Headquarters, Operations, Supply, Engineering

By Wing Commander - A Staff Visit

19 January 1955 - Wednesday (1400 hours)

324th Strategic Reconnaissance Squadron — Headquarters, Operations, Supply, Engineering

By Wing Commander - A Staff Visit

21 January 1955 - Friday (1400 hours)

All Units - Barracks Inspection for Barrack of the Month Award

By Wing Commander and Staff

26 January 1955 - Wednesday (1400 hours)

91st Air Refueling Squadron — Headquarters, Operations, Supply. Engineering

By Wing Commander - A Staff Visit

George A Brenner

GEORGE N. BRENNER
Major, USAF
Adjutant

EXHIBIT # 9

1119

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DISPOSITION FORM

SUBJECT: Barracks of the Month Inspection

TO: FROM: 91st SMW (M) DATE: 24 Jan 55 COMMENT #1
Adjutant

Barracks of the Month Inspection results are as follows:

ORG	NUMBER OF DISCREPANCIES	STANDING	NO. WAC FOR WEEK-END TRIP
Fld Maint	11	1	14 Amn - 1 Off
Pe Maint	16	2	7
323rd SMS	20	3	5
322nd SMS	26	4	4
324th SMS	26	4	4
Hq Sq Sec	34	5	2
91st ASE	36	6	2
AESMS	38	7	0

Majority of the "pins" received were due to dust and uniformity of towels, clothing, etc.

George A. Brenner
GEORGE A. BRENNER
Major, USAF
Adjutant

1120

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
801ST AIR DIVISION(SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

SUBJECT: Letter Order 154 — 24 January 1955

TO: Personnel Concerned
Organization Indc
Lockbourne AFB, Ohio

Ea of the FNOA is rel from asg organization indc(SAC) this sta and asg organization indc (SAC) Little Rock AFB, Little Rock, Ark, with duty sta at Lockbourne AFB, Ohio Rept NLT 24 Jan 55. PCA without PCS. EDCSA: 24 Jan 55. Auth: AFR 35-59, Msg Hq USAF, AFOMO 34412, 17 Jan 55 and Msg Hq 2AF DPLM 3656, 22 Jan 55.

ASG TO Hq 70th STRAT RECON WG (SAC)

COL LESTER C HESS 2009A	Hq 91st Strat Recon Wg(M)
TSGT McCLURE BIVINS AF14002841	Hq 91st Strat Recon Wg(M)

ASG TO 6th STRAT RECON SQ(M)

MAJ CARL A KLUENDER 15906A	3rd Strat Recon Sq (M)
A/1C BERNARD PODBIELAK AF12402627	3rd Strat Recon Sq(M)

ASG TO 26th STRAT RECON SQ(M)

LTCOL JOHN H BLUMENSTOCK A0705103	Hq 91st Strat Recon Wg(M)
TSGT ARTHUR I SCHOKEN AF12293867	323rd Strat Recon Sq(M)

ASG TO 61st STRAT RECON SQ(M)

LTCOL KENNETH B SMITH 10112A	Hq 91st Strat Recon Wg(M)
A/1C R.B.C.RUNIONS AF14405437	322nd Strat Recon Sq(M)

ASG TO 70th ARMT AND ELCT MAINT SQ

MAJ BEVERLY H BUNCE A0433131	Hq 26th Strat Recon Wg(M)
TSGT JOHN T CHILDERS AF14165642	91st Armt and Elct Maint Sq

ASG TO 70th FLD MAINT SQ

CAPT ROBERT L HEMPEN A01908671	26th Fld Maint Sq
TSGT WILLIAM E ZOELLER AF15256000	26th Fld Maint Sq

ASG TO 70th Periodic Maint Sq

CAPT EDWIN K KIRSCHNER A0805068	Hq 91st Strat Recon Wg(M)
TSGT WILLIAM M HALL AF32754617	91st Periodic Maint Sq

ASG TO 70th RECON TECHNICAL SQ

MAJ FREDERICK I BROWN JR A0571111	801st Recon Technical Sq
TSGT JASPER J DeROUEN AF7008906	801st Recon Technical Sq

ASG TO 70th TAC HOSP

CAPT HENRY F SLOAN A03000180	4233d USAF Hosp
A/3C JACKIE L NUNLEY AF13505528	4233d USAF Hosp

1121

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BY ORDER OF THE COMMANDER:

RICHARD E JONES
Major, USAF
Adjutant

DISTRIBUTION:
25 ea indiv
1 Hq SAC OffuttAFB, Nebr
1 Comdr 2AF
1 Hq 91st Strat Recon Wg
1 3rd Strat Recon Sq
1 323rd Strat Recon Sq
1 322nd Strat Recon Sq
1 Hq 26th Strat Recon Wg
1 91st Armt and Elct Maint Sq
1 26th Fld Maint Sq
1 91st Periodic Maint Sq
1 801st Recon Technical Sq
1 4233d USAF Hosp
2 BCRB
1 BCRS
1 BPM(S-1)
1 BAO
1 DP
2 26WDP
2 91WDP
3 BPP
5 BP
1 BO

1122

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 5-8)

HEADQUARTERS 91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Columbus 17, Ohio
27 January 1955

PUBLICATIONS

1. PURPOSE: To insure that all publication files are complete and adequate. To prescribe the method of requisitioning needed publications and disposing of those not needed. To define the responsibility for determining which publications a unit or an activity needs.

2. SCOPE: This regulation applies to all units assigned this Wing and all activities maintaining publication files. It does not apply to Technical Order files.

3. DETERMINING NEED FOR PUBLICATIONS:

a. Indexes will be posted IAW SAC REG 5-2 immediately after receipt by each unit or activity maintaining publication files.

b. The Unit Adjutant will review each index immediately after it is posted. If he determines that a publication is not needed he will change the black check mark to blue. This publication will be removed from the files.

c. Each activity that maintains a publication file will have an officer or a senior NCO review each index after it is posted. If a publication is not required the black check mark will be erased. The publications will be removed from the files.

d. Distribution symbols do not necessarily mean that publications are required. The need can only be determined by checking the subject matter of publication against the mission of a unit. If in doubt, however, keep the publication.

4. REQUISITIONING PUBLICATIONS:

a. After each index has been received by unit adjutant, publications check marked in red will be requisitioned through command or supervisory channels. The requisition will be on disposition form. This form will list publications needed, giving number, title and date. Publications will be listed by Headquarters of publications and subdivided into type of publications. Manuals will be listed on separate disposition form. Complete justification is required for all requisitions.

b. Units and staff sections will consolidate requisitions of subordinate activities. These consolidated requisitions will be submitted to the Wing Sergeant Major on the 20th of each month.

c. A copy of the requisition will be filed in front of the index to the appropriate publications. (AF REG 5-2).

d. Urgently needed publications may be requisitioned from the Wing Sergeant Major at any time.

EXHIBIT #12

1123

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

5. DISPOSING OF SURPLUS PUBLICATIONS:

a. Publications surplus to the needs of the unit or activity will be returned to the Wing Sergeant Major. The returning agency will write it's designation on the title page.

b. When publications are returned to stock, the quantity distributed will be corrected on the Wing Master File Copy.

6. ACTION BY THE WING SERGEANT MAJOR: Requisitions will be filed from Wing stock if possible. Those publications not on hand will be requisition monthly from Base Publications.

7. REFERENCE: SAC Regulation 5-2.

BY ORDER OF THE COMMANDER:

GEORGE A. BRENNER
Major, USAF
Adjutant

OFFICIAL:

George A. Brenner

GEORGE A. BRENNER
Major, USAF
Adjutant

DISTRIBUTION:
"D"

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

91st Air Refueling Aims Booms At 6-Millionth Gallon

Capt. Chisholm's Crew Pumps 5,000,000th Gallon Of Jet Fuel

EDITOR'S NOTE: This story was prepared for The Skyhawker by Lt. J. Dale Campbell. See pictures with "You Could Fly A Long Way On This Much" on another page of The Skyhawker.)

On June 6, the 91st Air Refueling Squadron established what it believes to be a record in air refueling.

During the course of the day's operation, a crew commanded by Capt. Robert R. Chisholm transferred the 5,000,000th gallon of jet fuel in the 91st ARS' mid-air refueling history.

It was a fitting climax to the 1953 year, during which the squadron transferred 2,500,000 gallons, or a total almost equal to the amount pumped during the previous three and a half years.

Since the Air Force first announced its plans to refuel jets in mid-air on June 25, 1948, the squadron has steadily increased its mid-

[illegible] gallon marks: 2,000,000 on Jan. 28, 1953; 3,000,000 on Feb. 12, 1953 and 4,000,000 on Aug. 12, 1953.

The 91st ARS was established at Barksdale AFB, La., during April 1953, as one of the first squadrons of its type. Since that time, the squadron has refueled aircraft over almost every continent of the world, including Asia, Europe, Africa, the Arctic and the Pacific.

For [illegible], the 91st used a flexible hose method and Boeing KB-29s to refuel.

Being one of the first squadrons to be equipped with an American designed boom for refueling in air, the first "Flying Boom" type KB-29 tankers arrived in September 1949.

Turning to an improved jet tanker aircraft, the Boeing KC-97, was made in spring 1951.

Receiving aircraft made progress, too, during this time. The 91st receives refueling by the receiver-version Boeing RB-36, converted tanker aircraft, Jet RB-47 Stratojets were first refueled in mid-October 1950.

During the spring of 1953, the B-47 became a receiver and has been ever since.

Of the 5,000,000 gallons, only 87,000 gallons have been transferred to other than jet type aircraft.

The flexibility of the squadron is reflected by the fact that approximately one-half of the time flown during 1953 was flown outside the limits of the United States in support of three major and numerous minor operations.

The 91st Air Refueling Squadron is commanded by Lt. Col. Clifford S. Houk, a veteran of aerial refueling who assumed command in December 1951.

1125

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

You Could Fly A Long Way On This Much

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLYING SAFETY "POOP SHEET" NO 7

11 Jan 55

"The 91st Strategic Reconnaissance Wing (M) has just completed its most successful year in hours flown versus accidents, so this gives us quite a goal to aim at in this new year. We achieved this remarkable record by everyone doing their very best and being safety wise every hour of the day for the entire year, and we can duplicate it in the same way. Keep our head out, our eyes open and think! We must not take chances, we must stay loose because tenseness can cause accidents as well as hap-hazard actions. This sort of flying is what divides a mere incident from a major accident. During the past year we have had several incidents that; had it not been for cool calculating crew, could have became costly accidents.

Dragchute failures continue to pop-up. This always happens at a critical time of the landing, and take a quick decision on the part of the pilot to avert an accident. Each time you land you should be prepared for a dragchute failure and be ready to jettision it and make a go around if there is any question of stopping with brakes only. Your decision has got to be quick and accurate. When there is any doubt of the condition of the runway, have the tower get the A.O. to go out and check it from one end to the other. Don't rely upon the aircraft ahead of you or on the last weather report. Both of these sources have been short of satisfactory in the past and you have too much at stake to chance a poor landing. It won't take the A.O. but a few minutes to make a good check of the braking conditions.

A SAC message came in and most people concerned have been notified but in case you missed it, here it is in part, 'Gust correction factor presently in all B-47 flight hand books is being changed as follows: Two thirds of reported gust velocity with maximum correction of 15 knots, for example if reported winds were 15 knots with gust to 25 knots, the gust velocity would be 10 knots; therefore two-thirds of the gust velocity of 7 knots would be added to the best flare speed. This message constitutes authority to use new correction factor until such time as the present flight handbook procedure can be changed', unquote.

During the last year the 91st Wing crews made Crew of the Month ten out of a possible twelve times, and one crew made SAC Crew of the Month. Last years record is one to be proud of but it is still last years record and since we have lost some good experienced personnel both in flying and maintenance we have a hard row to hoe.

We have lots of winter flying ahead of us and it will take good preflights, flight plans, maintenance and careful flying on everyones part to pull out another good year.

The 91st Air Refueling Squadron, "The TDY Kings", have a fine record and they have flown in some of the worse weather possible. They pulled off a fine job on each TDY and all of the 323rd can vouch for the 91st

EXHIBIT # 15

1127

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

A.R.S. on TDYs, after we all had such a battle on refueling going over to North Africa. The 323rd also has a fine TDY record plus the fact that they made Division Crew of the Month four times during the last year. The 322nd and 324th Squadrons both have fine flying safety records as the wing's record shows.

All of this is meant as a big pat on the back from the wing and squadron flying safety officers and a big thanks for making last years job so easy and pleasent. It also gives you an idea of our goal for this year. Major Scott the regular Flying Safety Officer (I'm not the regular crew chief) will be back on the job after completing the B-47 MTD. He has already completed the Flying Safety School held at U.S.C.. I am sure he will be anxious to continue the Poop Sheet as a resonable facsimile and will welcome any information that you have that you think is worthwile for the Poop Sheet. Your help can make this thing a worthy paper. Without your help it will not be near as adequate. You can help with any little technique or idea that makes flying or maintenance jobs easier and safer.

The York Omni is located 5.4 on a magnetic bearing from the center of Portsmouth Ohio and its identity is YRK operating on 116.0 MCS. There is no voice transmission."

JOSEPH H HALES
Capt USAF
Ass't Flying Safety Officer

1128

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CT-2087 ACTION 91S W

FM CONAF 2 BARKSDALE AFB LA
TO COMADTV 801 LOCKBOURNE AFB OHIO
/CONFIDENTIAL/OOOD 11422 PART I OF 2 PARTS. REQ INCLUSIVE DATES YOUR HQS DESIRES TO BE ON ROTATION WHILE RWY CONSTRUCTION IN PROGRESS LOCKBOURNE. PART 2 REQ UR LTR, SUBJ:SURVEY TRIP, DTD 23 DEC 54 BE UPGRADED TO SECRET.
30/23172 DEC JWKL

"A CERTIFIED TRUE COPY"

George A. Benner
GEORGE A. BENNER
Major, USAF
Adjutant

CONFIDENTIAL

EXHIBIT 12

1129

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ST-1993 ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
** ** **
JEDBO/COMADIV 801 LOCKBOURNE AFB O HIO
/SECRET/ODD 11085. THIS MSG IN 2 PARTS. PART I. SUBJ IS EWP SURVEY PUBLISHED O/A 15 DEC 54. PLAN W/CARRY EFFECTIVE DATE OF 1 JAN 55, AND W/REQUIRE SURVEYS OF ZI AND EWP STAGING OR FWD BASES. AFTER REC ON NEW PLAN DESIRE UNITS SUBMIT REQUESTS FOR SURVEYS TO BE CONDUCTED ASAP AFTER 1 JAN 55. REQUESTS W/B PROCESSED IAW SAC REG 55-41.
06/2119Z DEC JWFKL

"A CERTIFIED TRUE EXTRACT COPY"

George A. Brenner
GEORGE A. BRENNER
Major, USAF
Adjutant

SECRET

EXHIBIT # 77

1130

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
TO COMADIV 801 LOCKBOURNE AFB OHIO
/UNCLASSIFIED/DM2B 2096. FOLG IS INFO RE STATUS OF 91ST SRW MOBILITY PLAN. CHANGES 5, 6, AND 7 THERETO HAVE BEEN REVIEW AND APPROVED BY HQ SAC. REQUEST YOU WITHHOLD DISTR OF PLANS TO FOB UNTIL SUCH TIME YOU RECEIVE 2AF OPERATIONS PLAN 40-55, WHICH W/B ISSUED IN THE NEAR FUTURE.
13/2229Z DEC JWFKL

"A CERTIFIED TRUE COPY"

George A. Bremer
GEORGE A. BREMER
Major, USAF
Adjutant

EXHIBIT #18

1131

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91 STRATEGIC RECONNAISSANCE WING ( )
Lockbourne Air Force Base
Columbus 17, Ohio

91DOFS

SUBJECT: Flying Safety Officer's Monthly Report

TO: Commander
301st Air Division
Lockbourne Air Force Base
Columbus 17, Ohio

1. Transmitted herewith is the Flying Safety Officer's Monthly Report for the Month of January as required by SAC Safe Aircraft Campaign for '55 Planning Guide.

2. Attached as Inclosures are:

a. Special Monthly Activities Report.

b. Nomination for SAC Combat Crew of the Month.

c. Nomination for SAC Maintenance Man of the Month.

3. Negative reports are submitted for:

a. Nomination for Heads Up Club.

b. Flying Safety Tips.

CHARLES H. [illegible]
Colonel, USAF
Commander

Exhibit # 17

1132

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIAL MONTHLY REPORT FOR ACTIVITIES

In compliance with Second Air Force Regulation 62-3, dated 10 August 1952, the following is an account of Flying Safety Activities conducted within the 91st Strategic Reconnaissance Wing (M) during the month of January 1955.

Flying Safety meetings were conducted on the 3rd, 4th, 12th, 17th, and 18th of January 1955. The subjects discussed were as follows:

Instrument flying and its techniques.
Bailouts.
Emergency radio frequencies.
Gusts correction on final approach.
Fuel leaks.
Low oil and fuel pressures.
Brake chute failures.
Double checking nacelle hatch, and door closures.
Violations of Flight Supplements to RB-47 pilots handbook.
Precautions to take while taxiing.
Accidents and Incident Reports.
Maintenance problems.

A Wing Totem Pole has been suggested and at present a grading system is being devised. The competing organizations will be the three RB-47 squadrons and the KC-97 tanker squadron.

A close check has been kept on runway conditions during the extreme cold weather period, to prevent any landings or take-offs while ice is on the runway. Grass burners were used for melting the ice and sand was spread over the runway after the ice was melted. Due to the poor drainage in some parts of the runway, this method was not as successful as had been hoped. After the runway has been resurfaced the job of removing ice should be simplified.

An all out effort has been started to get Safety of Flight Supplements for the Pilots Handbooks much faster than in the past. Distribution of these supplements has been slow and the quanity has been inadequate in the past.

Close coordination between the squadrons, maintenance, tech reps, and stand board has been maintained so that the maximum flight safety information can be given to the crews in the shortest time. This is done by a weekly bull tin published by the Wing Flying Safety Officer.

The 91st Strategic Reconnaissance Wing (M) is justly proud of the 1954 record but fully realized that last years record will not be repeated without an all out safety campaign. Our goal for '55 is, as always, to be accident free and to do so the wing will continously remind the personnel in every way possible of the importance of being safety conscious.

1133

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COMBAT CREW OF THE MONTH

The 801st Air Division nominates the following Jet Air Crew, from the 322nd Strategic Reconnaissance Squadron (H), 91st Strategic Reconnaissance Wing (H), for the "SAC Combat Crew of the Month" for January 1956.

Captain Harold L. Kelly	Aircraft Commander
Lieutenant John A. Petellin	Pilot
Major Ralph Hutchins	Photo-Navigator

This crew had been selected because of the amount and quality of their work, as well as for the aggressiveness and professional ability they have displayed in the conception and execution of their training missions accomplished on three sorties:

Navigation legs	
Day celestial	2
Night celestial	1
Radar orld	1
Radar	1
Visual Photo	
Large Scale	5
Tri camera	3
Low altitude d y	4
XI Hi alt photo flash	3
Low alt photo Flash	2
RBS	2
Radar IP-Target runs	5
Refueling	
Rendezvous	2
Pax-internal ref	2
50,000 lb transfer	2
Gunnery Fire outs	1
Cruise Control	1

Typical of this crew's professional competence was demonstrated in an incident which occured on a "Leap Frog" mission. Just prior to hook up on the first night refueling the tanker lost an engine. Captain Kelly made contact and received over fifty thousand pounds of fuel at night without a disconnect, while the crippled tanker made a descending spiral to 5,000 feet.

Captain Kelly is an instructor pilot in the B-47 and has been continuously associated with Photo-reconnaissance since November 1948, except for the year he attended observer school. He has commanded RB-17's, RB-50's, RB-45's, and RB-47's in photo work all over the world. Photo-navigator, Major Hutchins, a --20 combat veteran of the AAF has been in photo-reconnaissance since 1951 and is a highly experienced jet observer, having flown his first RB-45 mission in October 1952. The pilot, Lieutenant Petellin, is newly assigned to the crew but is already making substantial contributions to the crew's effectiveness.

This crew has distinguished itself by its consistently aggressive efforts to improve. During the past few months they have risen to become one of the most effective reconnaissance crews in the Wing, and it is as an outstanding Reconnaissance Crew that they are nominated by the 801st Air Division to be the "Combat Crew of the Month" for the month of January 1956.

1134

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIRMAN OF THE MONTH

Master Sergeant Rayon Beck of the 81st Periodic Maintenance Squadron, 81st Strategic Reconnaissance Wing, (M) is the nominee for the Lockbourne Air Force Base "AIRMAN OF THE MONTH" award for the month of January 1958.

On 11 October 1954, Sergeant Beck was assigned the duties of Assistant Maintenance Officer and was given the all important job of completely revising the Dock Stock and Tool Room in the organization. As a result of Sergeant Beck's technical knowledge of wing Aircraft, knowledge of supply procedures, and his willingness to perform an outstanding job, the 81st Periodic Maintenance Squadron Dock Stock and Tool Room is one of the best in the division.

On several occasions, Sergeant Beck was in complete charge of the Maintenance section of the Squadron and he handled all situations in a highly commendable manner.

During January, research was conducted to provide a lighting system for the 81st aircraft parking area for security purposes. Sergeant Beck was sent to two military bases in Ohio as a technical advisor to determine the type of equipment needed. Sergeant Beck was very instrumental in the successful completion of the project.

Sergeant Becks ability to organize and supervise certainly is a definite asset to the maintenance organization.

"A CERTIFIED TRUE COPY"

George A Brenner

GEORGE A. BRENNER
Major, USAF
Adjutant

1135

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST AIR DIVISION
Lockbourne Air Force Base
Columbus 17, Ohio

91CR

SUBJECT: SAC Management Control Statement (RCS: SAF-62)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. The following are the estimated scores for the 91st Strategic Reconnaissance Wing as of the 31st of January 1955 in the present rating period.

A. PERSONNEL

1. Manning in Required Specialities

	Authorized	"ERS"	%ERS	% Of Max Score	Scored (Points)
a. Officers:	448	375	83.7%	50	16.0
b. Airmen:					
Direct Supt 1119	390	309	79.5%	30	45.0
Indirect Supt 509	419	347	82.8%	30	12.5

2. AWOL Rate — 100.0% — 30.0

	December	January	Quarter
No. AWOL's	1	2	3
Strength	2160	2156	4316
AWOL Rate:			.7

3. Reenlistment Rate — 20.0% — 6.0

	December	January	Quarter
Discharges	18	68	86
Reenlistments	4	15	19
Rate:			22.0

EXHIBIT # 20

1136

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

			% of Max Score	Scored (Points)
4. Ground Safety			50.0%	12.5

	December	January	February
Mil lost time Acdt	5	3	8
Mil man days	66,774	66,836	133,610
Civ lost time acdt	0	0	0
Civ man hours	5,676	5,544	11,220
Gov't veh acdt's	0	1	1
Gov't veh mileage	11,537	16,328	27,865
Gnd Safety index	7.48	10.60	9.57
Acdt cost	$1,200	$483	$1,683
Mean strength	2154	2156	4310
Acdt cost index	$.55	$.22	$.39

5. MTD Utilization			65.9%	13.2

	December	January	Quarter
RB-47			
Mechanical	1700	2232	3932
Electronics	0	1322	1322

$$\frac{1000 + 1966}{1000 + 3500} = 65.9$$

*Electronics MTD available since 10 January 1955. Actual accomplishment was 1322 & requirement for full month 1500.

B. MATERIAL

1. Flying hours utilized as percent required	98.6%	59.2	

	RB-47 Dec	RB-47 Jan	KC-97 Dec	KC-97 Jan	Total
Hrs Required	970	1353	430	631	3384
Hrs Utilized	958	1354	438	587	3337

$$\frac{3337}{3384} = 98.6\%$$

"A CERTIFIED TRUE EXTRACT COPY"

George A. Benner

GEORGE A. BENNER
Major, USAF
Adjutant

1137

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

91ST STRATEGIC RECONNAISSANCE WING (M)
Wing Commander's Remarks
Air Training Report for Month of January 1955
RCS: 4-SAC-T12

1. Concur with remarks of Squadron Commander.

2. It is desired to point out that the 21 (43131 E & J) personnel were assigned because of strength of mechanics fell below 75% authorized. With assignment of 10% overage on aircraft and this shortage of personnel, maintenance was unable to confirm even 75% of operational requirements. This is not intended as a permanent transfer; only one to aleviate the present critical condition.

3. After completing the first month of the current 50-8 quarter, indications are that the new Air Refueling requirements in Supplement VII, SAC Regulation 50-8, make completion of all items in 50-8 and necessary transition for NCR crews highly improbable under existing maintenance capability. Request your headquarters review the requirements set forth in Supplement VII, SAC Reg 50-8 keeping in mind possible reductions of the refueling requirements. Reference 801st Air Division message DO 118 dated 28 January 1955 for possible solution.

CHARLES M. EISENHART
Colonel, USAF
Commander

CONFIDENTIAL

1138

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C O N F I D E N T I A L

91ST AIR REFUELING SQUADRON
Squadron Commanders Remarks
Air Training Report Month of January

1 Febuary 1955

(a) Hours flown performing missions ordered by higher headquarters:

(1) Flight to Loring AFB 8:00 Hrs.

Total 8:00 Hrs.

(b) Weather and local conditions:

(1) None

(c) Restrictive directives:

(1) None

(d) Combat crew members gains and losses:

(1) Crew members gained.

(a) Two (2) Aircraft Commanders
(b) Three (3) Co-Pilots
(c) One (1) Navigator
(d) Three (3) Flight Engineers
(e) One (1) Radio Operator
(f) Two (2) In-Flight Refueling Technicians

(2) Crew members lost.

(a) One (1) Flight Engineer - - Transferred
(b) Two (2) Flight Engineers - Discharged
(c) Two (2) Radio Operators - - Discharged
(d) Two (2) In-Flight Refueling Technicians - Discharged

(e) Crew member changes:

(1) One (1) Aircraft Commander
(2) Three (3) Co-Pilots
(3) Three (3) Navigators
(4) Six (6) Radio Operators
(5) Four (4) Flight Engineers
(6) Eight (8) In-Flight Refueling Technicians

(f) New Crews:

(1) T 61 to T 87 15 Jan 55 Crew T61 dissolved due to loss of three (3) primary crew members.
(2) M 78 to M 86 15 Jan 55 Crew T78 dissolved due to loss of three (3) primary crew members.
(3) T 67 to T 88 15 Jan 55 Crew T67 dissolved due to loss of three (3) primary crew members.
(4) M 89 formed 28 Jan 55.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Squadron Commander's Remarks Cont'd, 91 AREFS

(g) Crew status changes:

(1) M 83 to T 83 15 Jan 55 Upgraded.
(2) M 80 to T 80 15 Jan 55 Upgraded.

(h) Standardization Board Crew:

(1) T 10.

(i) Additional material and Personnel problems:

(1) Extreme shortage and low experience level of administrative personnel is hampering the proper training of OJT personnel. In Engineering, shortage and low experience level of personnel is limiting unit capability.

(j) SAC minimum training requirements not accomplished:

(1) SAC minimums were accomplished.

(k) Non-combat ready crews capable of deploying:

(1) Two (2).

(l) Non-combat ready crew training:

(1) The high refueling commitments placed upon the squadron involving a minimum of 50,000 lbs. of fuel transfer consumed the majority of the flying time allocated to this organization, therefore, leaving a minimum of time for the training of non-combat ready crews.

(m) Flying time differences:

(1) None

(n) Special training month remarks:

(1) Not applicable.

(o) Comments or recommendations of the Squadron Commander:

(1) Operations (Personal Equipment) - This section is authorized one (1) officer and six (6) airmen as indicated below. The present strength of one (1) officer and two (2) airmen is insufficient to care for and maintain the equipment alloted to our squadron for maintenance and inspection.

	Auth	Asgd
Apr Survival Specl (92230)	2	2
Survival Trng Specl (92250)	2	0
Senior Survival Specl (99270)	1	0
Survival Sr Specl (92250)	1	0
Total	6	2

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Squadron Commander's Remarks, Comments of Squadron Commander Cont'd

(2) Operations (Intelligence) - This section is authorized one (1) officer and two (2) airmen. It is presently assigned one officer.

(3) Administration - Present authorization is for five (5) Orderly Room personnel. This in itself is not enough strength for high quality work.

	Auth	Assgd	
Clerk	1	1	(Does not type)
Morning Report Clerk	1	1	
Finance Clerk	1	1	
Airmen's Classification	1	0	
Officer's Classification	1	1	(Disch 18 Feb Presently on leave)
	5	4	

(4) Engineering

	Auth	Assgd
Apr Acft Mech (43131B)	21	12
Apr Acft Mech (43131E & J)		21*
Sr Acft Mech (43151B)	18	24
Acft Maint Supv (43171B)	26	18
Apr Eng Mech (43231)	1	1
Sr Eng Mech (43251)	29	22
Eng Mech Supv (43271B)	8	2
Vehicle Opr (60330)	1	0
Vehicle Opr (60350)	1	1
Clerk (70250)	1	1
Supply Specl (64151)	1	0
	107	102
		21*
		81

* 21 Jet Mechanics assigned for training. These men are only partialy utilizable.

Clifford S Hovik

SAR 54-77
Copy of 27 Copies
Page 3 of 3 pages

CLIFFORD S HOVIK
Lt. Col., USAF
Commander

1141

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91ST STRATEGIC RECONNAISSANCE WING (M)
Wing Commander's Remarks
Part V of
Air Training Report for the Month of January
RCS: 3-SAC-T12

a. Hours flown performing missions ordered by higher headquarters:

(1)	SES MacDill AFB	66:25
(2)	Ferrying Aircraft	13:45
	Total	80:10

b. Weather or local conditions affecting training:

(1) Ground fog, ice on runway and low ceilings canceled 195 hours flying time.

(2) Areas available for visual photography training were restricted throughout the month causing a reduction in the amount of photo training accomplished. The accomplishment of Low Altitude Photography and Actual Photo-flash was especially affected by the prevailing weather conditions.

c. Directives imposed by 4IC or SAC restricting normal training:

None.

d. Combat crew member gains and losses:

(1) Gains:

(a) Four Photo-Navigators.

e. Crew member changes:

(1) Four Co-pilots.

CONFIDENTIAL

1142

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Wing Commander's Remarks (Cont'd)

f. New crews formed:

None.

g. Crew status changes:

(1) R03 to L03 3 Jan 55 Upgraded

(2) R04 to L04 3 Jan 55 Upgraded

(3) R63 to L63 15 Jan 55 Upgraded

h. Standardization Crews:

(1) S76 - 91st SMW

(2) S60 - 322nd SRS

(3) S20 - 323rd SRS

(4) L01 - 324th SRS

i. Material and Personnel problems affecting training:

None.

j. All SAC minimum training requirements were accomplished (51-26).

k. Non-combat ready crews capable of deploying:

Four.

l. Non-combat ready crew training (those available for flying) was comparable with time flown by combat ready crews. A total of 44 hours 25 minutes of 5X time was devoted to training NCR crew members.

m. Rescinded.

n. Field Training Operations: Not applicable.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Wing Commander's Remarks (Cont'd)

o. Special Training Month Remarks: Not applicable.

p. Comments of the Wing Commander:

(1) Blue Grass Ordnance Depot message @RD KD TT1328, 16 December 1954, suspends the issue of photo-flash cartridges for 90 days. Therefore, it is requested that the 91st SRW be relieved of Low Altitude Night Photography requirements of SAC Reg 50-8 for the current quarter.

(2) SAC Reg 50-5 makes the provision for the use of Training Pool (TP) Crews. However, under the present SAC Regs 51-19 and 51-4, the Safety in Flight requirement makes it impracticable to use TP crew members as temporary substitutes on other combat crews. If the pertinent regulations could be changed, to make TP crews subject to a 51-4 Standboard checks as a crew and then ground safety in flight checks (as now applicable to current staff crew members) when they fly as substitute crew members, a real benefit would be gained by the Wing. If these TP crew members could be utilized as substitute crew members, a constant supply of trained permanent substitutes could be maintained. This would also accelerate the training of TP crew members; thereby, upgrading into MCR crews could be accomplished.

CHARLES M. EISENHART
Colonel, USAF
Commander

CONFIDENTIAL

1144

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

QUALITY CONTROL
91 Strategic Reconnaissance Wing (M)
Lockbourne Air Force Base
Columbus 17, Ohio

91SRF

4 February 1955

SUBJECT: General Report of Maintenance Trends for the Period 1 January to 31 January 1955

TO: Chief of Maintenance
91st Strategic Reconnaissance Wing (M)
Lockbourne Air Force Base
Columbus 17, Ohio

1. As prescribed by SAC Manual 66-12, the following report is submitted on the maintenance activities of the 91st Strategic Reconnaissance Wing (M).

2. During the month of January 1955, the 91st Periodic Maintenance Squadron inspected 12 RB-47E and 4 KC-97 type aircraft. Base Flight inspected 3 aircraft. These aircraft are cited by airplane number and discrepancies as inclosure number 1 to this report.

3. Quality Control inspected 11 RB-47E type aircraft, 5 KC-97 type aircraft and Base Flight aircraft on the flight line during the month of January 1955. The average number of discrepancies found by aircraft are included in inclosure number 2 to this report.

4. The quality of maintenance both on the flight line and in the docks was considered satisfactory for the month of January with the exception of the RB-47 dock maintenance which is considered marginal. The safety of flight and critical discrepancies were lower than last month for RB-47 aircraft, but it is believed that any time our aircraft have an average of one or more safety of flight discrepancies after being processed by the dock, the quality of maintenance is marginal.

5. Last month's report attributed the high safety of flight discrepancies to an attempt at reducing the in-dock time. In that four RB-47 aircraft inspected this month had two safety-of-flight each, it is believed that marginal maintenance is being performed. It is recommended that the responsible personnel be impressed with the importance of quality maintenance.

6. The quality of maintenance for the 91st Armament and Electronics Maintenance Squadron was excellant again for the month of January. Our A&E Maintenance has shown a great improvement.

EXHIBIT # 23

1145

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Monthly Maint Trends, Con't

7. Inspection of jacket files indicate that the maintenance of Form 1's is very poor. Maintenance supervisors and Crew Chiefs are not complying with A.F. TO-20A-1. The jacket file of aircraft 51-15832 was inspected on 1 February 1955 and discrepancies were found. It is recommended that the maintenance supervisors become more familiar with T.O. 00-20A-1 and that they screen the completed forms closely before forwarding them to ADC for file.

8. The weekly inspection for dissemination of technical information indicates that the tactical squadrons are lax in processing distribution was made to the squadrons and when a check was made, they did not have the information.

9. Quality Control completed the scheduled 90 Day Inspections of all organizations during the month of January. The Ground Power Section of Field Maintenance was in the process of being consolidated and was in a state of disorganization. They had many deficiencies, but this was expected due to re-organizing. This section is scheduled for a special inspection on 17 February 1955. Another item found on this inspection was the large number of fire extinguishers overdue on this inspection and with broken seals. It is recommended that this condition be brought to the attention of the Base Fire Chief in order that he can brief his fire extinguisher inspectors. This condition is a joint responsibility of using organization and the fire department.

10. Much difficulty is being experienced by the section in processing publications requirement tables for technical orders. It is the responsibility of the maintenance officers to screen the PRT's to insure that sufficient technical orders are ordered prior to submission to Quality Control for consolidation. In some cases, technical orders required by an organization are not included on the PRT's and it necessary returning them for correction. Recomend that all maintenance officers and maintenance supervisors become familiar with T.O 00-5-2 which outlines the proper procedure for submission of Publications Requirements Tables.

11. Inspection for Timely Subjects Number 13, 14, and 15 was made by Quality Control during January. Additional inspections will be made to insure compliance with recommendations.

12. During this period, a total of 160 unsatisfactory reports were submitted by the Wing. A breakdown of this total per squadron is as follows:

322nd CRS	-	12	1st [illegible]	-	6
323rd CRS	-	32	91st PRS	-	17
324th CRS	-	12	801st Ops	-	7
91st AMS	-	64	91st ARS	-	10

13. During this period, 9 aircraft were weighed. Four aircraft overdue weight checks at present time. The heavy flying schedule and lack of hanger space are the probable reasons that no more aircraft were weighed. One aircraft was weighed but rejected because the scales were out of calibration. Arrangements have been made to have the scales re-calibrated. An ICN has been sent to the Control Unit, listing aircraft serial numbers and dates they are due weight checks, requesting complete cooperation and coordination to have other aircraft weighed before the dates they become due.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Inclosure 1 to Maint Trends Rpt.

DOCK"21" (RB-47)

AIRCRAFT	TOTAL	SAFETY OF FLT	CRITICAL	A & E	PHOTO	DOCKS	FH
4	132	3	4	29	4	61	39
Average	33	.75	1	7.25	4	15.25	9.5

DOCK "22" (RB-47)

AIRCRAFT	TOTAL	SAFETY OF FLT	CRITICAL	A & E	PHOTO	DOCKS	FH
4 3	112	3	3	23	14	42	32
Average	37.33	1	1	7.7	4.7	14	10.7

DOCK "23" (RB-47)

AIRCRAFT	TOTAL	SAFETY OF FLT	CRITICAL	A & E	PHOTO	DOCKS	FH
5	193	3	6	40	6	91	48
Average	38.7	1.03	1.03	7.7	1.03	15.17	9.2

DOCK "24" (RB-47)

AIRCRAFT	TOTAL	SAFETY OF FLT	CRITICAL	A & E	PHOTO	DOCKS	FH
4	49	1	0	23	XX	38	32
Average	12.25	.25	0	5.75		9.5	8

RB-47E

AIRCRAFT	TOTAL	SAFETY OF FLT	CRITICAL	A & E	PHOTO
11	330	3	6	135	68
Average	35.45	.27	.54	12.3	6

KC-97

AIRCRAFT	TOTAL	SAFETY OF FLT	CRITICAL	A & E
5	129	0	1	44
Average	25.8	0	.2	8.8

"A CERTIFIED TRUE EXTRACT COPY"

George A. Benner

GEORGE A. BENNER

Major, USAF Adjutant

1147

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION) HEADQUARTERS 91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Columbus 17, Ohio
NUMBER 67-7) 7 January 1955

SUPPLY

Follow-Up on Back Orders

(Supersedes Wing Regulation 67-7 dated 9 March 1953)

1. Purpose: To establish a policy whereby continuous effort will be made by all units to expedite the constant flow of supplies and materials, other than aircraft spares, required to accomplish the mission of this command.

2. Scope: The provisions of this regulation are applicable to all units assigned or attached to the 91st Strategic Reconnaissance Wing.

3. Responsibility: It is the responsibility of each squadron commander to insure that supply officers take follow-up action on all requisitions over thirty days old, and that the procedures of this regulation are complied with.

4. Procedures:

a. Supply Officers will screen all UME AF Form 1120 cards at least once every thirty days to insure that all items authorized the unit are either on hand or on requisition.

b. Back order and suspense files for UME, USE and expendable equipment will be maintained in accordance with paragraph 5, Section 7, Volume IV, AFM 67-1 and Paragraph 11, Section 4, Volume IV, AFM 67-1.

c. Routine follow-up for all units of the 91st Strategic Reconnaissance Wing will be accomplished on Monday, tuesday, wednesday and thursdays of the first full week in each month. Follow-up on critical items may be accomplished at any time by contacting the Base Supply unit supervisor.

d. Follow-up at Base Supply Unit I:

(1) Units that have items back-ordered in unit I will call the supervisor of Unit I at least twenty-four hours in advance of desired follow-up time and arrange for a specific date and time.

e. Follow-up at Base Supply Unit II:

EXHIBIT #27

1148

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) The Wing Staff Supply Officer will schedule all organizations of the 91st Wing. The squadron supply officer of each organization will be notified by telephone as to time and date that follow-up will be accomplished.

(2) In order to minimize disruption of Base Supply operations, squadron supply officers will make certain that personnel assigned follow-up duties meet above schedules promptly.

f. In order to comply with the provisions of SAC reg 67-7 and to reduce the time required to accomplish the periodic follow-up, the following standard method will be adopted and utilized by all supply sections in the 91st Wing.

(1) The attached Supply follow-up work sheet (Incl # 1) will be utilized by all supply personnel to effect scheduled thirty day follow-up.

(2) The columns on the work sheet are self explanatory.

(3) A separate work sheet will be used to record items in each of the various property classes. This will allow personnel making follow-up to complete one property class at a time without leafing through the entire back order suspense file.

(4) Initial preparation of the work sheet will be accomplished by starting with the oldest back order. List all required information in appropriate columns for each back-ordered item. Continue through the back order suspense file until all items on back-ordered vouchers over thirty days old have been recorded.

(5) Personnel will make certain that all required information is obtained and recorded in the "DEPOT" and "REMARKS" columns at the time that follow-up is made. On routine items that do not seriously affect the mission of the unit sufficient information should be procurred to make certain that those items are on an active stock record card and that they are on back order from a depot.

(6) On items that are approaching the critical stage, make certain that all information required to process a Supply difficulty work sheet is obtained. (91st Wg Reg. 65-10). This information includes; Depot requisitioned from, Requisition number, priority, date priority was upgraded, information on extractions, estimated date of delivery and any information on contracts or procurement that is available.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(7) As follow-up is completed in each property class, the following notation will be made on the bottom or reverse side of the follow-up work sheet: "Follow-Up accomplished on all items listed Class____this date ____". Followed by the signature of the base supply Stock record clerk

g. When an item is received that has been entered on the follow-up work sheet, this item will be lined out and marked received during the posting operation. When all items on a page have been received and lined out, that page may be discarded. New items will be added to the work sheets as they become thirty days old, thus the follow-up work sheets can be kept up to date at all times.

5. Supply of follow-up work sheets:

a. Work sheets, as required, may be manually prepared or locally reproduced by the using organizations as long as standard format is maintained.

BY ORDER OF THE COMMANDER:

GEORGE A. BRENNER
Major, USAF
Adjutant

OFFICIAL:

George A. Brenner

GEORGE A. BRENNER
Major, USAF
Adjutant

1 Attachment:
Supply Follow-up Work Sheet

DISTRIBUTION:
"D"

1150

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FOLLOW-UP WORK SHEET

DATE_____

STOCK NO.	GL	QTY	NOUN	USO NO	P/O VOUCHER	DATE	DEPOT	REMARKS

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

9100 6 January 1955

SUBJECT: 91st Wing Answers to 2AF Inspection Report

TO: All Squadron Commanders and Directorates
91st Strategic Reconnaissance Wing (M)
Lockbourne Air Force Base
Columbus, Ohio

1. Attached is a copy of the 91st Wing's answers to the 2AF Inspection Report. A notation has been made on the right hand edge to indicate the follow-up action or confirmation that action has been taken since the 2AF inspection.

2. The purpose of this distribution is to assist as an additional guide for Squadrons and Directorates in preparing for the annual SAC Inspection.

3. Squadrons and Directorates will be prepared to advise SAC Inspectors as to specific dates corrective and follow-up action was completed.

1 Incl
Cy Answers to 2AF
Inspection Report

CHARLES M EISENHART
Colonel, USAF
Commander

CONFIDENTIAL

1152

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Action

91st Strategic Reconnaissance Wing Operations Order 10A-53 was published and distributed by Tactical Planning Section 7 December 1954 minus Logistics Annex. It is anticipated that Logistics Annex will be published 20 January 1955. (UNCLASS) — Logistics

As of this date, the 91st Strategic Reconnaissance Wing has eleven aircraft modified in accordance with subject T.O. and remainder will be completed by 23 December 1954. No difficulty is anticipated in accomplishing this item during the next 50-8 scoring quarter. (CONFIDENTIAL) — D/M

Squadrons of the 91st Wing have been reminded that flight simulator time cannot be substituted for the six hours of link required within 90 days preceding renewal of instrument certificates in accordance with SAC Reg 60-5. The 91st Wing has established a procedure whereby Squadron Operations Officers will closely monitor the link trainer time available versus instrument card renewal requirements. (UNCLASS) — Wg/ Sq Ops

The 91st Wing has initiated a program to cross check squadron and Wing Training folders prior to submission of the correction copies of the 3 & 4 SAC-T12. This will insure a more accurate T-12. Daily mission accomplishment forms are now being initialed and processed in accordance with Supplement II, SAC Reg 50-32. (UNCLASSIFIED) — Wg Trng/Sq Ops

New Operations buildings for each of the tactical squadrons are included in the 1955 public works program. These buildings will have sufficient floor space to allow a target study room. Further, a program has been established whereby the 801st Reconnaissance Technical Squadron provides that Wing target study section with the scope photography taken on all RBS photo flash sorties. This photography is screened and if found suitable for target study, copies are made available to each of the tactical squadrons. It is believed that the acceptability rate will be improved with better target study materials and adequate study space as indicated above. (CONFIDENTIAL) — Intell/Target Study/Sq Obs.

CONFIDENTIAL

1153

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

	Action
Direct scheduling of crews by the Reconnaissance Technical Squadron with the tactical squadrons has been implemented in order to avoid delays in critiques. Close monitoring of this function by the squadron observer will preclude further delays. (UNCLASSIFIED)	Sq Obs
The escape and ejection system has been included in the coming monthly training programs and will be brought up in future programs for both flying and maintenance personnel. (UNCLASSIFIED)	Wg Gr Tng
Each Squadron Personal Equipment Section was ordered to check the latest publications requirement table pertaining to Personal Equipment and order any T.O.'s that are short. Each link in the system of T.O. distribution was contacted to insure that all sections will receive all T.O.'s that are necessary. (UNCLASSIFIED)	Sq Pers Equip.
Units have had dividers on requisition for as long as six months. Six stop watches are on order. Six master watches are on order. Twenty hack watches are on order. (UNCLASSIFIED)	Sq Supply
The ejection seat trainer at Wright-Patterson AFB has not been available to this Wing since Aug 54. Our request for 2AF mobile ejection seat trainer for Sep, Oct and Dec 54 was postponed until 7 Jan 55. Reference messages 91st DOT 6 dtd 28 May 54, 801st EOT 794 dtd 26 Oct 54 and 2AF OTG 1201 dtd 5 Nov 54. Because ejection seat trainer has not been available, the 91st Wing has requested that this training requirement be waived for calendar year 1954. (UNCLASSIFIED)	Wg Grd Tng
38 caliber ammunition for required training has been on requisition to Base Supply since Jan 54. Base Supply has stated that ammunition will not be available for an undetermined period. (UNCLASS)	Wg Grd Tng
The steam room has been out of commission since May 54. On 1 Nov 54, permission was granted by 2AF to give credit for Phase I without accomplishing a steam bath or massage. During Dec 54, the 91st Wing has an accelerated program to accomplish all phases of the Physical Fitness Program by December 31, 1954 (UNCLASSIFIED)	Sq Ops & Tng

CONFIDENTIAL

1154

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

Action

A course of instruction, conducted by the Wing Performance Engineer, will be administered on or about 15 January 1955. This course will familiarize each crew on the procedure for computing and scoring of long range missions. Noted computation will be distributed to each crew at that time. (UNCLASSIFIED) — Wg Ops

A follow-up on the filing of mission flight plans in the 322nd SRS was made and the Squadron Operations Officer stated that flight plans are now being filed as required. (UNCLASSIFIED) — Sq Ops

The 324th SRS Cruise Control Officer has stated that flight plans and the filing of same are being brought up to par. (UNCLASSIFIED) — 324th C.O.

The 91st ARS B-15 jackets are below authorized number, but they are on order. Twenty-two jackets will bring us to the number authorized. Ten have been ordered on requisition number 12-15-672 and twelve have been ordered on requisition number 55-27728. (UNCLASSIFIED) — 91st ARS

There is no additional storage space available near the 91st ARS Operations Building thereby necessitating use of the present storage facilities. (UNCLASSIFIED) — D/M & 91st ARS

The Communications section has twenty-seven Radio Operators at this time, but will lose one man in January 1955. This is three below the new authorized total of thirty. Higher Headquarters has been made aware of this shortage. (UNCLASSIFIED) — Pers.

An input of Aerial Gunners, 3235F, has increased the number of personnel eligible for upgrading from fifty-three to a total of sixty-four. An intensive squadron training program will increase the qualified Boom Operators sufficiently to provide Boom Operators for the anticipated number of Combat Ready crews available during the next two months. This status will be attained provided there are no further directed PCS movements, withdrawals, or additional discharges. (UNCLASSIFIED) — Pers.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

	Action
The requirement for the establishment of an MTD course to cover instruction in ejection seat maintenance and procedures was established by the Maintenance Standardization Team and quotas recommended to the Wing Ground Training Officer. Dates, place, personnel and organizations affected were published in the Monthly Wing Ground Training schedules. Command emphasis has been given to this subject to insure that the Training schedules are adhered to. The MTD course covering ejection seat maintenance will go into effect on 3 Jan 55. (UNCLASS)	D/M Sq Maint.
Additional command emphasis has been placed on the quality of armament and electronics maintenance. A copy of all armament and electronics irregularities found by Quality Control during periodic inspections and flight line inspections is being furnished to the Chief of Maintenance and the Commander of the Armament and Electronics Sq for their information and action. The Quality Control Section currently has a drive on to report even the most minor irregularities. The effect of the additional command emphasis placed on the armament and electronics maintenance is in evidence by an improved quality of maintenance. (UNCLASSIFIED)	91st A&E
The Flight Line Maintenance Sections are now organized and functioning in accordance with the provisions of Chapter 6 of SAC Manual 66-16. (UNCLASSIFIED)	Sq Maint Off.
The maintenance of oxygen servicing equipment is receiving additional command emphasis. No further discrepancies are anticipated. (UNCLASS)	D/M
An MTD course to cover instruction in ejection seat maintenance has been established by the Maintenance Standardization Team. The Wing Ground Trng Officer has published a monthly schedule for personnel to attend this course. Command emphasis has been given to this subject. The MTD course covering ejection seat maintenance will go into effect on 3 Jan 55. (UNCLASSIFIED)	D/M & D/O
A Central Motorized Equipment Section is organized and operating in accordance with 2 AF Reg 66-7 (UNCLASSIFIED)	D/M & F/M

CONFIDENTIAL

1156

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

	Action
Eighteen aircraft assigned to this Wing were inspected by the 91st Wing Quality Control Inspectors during the period 19 Nov 54 to 14 Dec 54. The average number of M&E discrepancies on the above inspection was 18.7. (UNCLASS)	D/M & A&E
Base Flight Maintenance Supervisors are now required to thoroughly inspect completed maintenance to insure a high quality of maintenance. (UNCLASSIFIED)	D/M
Air crew personnel are no longer being utilized as OJT Officers. In all cases except two, the Squadron Adjutants are appointed additional duty as OJT Officer due to peculiar organization in this section. The 91st Fld.Main.Sq. has the Asst Adjutant appointed as OJT Officer due to impending transfer of present Adjutant to Hqs 2AF. OJT Officers are now making periodic checks with all Supervisors to properly monitor the training program. Action completed 17 Dec 54. (UNCLASS)	All Sq Cmdrs
Squadron Security Officers have been instructed to bring their counter-sabotage SOPs to the attention of all their personnel during the Phase II Security Program beginning 3 Jan 55. (UNCLASSIFIED)	All Sq Cmdrs
The 91st Fld. Maint. Sq. is in the process of bringing their Unit Personnel Records up to date relative to communications concerning access to classified information. (UNCLASSIFIED)	Fld Maint.

CONFIDENTIAL

1157

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE DIRECTOR OF MATERIEL
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

19 January 1954

SUBJECT: Minutes of Flyaway Kit Panel Meeting

TO: [illegible]

1. The monthly meeting of the Flyaway Kit Panel was held at 1330 hours 18 January 1955 in the 91st Wing conference room. The meeting was conducted by Lt Colonel Mixson, Director of Materiel, and the following personnel were present:

Colonel Kelsay	Director of Materiel Office
Lt Colonel Mixson	Director of Materiel
Lt Colonel Archer	Commander, 324th Strat Recon Squadron
Lt Colonel Carter	Chief of Maintenance
Lt Colonel Novik	Commander, 91st Air Refueling Squadron
Major Chafin	Commander, 322nd Strat Recon Squadron
Major Montag	Logistics Officer
Major Mills	Base Accountable Officer
Major Rigley	Maintenance Control Officer
Captain Bissinger	Maintenance Officer, 322nd Squadron
Captain Hawkins	Maintenance Officer, 324th Squadron
Captain Worden	Wing Staff Supply Officer
Captain Seward	Maintenance Officer, 91st Periodic Maint Sq.
Lt Lubben	Flyaway Kit Officer
2nd Lt Tcambos	Maintenance Section, 324th Squadron
CWO Pusey	Maintenance Officer, 91st Air Refueling Sq.
WO Braswell	Maintenance Officer, 323rd Squadron
MSgt Jenkins	Maintenance Officer, 91st A & E Squadron
M/Sgt Lavix	Supply Liaison Section

2. Colonel Mixson read the minutes of the last meeting.

a. The doors on the flyaway kit bins will again have to be taken off and fixed as they do not work properly. Captain Worden will check into the matter of getting wheels for the bins. It was suggested that perhaps wheels which have been taken off the B-4 stands could be used on the bins.

3. It is anticipated that the new 65-H, Flyaway Kit Spares Master List, will be received in about 60 days. This will break the kit down into pre-strike, post-strike, turn-around and base kits.

1158

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WING REGULATION)
NUMBER 65-9)

HEADQUARTERS 91ST STRATEGIC RECONNAISSANCE WING(M)
Lockbourne Air Force Base
Columbus, Ohio
26 January 1955

SUPPLY AND MAINTENANCE

Aircraft Installed Property

(This Regulation supercedes 91st Wg Reg 65-9, dated 14 September 1954)

1. Purpose: The purpose of this regulation is to outline the responsibility and procedure of accounting for installed property of aircraft assigned to this Wing.

2. References: General accounting procedures are outlined in T.O.'s 00-35D 263, 00-35D-263A, 1-1-81, 00-25-4 and further expanded by SAC Manual 65-3 and Air Force Manual 67-1.

3. Scope: The provisions of this regulation are applicable to all units of this wing possessing aircraft and the 91st Armament & Electronics Maintenance Squadron.

4. Responsibility: All Squadron Commanders are responsible for compliance with this directive. All other responsible agents are enumerated within this directive.

5. Procedures:

a. The Flight Line Maintenance Officer will:

(1) Maintain all AF Forms 263C for aircraft assigned to his squadron in conformity with current directives.

(2) Maintain a file of all directives pertinent to accounting procedures for installed property.

(3) Once every thirty (30) days, the maintenance officer or his designated representative, will contact Base Supply to screen back orders in accordance with SAC Letter 67-1.

(4) Maintain organizational back order suspense folder.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(4) Be responsible for ordering, repairing, or turning in, of all equipment on hand receipt to him.

(5) Receipt on AF Form 446, clearly marked "HAND RECEIPT", for all 263 electronic or photo equipment removed from aircraft while undergoing extended major repair or storage.

(6) Comply with paragraph 5, a, (3), the same as Tactical Squadron Maintenance Officer.

c. Tactical Squadron Supply Officer will:

(1) Advise the maintenance officer on all matters pertaining to supply or supply directives including local policies.

(2) Furnish the Maintenance Officer with all voucher numbers pertaining to each aircraft for the individual aircraft jacket file.

(3) Take aggressive follow-up action on all 263 requisitions for shortages or replacement items.

d. Aircraft Distribution Officer will:

(1) Monitor all 263 procedures in Wing to assure conformity with existing directives.

(2) Receive and monitor 263 shortage reports to assure that all responsible agencies are taking aggressive action.

(3) Assure that items received on initial installation certificate are installed on aircraft and posted to appropriate AF Form 263C.

(4) Assure that authorized changes or modifications of the aircraft are entered in appropriate AF Form 263C.

(5) Assure that entries are not made in AF Form 263C without proper authorization.

(6) Monitor transfer of aircraft 263 equipment at time of transfer of aircraft.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

f. The Wing Operations Officer will review the authorization of 263 equipment at least once each six months with the view of estimating its adequacy to support the mission and assigned commitments of the Wing, and make recommendations for deletions or additions to such equipment as required.

BY ORDER OF THE COMMANDER:

OFFICIAL:

GEORGE A. BRENNER
Major, USAF
Adjutant

GEORGE A. BRENNER
Major , USAF
Adjutant

1 ATTACHMENT:
91st SPW Form 65-9A

DISTRIBUTION:
"D"

1161

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

f. The Wing Operations Officer will review the authorization of 263 equipment at least once each six months with the view of estimating its adequacy to support the mission and assigned commitments of the Wing, and make recommendations for deletions or additions to such equipment as required.

BY ORDER OF THE COMMANDER:

OFFICIAL:

GEORGE A. BRENNER
Major, USAF
Adjutant

GEORGE A. BRENNER
Major , USAF
Adjutant

1 ATTACHMENT:
91st SPW Form 65-9A

DISTRIBUTION:
"D"

1162

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SHORTAGE AIRCRAFT MODEL PAGE ___ OF ___

AIRCRAFT SERIAL NUMBER

ITEM NUMBER	DESCRIPTION OF ITEM	PART NUMBER	QUANTITY SHORT	TURN IN VOUCHER NUMBER	DISPOSITION VOUCHER NUMBER	DATE MADE UP	FROM MAKING UP SHORTAGES

91ST FORM 65-9A

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HISTORICAL REPORT

FEBRUARY 1955

91ST STRAT. RECON. WING

91st STRATEGIC RECONNAISSANCE WING

LOCKBOURNE AIR FORCE BASE

SECRET

S10990

S4408

SL-1043

2D AF BARKSDALE AFB, LA. NOV. 52-8768

1168

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

10990

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TITLE PAGE

91st Strategic Reconnaissance Wing, Medium

(801st Air Division)

(Second Air Force)

Lockbourne Air Force Base, Ohio

For period: 1 to 28 February 1953

Assigned Units

Hq Sq 91st Strategic Reconnaissance Wing, Medium
91st Tactical Hospital
91st Air Refueling Squadron, Medium
322nd Strategic Reconnaissance Squadron, Medium
323rd Strategic Reconnaissance Squadron, Medium
324th Strategic Reconnaissance Squadron, Medium
91st Field Maintenance Squadron
91st Periodic Maintenance Squadron
91st Armament and Electronics Maintenance Squadron

This Report Prepared by:

[illegible]
Major, SAF
Historian

and

A/2C [illegible]
Historical Technician

This Report Approved by:

William Burke, Col MSF
Charles [illegible] Hiss Part
Colonel, [illegible]
Commander

SECRET

1170

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TABLE OF CONTENTS

	Page
Title Page	i
Table of Contents	2[illegible]
Authority	3[illegible]
Glossary of Abbreviations Used	4[illegible]
Narrative Section	
Organization and Administration	1
Personnel	2
Operations and Training	6
Mission Analysis	1[illegible]
Maintenance and Supply	1[illegible]
Bibliography of Sources	1[illegible]

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

This historical report is prepared in accordance with the following regulations and manuals:

AAC Regulation 210-1, dated 7 October 1952

AAC Manual 210-1, dated June 1951

AAC Regulation 210-1, dated 1 July 1954

SECRET

1172

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AWOL	Absent Without Leave
A3	Air Base
Amn	Airmen
Auth	Authorized
Col	Colonel
Cmdr	Commander
D/O Ops Trg Sect	Director of Operations Training Section
D/Ops	Director of Operations
Dtd	Dated
Hqs	Headquarters
Lt Col	Lieutenant Colonel
Maint	Maintenance
(M)	Medium
Offs	Officers
Org	Organization
RB	Reconnaissance Bomber
Recn	Reconnaissance
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Strat	Strategic
2AF	Second Air Force
Wg	Wing

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary of Abbreviations Used (Continued)

Abbreviations Used in Aircraft Operations

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit. Only those crews which a unit commander would use for the actual combat operations will be used in this sense.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

Potential Crew. A complete combat crew which can not be reported as combat ready or non-combat ready because of the limitations imposed by the definition of these crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit excluding those crews reported as Table of Distribution Staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters, Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade, or other factors, which make crew utilization unprofitable.

In-Commission. An aircraft is in commision when it is capable of performing normal flight operations.

Evaluation Missions. A mission which is flown to evaluate reconnaissance crew reconnoitoring capability, to test new procedures and techniques, etc.

Long Range Tactical Mission. A mission of at least ~~22~~ 18 hours duration accomplished by an individual crew or crews, which emphasizes cruise control techniques and procedures, navigation under simulated tactical conditions aerial and radar scope photography, etc., and is not to be considered as a unit or simulated combat mission.

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current Strategic Air Command tactical war plan or any assigned unit simulated combat mission of equal scope flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary Of Abbreviations Used (Continued)

Abbreviations Used in Photo Reconnaissance

Multi-Camera Station. This set is made up of four(4) K-24 cameras fitted with 36 inch lens cones. The cameras make photographs nine (9) by 18 inches, and are so mounted so that when the four(4) pictures are placed end to end, they make one(1) continuous photograph nine(9) by 72 inches. There is less th one (1) inch overlap on each of the prints. The multi-cameras make extremely large scale photographs of any given target area and are used for detailed study of a target. The minute detail is of great value to intelligence offic

Tri-Metrigon Station. The tri-metrigon system is a combination of three(3) cameras of short focal length lenses. In the case of the 91st Wing, they are K-32s fitted with six(6) inch lens cones and are so mounted so that one unit shoots down and the other two make left and right hand oblique photos. They are mounted at 60 degrees, and when the three(3) pictures are placed together they make one (1) continuous print covering the area from horizon to horizon. The print size of each photo is nine (9) by nine(9) inches. Tri-metrigon photography plays an important role in photo reconnaissance in that a strip of it can be made into a complete photomap. When used over new areas of enemy territory the Intelligence people can locate troop concentrations, installations, transpo t systems, and ferret out many other items of value. The limitations of the information gained from this photography is in direct proportion to the quality of the photographs and the accuracy of the photo logs kept by the photo-navigator.

Forward Oblique Camera Station. The forward oblique camera position is a K-22 camera fitted with a 12 inch lens cone. The camera shoots forward of the aircraft and is depressed 45 degrees from horizontal. Photographs taken with this camera position on an initial point to target run for example, will give a graphic presentation to a bombardier of just what he will see on his bombing run. The photographs taken with this camera are of special value to light bombardment and fighter-bomber units. From altitudes above 10,000 feet, entire airfields and large installations can easily be photographed. The picture taken in this position in conjunction with other two(2) installations give full and complete coverage of the target area.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

1179

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

imum Score. This was realized as 380 officers of 628 authorized or [illegible] percent were effectively manned in required specialities.

The Airmen in Required Specialities was at 80 percent of Maximum Score in Direct Support Career Fields with 279 airmen in required specialities of 1119 authorized or 75.8 percent effectively manned. In the Indirect Support career fields, 411 of 509 authorized airmen were in required specialities for an 80.7 percent effectively manned score.

The AWOL Rate was at 100 percent of Maximum Score for February as there were no AWOL's of an assigned strength of 2145 personnel, which is a very admirable record.

The Reenlistment Rate was 20 percent in February with nine (9) persons reenlisting of 40 discharged for an eligible reenlistment rate of 20 percent.

The Ground Safety Score was 50 percent of maximum for the month with five (5) lost time military accidents and no civilian lost time accidents.

The [illegible]-47 MTO Utilization for the month of February was 60.9 percent. No [illegible]-97 facilities were available again this month.

1180

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Tactical Operations Analysis

During February 1955, aircraft and crews of the 91st Strategic Reconnaissance Wing, medium operating from Lockbourne Air Force Base, Ohio, recorded a total of 2080 hours and 23 minutes of flying time, which was indicative of an increase of approximately 54 hours over that recorded in the month of January 1955.[1] The end of this reporting period saw in possession of the 91st Wing, at Lockbourne Air Force Base, Ohio, 51 tactical aircraft according to the following numbers and types:[2] Twenty (20) RB-47's, and 44 RB-47E's. These planes were on hand for 45,[illegible] hours, and were maintained in commission [illegible],[illegible] hours, resulting in a monthly aircraft in commission rate of 54.1 percent, and a monthly percentage of time aircraft were flown of 5.2.[3]

The following is a comparison of operational data recorded by this wing during the months of January and February 1955:[4]

	January	February
Number of aircraft on hand	68	64
Number of Hours Aircraft on hand	30,[illegible]	45,[illegible]
Number of Hours Aircraft in Commission	41,[illegible]	[illegible]
Number of Hours Aircraft Flown	[illegible]	[illegible]
Percentage of Time Aircraft in Commission	1.7[illegible]	[illegible].1
Percentage of Time Aircraft Flown	[illegible]	[illegible]
Number of Hours Aircraft Out of Commission Due to Maintenance	[illegible]	[illegible]
Number of Hours Aircraft Out of Commission Awaiting Parts	527	455
Number of Landing Made	[illegible]	[illegible]

1. [illegible], "Form 110A, Co Rpt of A/C Opns", Jan [illegible] Feb'55, prep by [illegible], 301 [illegible].
2. Ibid.
3. Ibid.
4. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

flown.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

	January	February
Number of Hours Aircraft in Commission	[illegible]	[illegible]
Number of Hours Flown	[illegible]	[illegible]
Number of Hours Aircraft Out of Commission Awaiting Parts	[illegible]	[illegible]
Number of Hours Aircraft Out of Commission Due to Maintenance	[illegible]	[illegible]
Percentage of Time Aircraft in Commission	[illegible]	[illegible]
Percentage of Time Aircraft Flown	[illegible]	[illegible]
Number of Landings Made	[illegible]	[illegible]

[illegible] Strategic Reconnaissance Squadron, [illegible]

[illegible] crews and aircraft of the [illegible] Strategic Reconnaissance Squadron, operating from Lockbourne Air Force Base, recorded in February, a total of [illegible] hours of operational flying time as compared [illegible] hours in January.[16] As will be noted, the figure for February increased over that recorded during January.

A comparison of the operational data as recorded by this organization during January and February is as follows:

	January	February
Number of Aircraft on Hand	15	15
Number of Hours Aircraft on Hand	11,1[illegible]	[illegible]
Number of Hours Aircraft in Commission	[illegible]	[illegible]
Number of Hours Aircraft Flown	[illegible]	[illegible]
Number of Hours Aircraft Out of Commission Awaiting Parts	47	0
Number of Hours Aircraft Out of Commission Due to Maintenance	2737	1744

16. Ibid.

SECRET

1186

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

	January	February
Percentage of Time Aircraft in Commission	76.6%	82.0%
Percentage of Time Aircraft Flown	5.3%	6.0%
Number of Landings Made	90	92

324th Strategic Reconnaissance Squadron, Medium

Utilizing RB-47E's and operating from Lockbourne Air Force Base, Ohio, crews and the 324th Strategic Reconnaissance Squadron recorded 434 hours of operational flying time in February.[17] This was an increase of 13 hours of flying time over that recorded in January.

The following is a statistical comparison of the operational data recorded by the aircraft of this squadron in January and February 1955:[1]

	January	February
Number of Aircraft on Hand	15	15
Number of Hours Aircraft on Hand	11,1[illegible]	10,[illegible]
Number of Hours Aircraft in Commission	[illegible],632	7,[illegible]
Number of Hours Aircraft Flown	441:10	454:06
Number of Hours Aircraft Out of Commission Due to Maintenance	1030	1396
Number of Hours Aircraft Out of Commission Due to Parts	4[illegible]	25
Percentage of Time Aircraft in Commission	[illegible]	[illegible]
Percentage of Time Aircraft Flown	4.[illegible]	5.[illegible]
Number of Landings Made	11[illegible]	45

17. Ibid.
1. Ibid.

SECRET

1187

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Strategic Reconnaissance Wing, Medium for February 1953.[21] Sgt. Johnson, since becoming a member of this squadron in August 1953, has demonstrated all the qualities expected of a top-notch maintenance man. The factors of dependability, willingness and co-operation with his fellow workers are practiced by T/Sgt Johnson in a manner unqualified by any member of this organization. His technical knowledge and ability have been proven by nineteen (15) months of continuous maintenance activity on very complex equipment.

Regardless of the job involved, whether in his career field or not, Sgt. Johnson will cheerfully assume the job and by foresight and initiative carry it through to a conclusion. He is a career airman with 12 years service. A man of this caliber reflects the highest credit on himself and Air Force and deserves recognition as "maintenance man of the month."

21. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Summary

Tactical crews and aircraft of this ac[illegible] flew 2034 hours and 20 minutes in February 1955, of which 35[illegible] hours were flown by the tankers and the remaining 1454 hours and 2[illegible] minutes by the redonkaissance aircraft. Of these totals, 83[illegible] hours and 45 minutes were flown by the RF-47[illegible]'s in the performance of missions directed by higher headquarters, with the RC-97's flying 149 hours on missions of this nature. A breakdown of this time by mission is as follows:[22]

SBS- MacDill AFB ---	175:15
Project 54 AF 64 ---	39:50
2AF Operations Order 13-55 ---	61[illegible]:05
Ferrying Aircraft ---	[illegible]:05
2AF 7-55	35:[illegible]0
2AF13-55	11[illegible]:00

As these figures indicate, February was a month primarily devoted to flying missions ordered by higher headquarters and quite a bit of flying time was spent on a [illegible].

USCM "OLD FOGY"

During February 1955, the [illegible] carried out the USCM that was scheduled for the wing by 2AF. The code name for this operation was "OLD FOGY".[23] The RF-47 aircraft flew 61[illegible] hours in conjunction with this mission. Of this total, 511 hours were actually flown completing the training requirements of the mission, while the remaining hours were spent in deployment to and from the Base of Operations, Sidi Slimane Air Base, French Morocco. The 511 hours of flying time was accomplished on 45 sorties.

22. Rpt, "Wg Cmdr's Remarks, Part V Air Tng Rpt," for Mo of Feb'55, [illegible]:4*SAC-T12. & Wg Cmdr's Remarks, Part I of Air Tng Rpt for Mo of Feb'55, RCS:3-SAC-T12. Exh [illegible].
23. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The KC-97 aircraft flew 116 hours in conjunction with Operation "OLD POTY". Of this total, 77 hours were actual training time and were accomplished in 15 aircraft sorties.[24] The remaining time was spent in deployment to and from the Base of Operations.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAINTENANCE AND SUPPLY

Practical Maintenance Summary

This wing possessed as of the end of February, a total of 64 tactical aircraft as compared with 6[illegible] in January.[1] They were on hand for 45,292 hours and were maintained in commission for [illegible],607 hours during the month as against 41,426 in January.[2] This decrease was due to the shorter month experienced in February. The monthly aircraft in Commission percentage was 56.1 and a total of 5.2 percent of the time aircraft were flown was recorded by this command in February, whereas in the previous month, they were flown for a 4.8 percentage of the time and were in commission for 51.7percent of the time.[3]

The following is a statistical comparison of aircraft operational and maintenance data as recorded by the 91st Wing during the months of January and February 1953:[4]

	January	February
Number of Aircraft on Hand	68	64
Number of Hours Aircraft on Hand	50,[illegible]	45,292
Number of Hours Aircraft in Commission	41,426	28,607
Number of Hours Aircraft Flown	1,[illegible]	2[illegible]:[illegible]
Percentage of Time Aircraft in Commission	1.7	4.1
Percentage of Time Aircraft Flown	4.8	5.2
Number of Hours Aircraft Out of Commission Due to Maintenance	4576	5684
Number of Hours Aircraft Out of Commission Awaiting Parts	3400	463
Number of Landings Made	565	476

1. Rpt,"Form 110A,No Rpt of A/C Opns, Jan'53 - Feb'53,prep by Stat Svs,[illegible]
2. Ibid.
3. Ibid.
4. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Maintenance Trends for the Month of February

The quality of maintenance, both on the flight line and in the docks was considered to be satisfactory for the month. There was much improvement over the previous month in this respect. The quality of AGE maintenance was again considered satisfactory and remained about the same as the previous month.

During the month of February a total of 1[illegible] unsatisfactory reports numbers were issued to the Wing. This shows an improvement over the previous months. The only complaint of the wing maintenance sections is that the 91st Armament and Electronics Maintenance Squadron is carrying the load for the other squadrons in the wing. A breakdown of the number of [illegible]'s issued to this squadron and to the other squadrons in the Wing, supports this contention.

1194

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

BIBLIOGRAPHY OF SOURCES

1. Special Order File, 91st SMW
2. General Order File, 91st SMW
3. Regulation File, 91st SMW
4. Correspondence File, 91st SMW
5. General Order File, Second Air Force
6. General Order File, 819st Air Division
7. Special Order File, 819st Air Division
8. Statistical Reports, 91st SMW
9. The Skyrocket, Lockbourne Air Force Base
10. Regulations, Second Air Force
11. Regulations, Strategic Air Command
12. General Orders, Strategic Air Command
13. 91st SMW Historical Report, January 1963
14. 91st SMW Director of Operations
15. 91st Director of Material
16. 91st SMW Comptroller
17. 91st SMW Director of Personnel
18. 91st SMW Adjutant
19. 819st Air Base Group Statistical Services Office
20. 819st Air Base Group Testing Office

SECRET

1195

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M) (SAC)
Lockbourne Air Force Base
Columbus 17, Ohio

31 January 1955

INSPECTION SCHEDULE FOR FEBRUARY 1955

2 February 1955 - Wednesday (1400 hours)

91st Field Maintenance Squadron — Shops and all working areas.

By Wing Commander - A Staff Visit

7 February 1955 - Monday (0800 hours)

Monthly Officer and NCO Call at Base Theatre

9 February 1955 --Wednesday (1400 hours)

91st A&E Squadron — Headquarters, Supply, All Shops

By Wing Commander - A Staff Visit

16 February 1955 - Wednesday (1400 hours)

91st Periodic Maintenance Squadron — Headquarters, Supply. RB-47 & KC-97 Docks

By Wing Commander - A Staff Visit

23 February 1955 - Wednesday (1400 hours)

323rd Strategic Reconnaissance Squadron — Headquarters, Operations, Supply & Engineering

By Wing Commander - A Staff Visit

25 February 1955 - Friday (1400 hours)

All Units - Barracks Inspection for Barracks of the Month Award

By Wing Commander and Staff

GEORGE A. BRENNER
Major, USAF
Adjutant

EXHIBIT # 1

1196

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Staff Visit [illegible]
2 February [illegible]

A staff visit was made by Colonel [illegible] to the [illegible] Field Maintenance Squadron on 2 February [illegible]. At this time the Field Maintenance Squadron is temporarily being commanded by Captain Wellborn, since Major Graham is on a staff trip to overseas bases. Considerable time was spent in discussing the personnel problem, with specific reference to AFSC's and their proper duty assignments. Generally speaking, I consider the personnel situation in the [illegible] Maintenance Squadron in excellent condition, with two exceptions:

1. Parachute riggers. They are presently authorized 27 parachute riggers and at the present time have but 15. Even with this shortage of personnel I believe that the assigned riggers could handle the number of parachutes assigned this wing, plus the [illegible] Group and the National Guard and transients, if sufficient drying tower space were available. In view of the fact that additional parachute space will not become available within the next couple of years, only by having an excess of personnel and running double shifts around the clock would it be possible to keep up with the required [illegible] and parachute inspections.

2. The most most serious shortage was in ground power trained maintenance personnel. In complying with AFM 7, which requires a consolidated ground powered maintenance shop, as well as consolidating the ground powered dispatch and daily operations which have been accomplished, there is still a shortage of nearly 19 people required to maintain this equipment. Captain Wellborn was instructed to supplement these people in the maintenance shop particularly to get our ground power up to first class condition.

The transportation problem was discussed briefly; however, there is still no serious deficiency existing at the present time.

A visit was made through all the shops of Field Maintenance, including the propeller, tire build-up, electrical, which are located in the [illegible] hangars, where the shops appeared to be in excellent condition.

Considerable time was spent in discussing our inverter problem and the new testing equipment which has recently arrived which should insure better inverter operation, thereby giving us a higher efficiency rate on our [illegible] System equipment.

[illegible]
Colonel, USAF
Commander

1197

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OVER 12,000 COMPUTATIONS

Mission Planning Time Cut Half By Pie-Shaped Computer

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ACTION 91SRW

FM COMAF 2 BARKSDALE AFB LA
TO COMADIV 601 LOCKBOURNE AFB OHIO
/UNCLASSIFIED/ ODC 0704. UR HQ IS ALERTED TO PROVIDE TWELVE(12) B-47 ACFT TO SUPPORT EXERCISE OF RADAR APPROACH CONTROL CENTER AT WRIGHT-PATTERSON AFB MAR 58. PURPOSE OF EXERCISE IS TO INDOCTRINATE SAC AIR CREWA AND OPES PERS WITH EQUIP SCHEDULED FOR INSTALLATION AT SELECTED SAC BASES. ACFT WILL STAGE FROM LOCKBOURNE AFB AND W/B APPLIED IN TWO (2) MINUTE INTERVALS OVER WRIGHT-PATTERSON. DURATION OF MSN W/B APRX TWO(2) HOURS. ACFT WILL NOT BE REQUIRED TO LAND AT WRIGHT-PATTERSON. DETAILED INSTRUCTIONS WILL BE FORWARDED ASAP.
08/2305Z DEC JWFKL

"A CERTIFIED TRUE COPY"

George A. Brenner
GEORGE A. BRENNER
Major, USAF
Adjutant

EX 1 17 4

1199

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
801ST AIR DIVISION (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

SUBJECT: Letter Order 207 — 28 January 1955

TO: Personnel Concerned
Organization indc
Lockbourne AFB, Ohio

Ea of the FNOA organization indc(SAC) PROBOUT 31 Jan 55 to APO 117, NYK for aprx 10 days TDY (DPUO); UCWR Lockbourne AFB, Ohio. TMAA and Dir when aval. TDN: 5753400 067-6900 P458-02 S33-617. Scty clnc TOP SECRET for this pd of TDY only. CIPAP. Auth: AFR 35-52, SAC Reg 55-41 and SAC Msg DOOPO 2395, 12 Jan 55(Classified)

COL WILLIAM BURKE	4950A	Hq 91st Strat Recon Wg
COL WILLIAM B TODD	4502A	DO
LTCOL NILS G PETERSON	A0312652	DO
LTCOL ROBERT F CARTER	14297A	DO
LTCOL HARRIS C ANDREWS	A0660609	DO
MAJ HUGH P MAROHL	13584A	324th Strat Recon Sq
MAJ WAYNE C CHAMBERS	A0698517	Hq 91st Start Recon Wg
MAJ ROBERT M BEHR	21515A	DO
MAJ FRED B SMITHWICK JR	12816A	DO
MAJ WILLIAM W MOORE	6841A	DO
MAJ ALVIN G SCHUERLING	18166A	323rd Strat Recon Sq
MAJ JOHN M KEENA	13293A	322nd Strat Recon Sq
MAJ PAUL L MONTAG	A0433568	Hq 91st Strat Recon Wg
MAJ CHARLES S GRAHAM	6642A	91st Fld Maint Sq
MAJ FRANK S McGLYNN JR	A01551461	91st Armt and Elct Maint Sq
CAPT DAVID H DOUGHTY	20722A	Hq 91st Strat Recon Wg
MAJ JAMES D RIGLEY	811441A	DO
CAPT EDWARD D HAWKINS	A0753881	324th Strat Recon Sq
COL HERVEY A McDANIEL JR	4536A	Hq 801st AB Gp
MSGT JOSEPH T WALSH	AF11045896	Hq 801st AB Gp
SSGT EDWARD R LYNCH	AF32902477	Hq 91st Strat Recon Wg
MSGT KENNETH HAYDEN	AF17016031	DO
MSGT WORELL R SHELTON	AF14002080	322nd Strat Recon Sq
MSGT JAMES H TOWER	AF6879349	91st Fld Maint Sq
MSGT WOODROW M LOTT	AF34081264	91st Armt and Elct Maint Sq
TSGT WILLIAM T WILKINSON	AF14144312	Hq 91st Strat Recon Wg
WONG NATHAN H BRASWELL	AW2200858	323rd Strat Recon Sq
MAJ CHARLES F OTTO	A0426466	91st AREFS
CAPT ALVIN H DALLAS	A02066823	DO
1STLT FRANK D EIDSON	A03005377	DO
CAPT VINCENT J MORGAN	A0807277	DO
TSGT DONALD J CLIFFMAN	AF16232503	DO
SSGT GEAN P CLAPPER	AF13317235	DO
A/2C FRANCIS L WHITE	AF13425893	DO

1200

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Ltr O 207 Hq 801st Air Div LAFB, Ohio 28 Jan 55 Cont'd

SSGT ROBERT J BROOKS	AF13375900	91st AREFS
TSGT WALTER A KARJALAINEN	AF31114149	DO
A/1C JOSEPH CALDERON	AF12405906	DO
A/2C WENDELL I LAITTO	AF16409924	DO

BY ORDER OF THE COMMANDER:

RICHARD E JONES
Major, USAF
Adjutant

DISTRIBUTION:
5 ea indiv concerned
1 Hq 91st Strat Recon Wg
1 324th Strat Recon Sq
1 323rd Strat Recon Sq
1 322nd Strat Recon Sq
1 91st Fld Maint Sq
1 91st Armt and Elct Maint Sq
1 Hq 801stAB Gp
1 91st AREFS
2 BCRB
1 BCRS
1 BPM(S-1)
1 BAO
1 DP
1 Comdr 2AF
2 26WDP
2 91WDP
3 BPP
5 BP
1 BO

2

1201

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE DIRECTOR OF MATERIEL
91ST STRATEGIC RECONNAISSANCE WING (H)
Lockbourne Air Force Base
Columbus 17, Ohio

22 February 1955

SUBJECT: Minutes of Flyaway Kit Panel Meeting

TO: Personnel Concerned

1. The monthly meeting of the Flyaway Kit Panel was held in the 91st Wing conference room at 1330 hours on 22 February 1955. Lt Colonel Mixson, Director of Materiel, conducted the meeting with the following personnel present:

Colonel Kelsay	Directorate of Materiel
Lt Colonel Mixson	Director of Materiel
Lt Colonel Carter	Chief of Maintenance
Major Alexander	Commander, 323rd SR Squadron
Captain Rice	Maintenance Control Officer
Captain Worden	Wing Supply Officer
Captain Dissinger	Maintenance Officer, 322nd SR Squadron
W/O Jenkins	91st A & E Maintenance Squadron
W/O Sasman	Wing Operations (Photo)
M/Sgt Lavix	Supply Liaison

2. Colonel Mixson asked that all personnel, especially squadron commanders, visit the Flyaway Kit Section. He mentioned that this was also Colonel Eisenhart's desire.

3. Colonel Mixson read the minutes of the last meeting.

a. Captain Worden said that the work on the doors of the flyaway kit bins has been completed. Most of the wheels have been obtained and they are short only about twenty. Captain Worden stated that some of the wheels already on the bins would be workable, if greased.

b. No new information has been received on the delivery date of 65-M, Flyaway Kit Spares Master List, but it is anticipated that it will be received sometime in March or April.

4. The percentages of all the flyaway kits have increased. As of 16 February, they were: 322nd, 95.1%; 323rd, 95.4%; 324th, 95.1%; and 91st Air Refueling, 95.5%.

EXHIBIT #6

1202

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Subject: Minutes of the Flyaway Kit Panel

5. It was recommended that the Flyaway Kit Section request a -4 handbook for both type aircraft. This will eliminate the necessity of the Flyaway Kit Section calling the Wing to determine if certain spares are applicable.

6. The present authorization of photographic film in the flyaway kits is inadequate for the Wing's needs. Sometime ago Base Supply said they had received approval from higher headquarters to change the film authorization, but to date these changes have not been made. Colonel Nimson will check on this.

Marion C. Nimson

MARION C. NIMSON
Lt.Colonel, USAF
Director of Materiel

1203

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

WING COMMANDERS REMARKS

PART V

AIR TRAINING REPORT FOR THE MONTH OF FEBRUARY

RCS: 4-SAC-T12

Concur with Squadron Commander's remarks.

CHARLES H EISENHART
Colonel, USAF
Commander

CONFIDENTIAL

1204

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91ST AIR REFUELING SQUADRON (M)
SQUADRON COMMANDERS REMARKS

AIR TRAINING REPORT MONTH OF FEBRUARY

8 March 1955

(a) Hours flown performing missions ordered by higher headquarters:

(1)	2AF 7-55	33 hours
(2)	2AF 13-55	116 hours
	TOTAL	149 hours

(b) Weather and local conditions:

(1) None

(c) Restrictive directives: None

(d) Combat crew member gains and losses:
(1) Crew members gained
(a) One (1) aircraft commander
(b) Seven (7) Navigators
(c) Four (4) flight engineers
(d) Three (3) radio operators
(e) Three (3) in-flight refueling technicians.

(2) Crew members lost.
(a) Two (2) aircraft commanders, one (1) transferred, one (1) duty changed to operations officer.
(b) One (1) co-pilot - transferred
(c) One (1) navigator - transferred
(d) One (1) flight engineer - transferred
(e) One (1) radio operator - transferred
(f) One (1) in-flight refueling technician - transferred

(e) Crew member changes:
(1) One (1) aircraft commander

(2) Two (2) co-pilots

(3) Two (2) flight engineers

(f) New crews: None

(g) Crew status changes:
(1) T59 to M59 1 Feb 55 Regressed

(2) T88 transferred from this organization 1 Feb 55

(h) Standardization board crew:
(1) T10

CONFIDENTIAL

1205

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

SQUADRON COMMANDER'S REMARKS CONT'D 91ST ARSFS

(i) Additional material and personnel problems:
(1) Shortage of (5) level maintenance personnel which is hampering efficiency of engineering.

(j) SAC minimum training requirements not accomplished:
(1) SAC minimums were not accomplished

(k) Non-combat ready crews capable of deploying:
(1) Two (2)

(l) Non-combat ready crew training:
(1) Sixteen (16) hours were utilized for 51-19 checkout of non-combat ready crews. The high refueling committments placed upon the squadron consumed the majority of the flying time allocated to this organization, therefore, leaving a minimum of time for the training of non-combat ready crews.

(m) Flying time differences:
(1) None

(n) Special training month remarks:
(1) Not applicable

(o) Comments or recommendations of the Squadron Commander:
(1) Operations (Personal Equipment) - This section is authorized one(1) officer and six(6) airmen. The present strength of one(1) officer and two(2) airmen is insufficient to care for and maintain the equipment alloted to our squadron for maintenance and inspection.

(2) SAC minimums for this month were not accomplished. The alert plan (2AF 7-55) which required that six crews and aircraft standby for the first six days of the month reduced the amount of time available for normal flying training. Also, the UUCM (2AF 13-55) which was delayed for two(2) days, hindered the normal flying schedule.

CLIFFORD S HOVIK
1t Col., USAF
Commander

SAR 54-77
Copy of 27 copies
Page 2 of 2 pages

Confidential

1206

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (H)
Lockbourne Air Force Base
Columbus 17, Ohio

WING COMMANDERS REMARKS

PART V

AIR TRAINING REPORT FOR THE MONTH OF FEBRUARY

RCS: 3-SAC-T12

a. Hours flown performing missions ordered by higher headquarters:

(1)	SES MacDill AFD	175:15
(2)	2AF Operations Order 13-55	618:50
(3)	Project 54 AF 64	39:35
(4)	Ferrying Aircraft	5:05
	TOTAL	838:45

b. Weather or local conditions affecting training:

(1) Low visibility, ice and snow on runway, ice on aircraft, and low ceilings cancelled 90:30 hours flying time.

c. Directives imposed by AMC or SAC restricting normal training: None.

d. Combat crew member gains and losses:

(1) Crew members gained:

(a) Four Pilots

(b) Four Observers

(2) Crew members lost:

(a) None

e. Crew member changes:

(1) Two Aircraft Commanders

(2) Four Pilots

CONFIDENTIAL

EXHIBIT # 9

1207

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

f. New crews formed:

(1) N-29 - 28 February 1955

(2) N-33 - 28 February 1955

g. Crew status changes:

(1) N-15 disbanded 28 February 1955; Aircraft Commander not qualified.

(2) N-22 disbanded 28 February 1955; Aircraft Commander not qualified.

(3) N-23 disbanded 28 February 1955; Aircraft Commander not qualified.

(4) L-21 to R-21 1 February 1955; Downgraded.

(5) R-36 to L-36 1 February 1955; Upgraded.

h. Standardization Crews:

(1) S-76 - 91st SRW

(2) S-60 - 322nd SRS

(3) S-20 - 323rd SRS

(4) L-81 - 324th SRS

i. Material and Personnel problems affecting training:

(1) Materiel: At present time 91st SRW has not low altitude actual night photo flash capability due to restrictions imposed by TO-1B-47RE-1CP.

(2) Personnel: None.

j. SAC minimum training requirements not accomplished:

(1) The following SAC Reg 51-26 minimums were not completed:

(a) Crew L-74, Aircraft Commander Dougherty, Gunnery: Aircraft Commander DNIF forty-two days.

(b) Crew L-57, Aircraft Commander Hoerler, RBS.

(c) Crew S-79, Aircraft Commander Perry, Night Celestial: Observer DNIF thirty-eight days.

CONFIDENTIAL

1208

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

k. Non-combat ready crews capable of deploying:

(1) Three - N-25, N-30 and N-78.

l. Non-combat ready crew training:

(1) N01 - Negative - A/C flew 47 hours as substitute crew member on S69; Pilot flew 5 hours 5X time; crew formed 10 Feb 55.

(2) N02 - 41 hours.

(3) N05 - 13 hours; A/C DNIF 14 days during month.

(4) N15 - Negative - Crew disbanded 28 Feb 55. A/C not qualified; Observer flew 6 hours 5X time.

(5) N17 - Negative - Observer attending CCTS.

(6) N18 - Negative - A/C TDY 12 days, flew 4 hours 5X time.

(7) N19 - Negative - A/C not qualified; Observer flew 4 hours 5X time.

(8) N22 - Negative - Crew disbanded 28 Feb 55. A/C not qualified.

(9) N23 - Negative - Crew disbanded 28 Feb 55. A/C not qualified.

(10) N24 - 4 hours. Observer at CCTS.

(11) N25 - 14 hours.

(12) N26 - Negative - A/C and Observer waiting CCTS. Crew to be changed to TP crew.

(13) N27 - Negative - Observer at CCTS.

(14) N29 - Negative - Crew formed 28 Feb 55.

(15) N30 - 35 hours.

(16) N33 - Negative - Crew formed 28 Feb 55.

(17) N78 - 24 hours.

m. Rescinded.

n. Field training operations: Not applicable.

1209

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

o. Special training month remarks: Not applicable.

p. Comments of the Wing Commander:

(1) The accomplishment of 50-8 actual photoflash night photography has been deterred due to the distance to Avon Park Resolution Target Range and weather conditions over the target. Weather conditions at Lockbourne AFB during winter months requires a crew to return with a minimum of 20,000 pounds of fuel over Columbus. In order to return to Lockbourne AFB with the required fuel reserve, an actual night photoflash sortie consists of a direct flight to Avon Park Range, accomplish the required runs and return directly to Lockbourne. Very little additional training can be accomplished. These problems will be even more acute on low level photo cartridge missions. It would be highly desirable to have a Radar Bomb Range suitable for both high (flash bomb) and low (flash cartridge) missions within 400 NM of this station.

(2) The loss of qualified crew personnel the past few months has resulted in a considerable number of crew changes in order to form crews capable of attaining lead status. To complete SAC Reg 51-19 check-outs and furnish a desirable amount of flying time for non-combat ready crews, it will be necessary to give this program priority over SAC Reg 50-8 training.

(3) Site rotation policies for reconnaissance crews are not clearly defined in SAC Regs 50-4 and 50-8. Supplementary instructions via TWX's have been directed toward bombardment crews and have failed to clarify the reconnaissance crew procedure. In view of this, it is recommended that paragraph 1 of inclosure 5 to SAC Reg 50-4 be amended to read: Wing Commanders are responsible for rotation of RDS sites by all crews of their command. A site rotation schedule will be established within each wing that will prevent a crew from making RDS runs against a given site on two consecutive sorties. In view of the low RDS requirements, (two per quarter), this policy, along with normal availability of specific sites, would normally prevent a crew from flying more than one sortie against a given site in any one quarter, at the same time it will allow the crew to make up to 3 record runs against one site on one sortie without increasing his overall quarterly requirement. This policy will encourage record RDS activity.

CHARLES M. EISENHART
Colonel, USAF
Commander

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

SUBJECT: Flying Safety Officer's Monthly Report

TO: Commander
301st Air Division
Lockbourne Air Force Base
Columbus 17, Ohio

1. Transmitted herewith as the Flying Safety Officer's Monthly Report of the month of February as required by SAC Safe Aircraft Campaign for '55 Planning Guide.

2. Attached as inclosures are:

a. Special Monthly Activities Report.

b. Nomination for SAC Combat Crew of the Month.

c. Nomination for SAC Maintenance Man of the Month.

3. Negative Reports are submitted for:

a. Nomination for Heads Up Club.

b. Flying Safety Tips.

3 Incls:
1. Spec Mo Acty Rpt
2. Crew of the Mo
3. Maint Man of the Mo

CHARLES M. EISENHART
Colonel, USAF
Commander

EXHIBIT #9

1211

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SPECIAL MONTHLY ACTIVITIES REPORT

In compliance with Second Air Force Regulation 62-3, dated 19 August 1952, the following is an account of Flying Safety Activities conducted within the 91st Strategic Reconnaissance Wing (M) during the month of Febraary 1955.

1. Squadron Flying Safety meetings were conducted on the 9th, 11th, 18th, and 21st of the month. In addition, special interest items, pertinent TWX's , etc, were discussed daily at roll call.

2. Special subject forthe month was Violation of Flying Regulations. This item was discussed and stressed at every opportunity. In addition, personnel from Wright-Patterson Service Center are scheduled to give talks at our next Flying Safety Meeting on 4 March 1955. Special emphasis will be placed on Violation of Flying Regulations.

3. The Wing Flying Safety Meeting was held on 7 February 1955. As outlined in the SAC Planning Guide for '55, Instrument Aids to Navigation were emphasized. Discussion included the operation, capability, limitation and availibility of Nav Aids. The BAse AACS Commander discussed Nav Aids available in the local area and their status.

4. The Wing Flying Safety Officer is at present going through the RB-47 MTD Simulator Program. Completion daet is 11 March 1955. Wing Flying Safety Officer is Major Talma A. Scott. Assistant Wing Flying Safety Officer is Captain Joseph H. Hales.

1212

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[redacted]

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

CLAS: SECRET
AUTH: Comdr 91SRW
DATE: 18 Feb 55
INIT: Todd

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
18 February 1955

AMENDMENT NR. 1)

OPERATIONS ORDER)

SERIAL NO. 13-55)

ITEM 1: Annex "B", page 3, add paragraph 4e to read: "Recall code work "HORSE COLLAR" will be utilized for this exercise. Message will be authenticated."

ITEM 2: Annex "B", paragraph 5f(2)(f) 1, after 05-00w insert "or upon passing a radial bearing of 115° from Sidi Slimane VOR".

ITEM 3: Annex "B", paragraph 10a, change"and" to "or".

ITEM 4: Annex "B", Appendix I, paragraph 4c(3) and (14) delete.

ITEM 5: Annex "B", Appendix I, paragraph 4c (22), delete "Beam" substitute "O'Brien".

ITEM 6: Annex "B", Appendix I, paragraph 4c (23), delete.

ITEM 7: Annex "B", Appendix I, paragraph 4c (25), delete "Perry" substitute "Austin".

ITEM 8: Annex "B", Appendix I, paragraph 4c (29), delete "Archer" substitute "Snyder".

ITEM 9: Annex "B", Appendix I, Tab I, delete "Archer" substitute "Snyder".

ITEM 10: Annex "B", Appendix I, Tab I, page 2, delete line that refers to Mahoganey.

ITEM 11: Annex "B", Appendix I, Tab I, page 2, delete "Beam"substitute "O'Brien".

ITEM 12: Annex "B", Appendix I, Tab I, page 3, delete "Perry" substitute "Austin".

ITEM 13: Annex "B", Appendix I, Tab I, page 3, delete lines that refer to Gray and Amber.

ITEM 14: Annex "B", Appendix II, paragraph 3f(2)(a) 1, change tanker transmits "3" to read "8".

Amnd #1 to
91SRW Opord 13-55
dtd 18 Feb 55

SECRET

B-167

EXHIBIT #10

1216

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ITEM 15: Annex "B", Appendix II, paragraph 10 add: "receiver will contact strip alert tanker aircraft on UHF 311.0 mcs randezvous settings will be as follows:APN76: Receiver transmits 4 and receivers 6 APN 11 code 2-2. Receiver aircraft will use Target Task Force Designator for air to ground communication with tanker; tanker will utilize five digit true tail number".

ITEM 16: Annex "B", Appendix II, Tab I, change "tkr" to read "Xmit" change rec "3" to read rec "8".

ITEM 17: Annex "C", paragraph 2b, delete paragraph and substitute following "X + 5 12 aircraft depart Sidi Slimane in flights of 4 aircraft each at 40 minute intervals between flights".

ITEM 18: Annex "C", add paragraph 2c to read "11 aircraft depart Sidi Slimane in flights of 4, 4, and 3 aircraft 40 minute spacing between flights".

ITEM 19: Annex "C" add paragraph 4b(8) to read:"Code words will be used by the receiver formation commander in the situation indicated: Spread Formation - "FANCY FOOT". Proceed to assigned tanker - PARTY TIME. Reassemble formation - "GO WEST".

ITEM 20: Annex "C", Tab III, delete "Bohemian Coca Four as reference X46." and page 2 delete line pertaining to "Bohemian Alpha Five".

ITEM 21: Annex "D", paragraph 11a(1)(a) change receives "3" to read receives "8".

ITEM 22: Annex "D", page 1, change reference to "Annex "C" to read "Annex "D" at top of page.

ITEM 23: Annex "B", paragraph 13c(2)(b) delete paragraph and substitute "3 K-38 36" cone, multi camera installation, 25A filters".

ITEM 24: Annex "B", Appendix II, delete paragraph 11a and substitude the following: "Strike aircraft in "CRONY" area which have less than 30,000# fuel aboard due to missed air refueling or have failed to on-load sufficient fuel to reach Sidi Slimane or Ben Guerir with a minimum of 12,000# of fuel over high cone will land at Lajes and be prepared for subsequent re-scheduling at discretion of Commander 5th Air Division or Sidi Task Force.

EISENHART
Colonel
Commander

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

OFFICIAL:

William E. Todd

WILLIAM E. TODD
Colonel USAF
Director of Operations

DISTRIBUTION:

Comdr SAC	1	
Comdr 2AF	1	
Comdr 5ADiv	2	
Comdr 801ADiv	1	
Comdr 801RTS	1	
Comdr 801ABGp	3	
Comdr 26-5 WD	1	
Comdr 2032 AACS	1	
Comdr 322SRS	4	
Comdr 323SRS	4	
Comdr 324SRS	4	
Comdr 91ARS	1	
Comdr 91A&E	1	
Comdr 91FM Sq	1	
Comdr 91PM Sq	1	
Comdr 91 Tac H	1	
Hq 91SRW		
Adj Sec	5	(4 history, 1 Wg Comdr)
Hq Sq Sec	1	
DO	12	(DO 1, DOCO 1, DOT 1, DOR 1, DOI 6, DOF 2)
DM	4	
DP	1	

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING

OPERATIONS ORDER 13-55

15 FEB 55

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLIGHT PLANS OMITTED

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
15 February 1955

TABLE OF CONTENTS

BASIC ORDER	
ANNEX "A"	INTELLIGENCE
Appendix I	Production Requirements
ANNEX "B"	AIR OPERATIONS (STRIKE)
Appendix I	Target Task Force Assignments
Tab I	Take-off Sequence
Tab II	Flight Plan "Bohemian Copper"(Longest Route)
Appendix II	Air Refueling
Tab I	Refueling Flimsy
ANNEX "C"	AIR OPERATIONS (RE-DEPLOYMENT)
Tab I	Re-deployment Flt Plan
Tab II	Courier Flt Plans
Tab III	Timing Schedule
Tab IV	Refueling Flimsy
ANNEX "D"	COMMUNICATIONS
ANNEX "E"	ADMINISTRATIVE AND LOGISTIC INSTRUCTIONS
Appendix I	Support Personnel

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
15 February 1955

OPERATIONS ORDER

SERIAL NO. 13-55

91SRW Oporn 13-55
dtd 15 Feb 55

SECRET

1222

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

CLAS: SECRET
AUTH: Comdr 91SRW
DATE: 15 Feb 55
INIT: [illegible]

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (H)
Lockbourne Air Force Base, Ohio
15 February 1955

OPERATIONS ORDER)

NUMBER 11-55)

CHARTS OR MAP REFERENCES: As required

TASK ORGANIZATIONS:

322d Strat Recon Squadron	Major James T. Chafin
323d Strat Recon Squadron	Major Arthur K. Alexander
324th Strat Recon Squadron	Lt Col John H. Archer
91st Air Refueling Squadron	Lt Col Clifford S. Hovik
91st Per Maint Squadron	Major Thomas W. Broughton
91st Field Maint Squadron	Major Charles S. Graham
91st Armt & Elect Squadron	Lt Col Ernest C. Wade
Hqs Sq Sec, 91st SRW	Major Eugene A. Grauer
91st Tactical Hospital	Lt Col Charles B.S. Evans

1. GENERAL SITUATION: A requirement exists for aircraft and crews of this command to obtain reconnaissance information of certain targets within simulated enemy territories of France, Britain, Italy, Belgium and the Gran Salvage Islands. Aircraft will accomplish this mission utilizing pre/target refueling and post strike landing in the French Moroccan area. Forces will be re-deployed to home station as rapidly as is feasible.

a. Enemy Forces: See Annex "A", Intelligence.

b. Friendly Forces:

(1) MATS:

(a) Provide necessary base facilities and services at Lajes.

SECRET

91SRW Operat 11-55
dtd 15 Feb 55

1223

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) Provide search and rescue facilities and services over applicable portions of the routes as outlined in Annex "B".

(c) Provide normal AACS communications facilities.

(d) Provide airlift for support personnel in accordance with Schedule contained in Annex "E".

(2) NEAC:

(a) Provide search and rescue facilities over applicable portions of strike and re-deployment routes.

(3) USAFE:

(a) Provide search and rescue facilities and services over applicable portions of strike routes.

(b) Provide necessary base facilities and services at Wheelus AB, Tripoli, for any aircraft that may require Wheelus AB as an emergency alternate.

(4) Fifth Air Division:

(a) Provide necessary base facilities and services at [redacted] Air Base and Ben Guerir Air Base.

(b) Move detachments of 305th and 380th Air Refueling Squadrons to Lajes prior to implementation of this maneuver and in accordance with existing SAC directives.

(c) Direct and supervise preparation for and execution [redacted] tasks assigned to 380th and 305th Air Refueling Squadrons and 3927th Reconnaissance Technical Flight assigned hereto.

(d) Assume and maintain operational control of participating SAC forces East of 35°W longitude.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(e) Secure necessary clearances and/or block altitude reservations for all flights which launch from French Morocco, and/or that portion of ZI-launched strike routes from the western boundary of Casablanca OAC to landing base.

(f) Secure any required diplomatic clearances for aircraft scheduled to over fly or in the near vicinity of Spanish or Belgium territory in connection with this operation.

(g) Secure any necessary clearance for over flight of air space Restricted Areas with in 5th Air Division area of operational control responsibility.

(h) Coordinate as necessary with 7th Air Division for assistance in clearing or coordinating that portion of strike routes over flying or adjacent to the British Isles.

(i) Re-deploy 91st SRW RB-47 aircraft from French Morocco to ZI in accordance with schedule contained in Annex "C".

(j) Provide Class AX control team at Sidi Slimane. Control Team to be augmented by personnel of the 91st SRW and 2[illegible] CTS as required.

(k) Provide Class CX Control Team at Lajes.

(l) Re-deploy 32lst ARS Detachment from Lajes to UK upon completion of this exercise in accordance with applicable SAC directive.

(3) 7th Air Division:

(a) Move detachment of the 32lst Air Refueling Squadron to Lajes in advance of this exercise in accordance with applicable SAC directive.

91SRW Opord 13-55
4th 11 Feb 55

1225

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(5) Accomplish required coordination with British authorities for aircraft over flying or adjacent to the United Kingdom.

(6) 7801st Air Base Group:

(a) Provide necessary base services and facilities as required to support this exercise.

(b) Provide service personnel and equipment to augment post-strike staging team as indicated.

(7) 7801st Reconnaissance Technical Squadron:

(a) Coordinate with 3927th RTS to augment that unit if a requirement exists.

(8) 26-5 Weather Detachment:

(a) Furnish one officer AFSC 2425 to be deployed to Sidi Slimane with control team.

(b) Prepare necessary forecasts and conduct weather briefings as required to support this exercise.

(c) Coordinate forecasts with 2AF Staff Weather Officer, 3AD Weather Briefing Officer and Det Comdr at Sidi Slimane.

(d) Weather briefing officer will enter forecast wind components on weather flimsies given each crew.

(e) The 91st Weather Liaison Officer deployed to Sidi Slimane will obtain actual average wind factors encountered from the crew observers at debriefing at Sidi Slimane and will be responsible for transmitting this information to Offutt Weather Central and 2AF Staff Weather Officer. SACCOMNET will be used for this report.

1226

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(f) The weather liaison officer will be responsible for [illegible] immediate collection and transmission of all B-21 and I-2[illegible] reports to Offutt Weather Central and 2AF Staff Weather Officer.

(g) Forecasts for air refueling areas outside the ZI will be requested from Offutt Weather Central.

(9) 321st Air Refueling Squadron:
305th Air Refueling Squadron:
380th Air Refueling Squadron:

(a) Provide Air Refueling support in accordance with schedule contained in Appendix 2, Annex "B", and Appendix 1, Annex "C".

(10) 3927th Reconnaissance Technical Flight:

(a) Accomplish tasks assigned in paragraph 3x (10) (a), basic order, and Appendix 2, Annex "A".

3. MISSION:

a. To accomplish Radar and Aerial Photography of designated targets within Western Europe and North African Area.

b. Corollaries of the primary mission are:

(1) Obtain maximum training and experience in staging, aerial refueling and strike operations.

(2) Accomplish USCM.

(3) Obtain maximum SO-8 training requirements.

4. TASKS FOR SUBORDINATE UNITS:

a. 322d Strat Recon Squadron:
323d Strat Recon Squadron:
324th Strat Recon Squadron:

(1) Provide required RB-47 aircraft and crews to accomplish specified reconnaissance mission in accordance with schedule contained in

[illegible] Order 11-65
[illegible] 10 Feb 65

1227

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(f) The weather liaison officer will be responsible for [illegible] immediate collection and transmission of all B-21 and T-21 reports to Offutt Weather Central and 2AF Staff Weather Officer.

(g) Forecasts for air refueling areas outside the ZI will be requested from Offutt Weather Central.

(9) 321st Air Refueling Squadron:
305th Air Refueling Squadron:
380th Air Refueling Squadron:

(a) Provide Air Refueling support in accordance with schedule contained in Appendix 2, Annex "B", and Appendix 1, Annex "C".

(10) 3927th Reconnaissance Technical Flight:

(a) Accomplish tasks assigned in paragraph 3x (16) (a), [illegible] order, and Appendix 2, Annex "A".

2. MISSION:

a. To accomplish Radar and Aerial Photography of designated targets within Western Europe and North African Area.

b. Corollaries of the primary mission are:

(1) Obtain maximum training and experience in staging, aerial refueling and strike operations.

(2) Accomplish USCM.

(3) Obtain maximum 50-8 training requirements.

3. TASKS FOR SUBORDINATE UNITS:

a. 322d Strat Recon Squadron:
323d Strat Recon Squadron:
324th Strat Recon Squadron:

(1) Provide required RB-47 aircraft and crews to accomplish specified reconnaissance mission in accordance with schedule contained in

[illegible] Board 13-55
[illegible] 15 Feb 55

SECRET

5

1228

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(f) The weather liaison officer will be responsible for i-
mediate collection and transmission of all B-21 and T-21
reports to Offutt Weather Central and 2AF Staff Weather Officer.

(g) Forecasts for air refueling areas outside the ZI will be
requested from Offutt Weather Central.

(9) 421st Air Refueling Squadron:
305th Air Refueling Squadron:
380th Air Refueling Squadron:

(a) Provide Air Refueling support in accordance with schedule
contained in Appendix 2, Annex "B", and Appendix 1, Annex "C".

(10) 1392th Reconnaissance Technical Flight:

(a) Accomplish tasks assigned in paragraph 3x (16) (a), herein
order, and Appendix 2, Annex "A".

3. MISSION:

a. To accomplish Radar and Aerial Photography of designated targets within
Western Europe and North African Area.

b. Corollaries of the primary mission are:

(1) Obtain maximum training and experience in staging, aerial refueling
and strike operations.

(2) Accomplish USCM.

(3) Obtain maximum SO-S training requirements.

4. TASKS FOR SUBORDINATE UNITS:

a. 323d Strat Recon Squadron:
323d Strat Recon Squadron:
323th Strat Recon Squadron:

(1) Provide required RB-47 aircraft and crews to accomplish specified
reconnaissance mission in accordance with schedule contained in

1229

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Annex "B".

(3) Provide required personnel and equipment to compose post-strike maintenance team at Sidi Slimane as indicated in Annex "E".

c. 91st Armmt and Elect Sq:
91st Field Maint Sq:
91st Per Maint Sq:

(1) Strike prepare required number of RB-47 aircraft to accomplish assigned mission in accordance with schedule contained in Annex "B".

(2) Provide required personnel by AFSCs and equipment to compose post-strike maintenance team at Sidi Slimane as indicated in Annex "E".

(3) Prepare KC-97 aircraft to accomplish aerial refueling mission outlined in Annex "C".

d. 91st Air Refueling Squadron:

(1) Provide one (1) KC-97 aircraft and crew to airlift personnel of Augmented post-strike Maint. Tm to Sidi Slimane to arrive thereat on or about X minus 2. Personnel loading list as indicated in Annex "E".

(2) Provide KC-97 aircraft and crews to support air refueling requirements as outlined in Annex "C".

e. 91st Tactical Hospital:

(1) Provide required personnel and equipment to support post-strike team as indicated in Annex "E".

f. Ch Sv Section, 91st SRW:

(1) Provide required personnel as indicated in Annex "E".

g. General Instructions:

(1) Nickname "OLD FOGY" is assigned this operation.

(2) X-Day is 23 February 1955.

1230

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) Master H-Hour for each day of operations is 0800Z.

(4) Order of execution for all participating 2AF units will be dispatched to reach all concerned not later then four hours prior to scheduled departure times. Strikes, re-deployment or tanker support movements will not be accomplished prior to receipt of execution order.

(5) SAC Regulation 35-6 applies for SAC Personnel landing at Lajes.

(6) Contents of this order remain classified; however, routes, aircraft movements and messages pertaining thereto will be treated as unclassified solely for clearance purposes and necessary coordination with ARTCC's, OATCC's, FIR's, DOT etc.

(7) All pilots will be thoroughly briefed on instrument approach and landing procedures for destination and alternates. Each aircraft commander will be required to accomplish simulated letdowns for the following bases:

(a) Sidi Slimane

(b) Lajes

(c) Upper Heyford

(d) Ben Guerir

(e) Loring AFB

(8) Weather Minimums:

(a) RB-47 aircraft:

1. North Africa: Destination - 1500 feet and 3 miles.
Alternate - 3000 feet and 5 miles.

2. ZI bases: local regulations or AFR 60-16 whichever is

1231

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

higher.

3. Missed air refueling alternates must have alternate airfield minima as prescribed in AFR 60-16.

(b) KC-97 aircraft: as prescribed in AFR 60-16.

(9) Fuel Minimums:

(a) RB-47 aircraft will have a minimum fuel reserve of 12000# over destination.

(b) RB-47 aircraft will arrive at specified air refueling areas with sufficient fuel to attempt transfer and proceed to missed air refueling alternate with 12000# reserve over such alternate.

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

(10) RB-47 crews will proceed to missed air refueling alternates in the event destination cannot be reached with specified minimum reserves after refueling is completed or attempted.

(11) Current SAC Manuals, Regulations, SOP's or other directives apply, as supplemented herein.

(12) Pre-target aborts will be rescheduled as outlined in Annex "B". No strike aircraft will be launched from Lockbourne [illegible] departure of last regularly scheduled strike increment.

(13) Clean RB-47 configuration will be used.

(14) Each crew having an EWP assignment will carry its assigned EWP crew mission folder on strike and re-deployment sorties.

(15) Clearances:

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(a) SAC Regulation 55-3 and 55-18 (SECRET) and Foreign Clearance Information Guide (pages 21-22) apply.

(16) Film will be handled in accordance with instructions contained in Appendix II, Annex "A".

(17) Flying Safety will take precedence over all other objectives.

(18) Security: Adequate security will be maintained on all aircraft at all times. Upon landing at post-strike base, crews will turn EWP mission folders into Control Team Intelligence Officer who will assume responsibility of adequate storage and safeguarding and will reissue folders to crews upon re-deployment. Aircraft Commanders will be thoroughly familiar with their security responsibilities in event aircraft lands at other than home station or operating base.

(19) Critique of this operation, for planning purposes will be at 2AF Hqs on about X plus 15.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(20) Reports: See paragraph 4, Annex "A".

(21) PIO: No press release will be made unless authorized release is furnished by SAC or 2AF through normal PIO channels.

(22) Copies of this order not required for record purposes may be destroyed in accordance with existing directives 30 days after completion of this operation.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. See Annex "E".

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command:

(1) Strategic Air Command, Offutt Air Force Base, Omaha, Nebraska

(2) Second Air Force, Barksdale Air Force Base, Shreveport, La

(a) Will maintain operational control of all 2AF units and such other units as Headquarters SAC may specify, while such forces are west of 35-00W longitude.

(3) Fifth Air Division, Sidi Slimane Air Base, French Morocco

(a) Assume and maintain operational control of participating SAC Forces East of 35-00W longitude.

(4) 2021st Air Division, Lockbourne Air Force Base, Columbus, Ohio.

(a) Monitor preparation for and execution of mission assigned to 91st Strategic Reconnaissance Wing (M).

b. Communications:

(1) GCT will be used.

(2) See Annex "D".

1 2 3 4

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ANNEXES:

"A" - INTELLIGENCE
App I - Production Requirements

"B" - AIR OPERATIONS (STRIKE)
App I - Tgt Task Force Asgm't
Tab 1 - Take-off Sequence
Tab 2 - Flt Plan "Bohemian Copper"
App II - Air Refueling
Tab 1 - Refueling Flimsy

"C" - AIR OPERATIONS (RE-DEPLOYMENT)
Tab 1 - Re-deployment Flt Plans
Tab 2 - Courier Flt Plans
Tab 3 - Timing Schedule
Tab 4 - Refueling Flimsy

"D" - COMMUNICATIONS

"E" - ADMINISTRATIVE AND LOGISTIC INSTRUCTIONS
App I - Support Personnel

EISENHART
Colonel
Commander

DISTRIBUTION:

Comdr SAC	1	
Comdr 8AF	1	
Comdr 8ADiv	2	
Comdr 801ADiv	1	
Comdr 801RTS	1	
Comdr 801ABGp	3	
Comdr 26-5 WD	1	
Comdr 2032 AACS	1	
Comdr 322SRS	4	
Comdr 323SRS	4	
Comdr 324SRS	4	
Comdr 91ARS	1	
Comdr 91A&E Sq	1	
Comdr 91FM Sq	1	
Comdr 91PM Sq	1	
Comdr 91 Tac H	1	
Hq 91SRW		
AAO Sec	5	(4 History, 1 Wg Comdr)
Ops Sq Sec	1	
DO	12	(DO 1, DOCO 1, DOT 1, DOR 1, DOI 6, DOP 2)
DM	4	
DP	1	

OFFICIAL:

WILLIAM E TODD
Colonel USAF
Director of Operations

SECRET

91SRW Opord 13-56
dtd 15 Feb 56

11

1235

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1st February 1955

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

INTELLIGENCE

SECRET

1236

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (H)
Lockbourne Air Force Base, Ohio
15 February 1955

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) During the year 1954, the Soviet Union stepped up its global efforts toward extension of Communist power and disruption of the unity and alliance of the free world. During the current period, Soviet policy has remained clearly in focus with emphasis of a pattern of provoking internal revolution supported by the threat of armed intervention from without. Should the West succeed in the "Cold War" and peripheral conflicts fail to advance the eventual aims of the Soviets, the continual development of modern weapons of war could enable the Soviets to initiate a "hot war". The conflicts between the Chinese Communists and Chinese Nationalists in Formosa Straits contains the potentiality of expanding into widespread warfare in the Far East.

(2) In the event of hostilities, the success of a retaliatory mission by our forces will be directly affected by the quality of intelligence available that will enable our forces to locate, evaluate and destroy Soviet targets.

SECRET

1237

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) For the purpose of this mission, simulated enemy territory will be as follows:

(a) Area #1: The area north of the boundary between France and Spain and the European coastline between Perpignan, France, and Livorno, Italy.

(b) Area #2: The islands and ocean enclosed by a circle, the radius of which is 130 nautical miles and is drawn from a point on Salvages Island at 30-08N and 15-54W.

(4) The early warning net will be established by swinging radii of 130 nautical miles from coastal radar sites and picket ships. Applicable sites, as listed in the Radar Order of Battle Section, will be used.

(5) Extreme care will be exercised by 91st SRW aircraft to avoid Communist territorial limits. Prior attacks on US aircraft points to the alert status of Soviet and satellite defense systems. 91st SRW aircraft should avoid Communist territorial limits by [illegible] of 325 nautical miles (25,000 ft and above) to deny intelligence data to unfriendly EW radar.

b. Enemy Order of Battle:

(1) To exercise various phases of combat intelligence and provide combat intelligence personnel with realistic training, all enemy territory penetrated by the 91st SRW will be considered simulated Soviet territory. The enemy defense force will employ the Soviet-Bloc fighter defense system utilizing the TOKEN radar as a primary GCI radar to control MIG-15(FALCON) and MIG-17(FRESCO) aircraft.

1238

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Radar Order of Battle:

(a) Simulated radar sities for AREA #1 are located as follows:

Type Radar	Function	Coordinates
Token	EW/GCI	43-50N 07-30E
Token	EW/GCI	43-08N 06-10E
Token	EW/GCI	43-08N 04-58E
Token	EW/GCI	43-30N 03-45E
Token	EW/GCI	43-08N 03-03E
Token	EW/GCI	44-00N 01-30E
Token	EW/GCI	44-40N 03-30E
Token	EW/GCI	45-18N 05-35E
Freya	GCI	45-40N 03-10E
SCR-527A	GCI	45-50N 01-40E
Token	EW/GCI	46-40N 04-30E
Kniferest	EW	45-10N 01-[illegible]
Wood Gage	EW	47-43N 00-40[illegible]
Token	EW/GCI	48-28N 0[illegible]
Token	EW/GCI	47-03N 04-30E
Token	EW/GCI	50-30N 04-00E
Token	EW/GCI	50-40N 01-45E
Fishnet	IFF	48-30N 00-00E
Token	GCI	48-30N 00-05E
Kniferest	EW	48-30N 00-09E
Token	EW/GCI	46-03N 01-02E
Rus Dumbo	EW	47-45N 03-00W
Token	EW/GCI	49-35N 01-45W

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Token	EW/GCI	48-28N 02-[illegible]
Fishnet	IFF	43-[illegible]N 04-[illegible]
Kniferest	EW	43-45N 04-05E
Token	GCI	43-55N 02-05E

(b) Area #2:

Token	EW/GCI	30-05E 35-45N

(c) Simulated picket ships, each housing a TOKEN radar serving in an EW capacity (130NM range) are located on the Mediterranean Sea at the following coordinates:

42-00N 07-00E

42-00N 04-30E

(3) Aircraft Order of Battle:

(a) The simulated enemy defense forces are composed primarily of MIG-15 (FALCON) and MIG-17 (FRESCO) aircraft located at the following airfields:

No. of Regiments	Type Aircraft	Coordinates
2	MIG-17	43-[illegible]N [illegible]
2	MIG-17	45-[illegible]
1	MIG-15	44-10N 02-[illegible]
2	MIG-17	43-19N 03-[illegible]
1	MIG-15	43-39N 01-[illegible]
1	MIG-15	43-35N 03-[illegible]
1	MIG-17	44-58N 00-[illegible]
2	MIG-15	46-11N 01-57E
1	MIG-15	47-05N 00-51W

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

No of Regiments	Type Aircraft	Coordinates
1	MIG-15	46-19N 00-29
3	MIG-15	4[illegible]-26N 00-43E
1	MIG-17	45-31N 03-16E
1	MIG-17	44-55N 04-58E
1	MIG-15	44-[illegible]N 00-31E
1	MIG-15	43-40N 07-03E
2	MIG-15	43-06N 06-09E
1	MIG-15	43-31N 04-56E
2	MIG-17	49-55N 03-01E
1	MIG-15	50-35N 03-05E
2	MIG-15	48-03N 01-23E
2	MIG-17	30-08N 15-54W

(4) Anti-Aircraft Order of Battle: Omitted

c. Capabilities of Enemy Forces:

(1) Radar: In accordance with 2AF Fighter-Radar Reaction Guide, dated 30 November 1954, as amended.

(2) Aircraft: In accordance with applicable aircraft performance handbooks.

(3) Anti-Aircraft Artillery: Omitted

[illegible]. INTELLIGENCE REQUIREMENTS:

a. The 91st SRW will simulate fighter interception and fighter tactics in [illegible] reports based on AOB and ROB information contained in preceeding paragraphs.

b. The 91st SRW will prepare Fighter-Radar Reaction Forecasts on each assigned routes utilizing simulated order of battle information contained in this Annex, in accordance with the 2AF Fighter-Radar Reaction Guide, 30 November 1954. Special

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Attention will be given to paragraph 8d(3)(d). Subject forecasts will be submitted to Headquarters Second Air Force not later than 20 February 1955.

c. Essential Elements of Information:

(1) Combat crews will be briefed to obtain EEI as follows:

(a) Did attacking fighters fly collision courses?

(b) Did any of the fighters appear to be AI equipped?

(c) Did the fighters show any evidence of afterburners?

(d) Was any jamming encountered along the route?

(e) On commencing the attacks, did the enemy fighters release their wing tanks?

5. INTELLIGENCE ACTIVITIES:

a. Target and Target Materials:

(1) Target assignments are listed in Appendix I, Annex "B".

(2) Production Requirements: Target materials production requirements will be accomplished in accordance with Appendix I, this Annex.

(3) The 91st SRW combat crews will carry assigned EWP combat mission folders. The combat mission folders will be reviewed to ascertain that all normally required EWP target materials are included. All crews will be reminded of their responsibility for safe handling and/or destruction of all classified materials aboard the aircraft in case of emergencies such as crash landings, bail out, stranded in foreign areas, ditching, etc. Emphasis will be placed on emergency destructions (Sec I, paragraph 9(i), AFR 205-1). Precaution will be exercised at all times to preclude the compromise of target and other classified matter.

1242

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(4) In order to simulate EWP conditions, radar scope photographs of targets to be covered on this mission will not be provided the 91st SRW.

b. Survival Intelligence:

(1) General:

(a) Crew members will be briefed on the best possible evasion route from the target area. Routes should be designated in accordance with routes to and from the target area within simulated territory.

(b) Local control over the importation, possession, carrying, selling, bartering or otherwise handling of small arms and ammunition in French Morocco is extremely stringent. Almost all small arms are categorized as weapons of war. Violations of these controls can result in trial by local authorities and severe penalties. This will be brought to the attention of all personnel prior to departure.

(2) Equipment:

(a) Special Equipment:

1. Sustenance Kit, Type E-1 or E-2, when available, will be issued to combat crew members prior to each simulated combat mission.

2. Simulated appropriate blood chits. These chits will be numbered and picked up at interrogation to determine the number of chits that may be recovered.

Group "A" to
[illegible] Opord 13-55
[illegible] Feb 55

1243

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3. Crew members will be apprised of other available aids, such as cloth charts, phrase booklets and information booklets. Crew members should be reminded to procure recommended barter items locally.

4. URC/4 radio will be distributed on the basis of one per crew member, when available.

(3) Forced Landings:

(a) Forced landing procedures will be as outlined in SAC Regulation 200-8.

(4) Guide for Conduct of Captured Personnel:

(a) Guide for the conduct of SAC personnel in the event of capture will be as outlined in Volume I, Section VI, 91PG.

(5) Measures for Handling Captured Documents: Omitted

c. Classified materials in the possession of combat crews will be picked [illegible] by the Intelligence Section of the 91st SRW Forward Control Team while [illegible] on the ground at Sidi Slimane.

d. Combat crews will be interrogated immediately after landing at Sidi [illegible] by the Intelligence Section of the 91SRW Forward Control Team.

[illegible] REPORTS AND DISTRIBUTION: Reports will submitted in accordance with SAC [illegible] 55-8, Sep 54; 55-8B, 55-8C, 55-8D as revised, Sep 54; 55-8G, Sep 54, [illegible] Reporting Instructions, dated December 1954.

[illegible] 91st SRW Strike Phase will require reports as follows:

(1) Distribution A:

M-2, R-3, R-11, R-16, R-17, R-21, R-22, R-23, M-36, R-81 and reports

[illegible] "A" to
[illegible] Opord 13-55
[illegible] 16 Feb 55

1244

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

required by paragraph 6a(1) SAC Manual 55-8.

(2) Distribution B:

M-1, R-27, R-29, R-80. (R-29 submitted by 5th ADiv for 91st SRW missions).

c. Air Refueling Missions:

(1) Distribution A:

T-2, T-10, M-11, M-18, T-15, T-17, T-21, T-32, T-37, T-81 and reports required by paragraph 5c, SAC Manual 55-80.

(2) Distribution B:

T-97

d. 91st SRW Redeployment Phase:

(1) Distribution A:

M-9, M-10, M-15 and M-17

(2) Distribution B:

M-1

e. 9597th Strategic Reconnaissance Flight, Sidi Slimane:

(1) Distribution A:

R-61 and RT-53 reports for 91st SRW missions.

f. Special Instructions:

(1) Addressees listed below are in addition to those required by distribution indicated in paragraphs a thru d above.

(a) Address all reports submitted by 91st SRW and supporting tanker unit to Commander, 5th Air Division.

(b) Address R-3 reports to commanders of tanker forces supporting the mission:

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

380th ARS SIDI SLIMANE

306th ARS BEN GUERIR

321st ARS BRIZE NORTON

(c) Address T-2 reports to commander of units reported.

(d) R-11, R-18, M-11 and M-18 reports submitted by 91st SRW and supporting tanker units will be addressed [illegible].

(e) R-61 and R-90 reports will be addressed to [illegible], Barksdale AFB, La.

(f) Include the mission X day and the increment zone in paragraph 1 of all reports.

(g) For the TDY period of the 91st SRW, M-16 and M-22 reports will be submitted. (Include as INFO addressee, Commander 4th [illegible] M-22 reports)

(h) Negative R-61 reports will be submitted. Distribution "All" when no positive information is obtained.

(i) M-1 reports will include in paragraph 1 the time the report is being submitted, ie. "This is the 12 hour report".

(j) Target task forces will be identified and reported using [illegible] color code assigned to each individual route.

(k) Tanker task forces will be identified and reported using [illegible] word assigned their respective refueling areas. M-11 reports will be submitted using five digit true tail number for tanker and receiver.

(l) Line numbers will be reported in all applicable paragraphs of T-2, T-10 and T-15 reports.

SECRET

10

1246

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(9) R-11 reports will include in addition to required refue... information the number of pounds of fuel aboard the receiv... at final disconnect.

(10) Aircraft serial number will be reported in remarks paragraph of initial R-16 report.

(11) Remarks paragraph of pertinent R-16 report will include the case of the ground stations to which the R-11 report was submitted. Reasons for non-submission of R-11 report will also be included in this paragraph, when applicable.

(12) Paragraph 4a of T-15 report will indicate the serial number of the aircraft refueled. Paragraph 4b will indicate the number of pounds of fuel transferred to each receiver.

(13) Position reporting will be accomplished in accordance with instructions outlined in Annex "D".

f. Responsibility for Reports: Reports required by the Annex will be submitted under control of Reports Control Section 91st SRW, Lockbourne AFB ... Control Section 91st SRW Forward Control Team as follows:

(1) Strike Phase:

(a) Reports Control Section 91st SRW, Lockbourne AFB ... or monitor: M-1, M-2, and R-16 (Takeoff)

(b) Reports Control Section of the 91st SRW Forward Control ... will submit or monitor the following reports: R-16 (Strike and landing), R-21, R-22, R-23, R-20(Submitted by 5th ADiv), M-36, R-81, M-16, M-27 and R-27 (R-80 By ... Courier).

(c) Reports which are Aircraft Commanders responsibility ... R-11 and R-17. (R-15 requires assigned weather observer ...

1247

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

weather navigator on crew).

(2) Air Refueling Missions:

(a) Reports Control Section 91st SRW, Lockbourne AFB will submit or monitor: T-2, T-10, M-11, M-18, T-19, T-20, T-21, T-22, T-23, T-24 and T-27.

(b) Reports Control Section, 91st SRW Forward Control Team will submit or monitor: None

(3) Redeployment Phase

(a) Reports Control Section of 91st SRW, Lockbourne AFB will submit or monitor: M-15

(b) Reports Control Section, 91st Forward Control Team will submit or monitor: M-1, M-2, M-10 and M-17 (M-17 if collocated)

(c) Report being Aircraft Commanders responsibility:

M-17 (if delay occurs enroute)

4. INTERNAL SECURITY:

a. There are saboteurs known to be operating on Lockbourne AFB with the object of sabotaging the equipment of the 913RW. Their efforts will be directed against assigned aircraft, flyaway kits, and POL.

b. The 913RW has the sole responsibility of safeguarding its assets locally during the period of this operation.

c. Security will be reemphasized to all personnel. In restricted or sensitive areas positive identification will be required for all personnel entering, leaving, or working in these areas. It is anticipated that various ruses will be employed to gain access to these areas for the purpose of sabotage. The possible ruses that could be tried are

1248

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Therefore, extreme diligence is required on the part of all

in halting, questioning, and positively identifying any person not

ally associated with any restricted or sensitive area.

The following points will be stressed:

(1) Check identity cards for validity and positive identification

regardless of rank.

(2) Use of orders, work orders, letters, or feigned

may be employed as excuses for entering an area. Unless

person is beyond any doubt on legitimate business, stop him and

hold him until his "reasons" are validated by the appropriate

authorities, ie., 913RW staff agencies or the Air Police.

(3) Extreme caution is directed in the conduct of business with

familiar personnel in regard to personal equipment, parts

allied equipment for aircraft. Attempts can be made to

simulated bombs in such a manner.

(4) Security and safeguarding of 913RW areas and equipment is a

concern of every member of this organization. All personnel

flying, administrative and maintenance, will have this

forcefully called to their attention. Caution and

the part of all can prevent sabotage.

1249

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE (M)
Lockbourne Air Force Base, Ohio
15 February 1955

APPENDIX I

TO

ANNEX A

TO

OPERATIONS ORDER

SERIAL NO. 13-55

PRODUCTION REQUIREMENTS

SECRET

1250

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE SQUADRON
Lockbourne Air Force Base, Ohio
15 February 1965

APPENDIX I

TO

ANNEX A

TO

OPERATIONS ORDER

SERIAL NO. 13-65

PRODUCTION REQUIREMENTS

1. GENERAL:

a. R-51 reports and annotated radar IP-target runs will be prepared on all

b. RT-53 reports, including stereo pairs, will be submitted on all [illegible]. In addition, RT-53 reports and stereo pairs will be submitted on [illegible] selected targets as indicated in paragraph 5, below.

c. RT-54 reports will be submitted on all airfield targets listed in [illegible], Annex "B".

d. Photography and target material graphics will be prepared in accordance with change revision dated 1 December 1964 to Part I, Section III, [illegible].

e. Distribution of all completed graphics material will be made by [illegible].

2. [illegible] TECH FLIGHT: (as augmented by PO1st RT3 personnel [illegible] to be deployed for this mission)

a. Process, evaluate and duplicate all photography accomplished by 91st SRW.

b. Submit required R-51 and RT-53 reports. Prepare stereo pairs for tele-photo transmission from Sidi Slimane in accordance with [illegible] Annex "A" to [illegible]

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

and SAC Regulation 200-6.

3. 2D WRCN TECH SQ:

a. Prepare and submit RT-55 reports on all airfields targets [illegible] reference number 922.

b. Prepare annotated radar-IP target runs on all targets, to be delivered to [illegible], ATTN: DIT, not later than seven (7) days after receipt of film.

c. Produce new and revised target material graphics as [illegible] targets listed in paragraph 5 below. New production will include annotated and unannotated material; revised production will be on unannotated material only. Number of [illegible] strip sheet, except where indicated otherwise.

d. Submit RT-66 reports as required by SAC Manual 55-20.

e. Meet courier aircraft with film, etc, arriving from [illegible]

4. COURIER:

a. Film, etc, couriered non-stop to Barksdale AFB from [illegible] by one aircraft each of the first two increments will be turned over upon landing to [illegible] representative of the 2d WTS.

App I to Annex A to
[illegible]
Dec 30 Feb 66

1252

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

REF NO	TARGET	TARGET MATERIAL PRODUCTION REQMT'S SERIES 100	CENTER COORD	SERIES 200	CENTER COORDS	REPORTS BT-61	REPORTS BT-65
*701	Abbeville/Drucat A/F	TCC	50-07N-02-50E				
901	Aix-en-L'Adour A/F			TM	43-43N 00-14W		
702	Aix les Baine A/F	TC	45-40N 05-54E				
*768	Albert/Bray A/F	TCC	50-00N 02-39E	Revise S0230-0237-25M			
902	Amiens/Glisy A/F			TM	49-53N 02-53E		
704	Amberieu A/F	Revise 0253-9873-100(Prov)					
706	Angers/Arville A/F	TCM	47-28N 00-34W	TM	47-30N 00-35W		
903	Aurillac	TCC	44-55N 02-56E	TCM	44-55N 02-56E		
*909	Brive-la-Gaillarde	TCC	45-09N 01-32E	TCM	45-09N 01-32E		
905	Auxerre/Moneteau A/F	TC	47-50N 03-36E	TM	47-50N 03-36E		
915	Cravant A/F			TM	47-42N 03-41E		
708	Avignon/Chateau Blanc A/F	Revise 0320-9975-100(Prov)					
708	Avignon/Pujaut A/F			TM	43-59N 04-45E		
*713	Bergerac/Roumaniers A/F	TCC	44-50N 00-30E	TCM	44-50N 003-0E		
907	Birmingham	TCC	52-28N 01-50W	TCM Shts 1 -4	52-30N 01-54W		

App 1 to Annex "A" to
91SRW Opord 13-55
dtd 15 Feb 55

* Indicates production of the new series 100 charts is to be "black and white"

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TARGET MATERIAL PR[illegible]TION REQMT

REF NO	TARGET	SERIES 100	CENTER COORDS	SERIES 25	CENTER COORDS	RT-53	RT-55
*717	Boulogne	TCC	50-40N 01-38E				
719	Brest	Revise 0229-999-100					
*721	Brugge	TCC	51-11N 03-11E				
780	Oostende			Revise 0230-0480-25M			
722	Calais			Revise 0230-0339-25M		X	
*910	Chalon-sur-Saone	TCC	46-45N 04-53E	TCM	46-47N 04-51E		
920	Le Creusot	TCC	46-48N 04-26E	TCM	46-47N 04-27E		
911	Cherbourg			TCM	49-37N 01-38W	X	
731	Clastres AF	TC		TM	49-47N 03-14E		
926	Peronne AF			TM	49-52N 03-02E		
*933	St. Quentin	TCC	49-51N 03-17E				
732	Clermont Ferrand	Revise 0253-9998-100		Revise 0253-9998-25M			
913	Corbieres A/F			TM	43-10N 02-44E		
739	Dreux A/F	TC	48-43N 01-21E				
916	Dunkerque			TCM	51-02N 02-23E	X	
917	Lapalisse A/F			TM	46-47N 03-37E		
918	Larzac A/F			TM	43-59N 03-14E		
755	Laval	TCC	48-04N 00-46W	TCM	[illegible]		
921	Le Havre			TCM	[illegible]	X	

App 1 to Annex "A" to
91SRV Opord [illegible]
dtd 1[illegible] Feb 55

SECRET

1254

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TARGET MATERIAL P[illegible]TION REQM[illegible]T

REF NO	TARGET	SERIES 100	CENTER COORDS	SERIES 25	CENTER COORDS	RTS RT-53	RTS RT-55
757	Le Lac/Grand Bastide A/F	TC	43-22N 06-24E				
*902	Lille	TCC	50-38N 03-04E	TCM	50-37N 03-04E		X
760	Limoges	Revise 0254-9997-100		Revise 0254-9997-25M			
763	Lorient	Revise 0254-9992-100					
923	Lyons	TCC	45-45N 04-51E	TCM Shts 1,4	45-45N 04-51E		
*931	St. Etienne	TCC	45-25N 04-24E	TCM	45-25N 04-24E		
769	Melun			TCM	48-33N 02-40E	X	
785	Pau	Revise 0319-1370-100(Prov)					
927	Plymouth			TCM	50-53N 04-09W	X	
*928	Poitiers	TCC	46-37N 00-20E	TCM	46-36N 00-18E		
929	Reading	TCC	51-26N 00-58W	TCM	51-27N 00-58W		
930	Rennes			TCM	48-06N 01-41W	X	
799	Savona	Revise 0253-9983-100(Prov)		Revise 0253-9983-25M			
*808	Torino	TCC	45-04N 07-40E	TCM	45-04N 07-40E		
804	Toulon	Revise 0320-9997-100					
806	Tours	Revise 0254-9993-100		Revise 0254-9993-25M			
807	Troyes/Barbery A/F	TC	48-20N 04-00E				

App I to Annex "A" [illegible]
91SRW Opord 13-[illegible]
Std 15 Feb 5[illegible]

SECRET

1255

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE W... (M)
Lockbourne Air Force Base, Ohio
15 February 1956

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 12-56

AIR OPERATIONS (STRIKE)

SECRET

1256

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE [illegible] (M)
Lockbourne Air Force [illegible]
15 February 1955

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

AIR OPERATIONS (STRIKE)

1. MAP OR CHART REFERENCES: AP, NS, JN series as applicable, others [illegible] desired

2. MISSION: Accomplish required reconnaissance of targets in France, [illegible], [illegible], Britain and the Salvage Islands.

3. FORCES:

a. The 91st SRW will launch a minimum of 3[illegible] RB-47 sorties [illegible] [illegible]ified European targets. Sorties will be launched in 3 increments, size of [illegible] [illegible] [illegible] as follows:

	Minimum	Maximum	Desired
[illegible] Increment E/1	10	10	10
[illegible] Increment E/2	10	13	13
[illegible] Increment E/3	10	13	[illegible]
	30	36	[illegible]

b. Air Refueling Support in the CRONY & ACE HIGH area [illegible] aircraft of the 305th, 380th and 321st Air Refueling Det[illegible] [illegible] [illegible]

c. Air Refueling Support in the CASKET Area will be furn[illegible] [illegible] aircraft of the 305th and 380th Air Refueling Squadrons operating from Ben Guerir [illegible] Sillmane respectively.

Annex "B" to
[illegible] Opord 13-55
[illegible] 15 Feb 55

SECRET

1257

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

d. Air refueling support in the NUT HATCH refueling area [illegible] provided by KC-97 aircraft of the 91st ARS operating from Lockbourne.

4. GENERAL:

a. Strikes will be launched in 3 increments from Lockbourne, attacking targets non-stop, utilizing air refueling in the CRONT and GASKET area with post-strike staging at Sidi Slimane.

b. Non-effective strike aircraft which return to Lockbourne [illegible] be launched against missed targets at the discretion of Wing Commander. [illegible] rescheduling will be contingent upon tanker support capability and [illegible] to obtain necessary clearance when aircraft is not a part of an increment. No re-scheduled aircraft will be launched after last aircraft of last [illegible] increment has departed Lockbourne. Any aircraft so re-scheduled will [illegible] in addition to the minimum sortie requirement for the next [illegible] increment and will be so reported for USCM purposes. Re-scheduled aircraft will consequently enter in USCM scoring computations twice (or more [illegible] if again re-scheduled). Timing for rescheduled sorties will be at the [illegible] of the Wing Commander.

c. Non effective aircraft strike aircraft which [illegible] at Sidi Slimane [illegible] re-scheduled for launching against missed targets only at [illegible] of Commander 5th Air Division and Commander Sidi Slimane Task Force. [illegible] such sorties is discretionary with above commanders. Non effective [illegible] may [illegible] re-scheduled any time up to 24 hours after last planned increment [illegible] at Sidi Slimane. Air refueling for re-scheduled sorties may [illegible] discretion of both Commanders. Instructions in sub-paragraph 4b, above, relative to USCM reporting apply.

Annex "B" to
[illegible] Opord 13-55
dtd 15 Feb 55

1258

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

d. Commander, 5th Air Division, will schedule tanker [illegible] aircraft at Sidi Slimane and/or Ben Guerir during RB-47 post-strike [illegible] periods at Sidi Slimane.

5. RECONNAISSANCE:

a. Camera requirements and settings will be as specified in paragraph 13, this annex.

b. Each crew scheduled to participate will be assigned a specific route and targets as a specific assignment.

c. Maximum target study will be accomplished on assigned targets.

d. Targets for each sortie are as indicated in Appendix I, this Annex.

e. Targets of opportunity will be reconnoitered enroute.

f. Bombs:

(1) Aircraft scheduled for night aerial reconnaissance will carry three (3) M-120 photo flash bombs.

(2) Release of M-120 photo flash bombs at ILBEUS DONORTE target will be in accordance with 5ADiv Reg 40-3, [illegible], with the following exceptions:

(a) Approach, IP, and axis of attack will be as [illegible] in applicable Target Task Force Routes.

(b) Positive radar identification of target [illegible] clearance of area will suffice. Where any [illegible], aircraft will abort run and proceed to landing [illegible].

(c) No air/ground voice communications are required in connection with attacks against ILBEUS DONORTE.

(d) All aircraft will leave target in a right turn and proceed to landing base.

Annex "B" to
91SRW Opord 19-55
dtd 16 Feb 55

SECRET

1259

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(e) 6th Air Division has authorized night use of [illegible] and drops have been coordinated with Portuguese [illegible] ities.

(f) To insure that successive aircraft [illegible] minimum of ten minute separation over the IP, the [illegible] procedure will apply:

1. Upon reaching the approximate [illegible] 05-00W, enroute to ILHEUS [illegible] will attempt to make UHF contact on [illegible] with the aircraft preceding him [illegible] established by takeoff sequence and H-HCP times. [illegible] request ETA of the preceding [illegible] (29-30N 13-30W) he will then [illegible] within the limits of MACH .73 [illegible] the situation requires [illegible] than 10 minutes in trail of [illegible]. In event contact cannot be established [illegible] will give his ETA to the IP in the [illegible] aircraft having a conflicting [illegible] necessary adjustments will be [illegible] spacing.

(g) Aircraft carrying M-120 bombs will [illegible] populated areas. Runs against targets [illegible] photoflash targets will be broken off at a [illegible] which will preclude over flight of that target.

Annex "B" to [illegible] Oct 13-56 [illegible] 25 Feb 55

1260

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

6. ROUTES AND TARGETS:

a. As specified in Appendix I, this annex.

b. Aircraft will not overfly Spain, the Balearic Islands, [illegible] prohibited areas or any part of a line joining the following coordinates: [illegible]-00N 20-00E, 37-00N 13-00E, 45-00N 10-30E, 46-30N 06-00E, [illegible], [illegible]-00N 03-00E, and 60-00N 03-00E.

7. TIMING:

a. X-Day is 23 February 1955.

b. Master H-Hour for each day of operation is 0800Z. Executive orders dispatching specific increments will specify specific date of H-Hour, [illegible] "Dispatch Extra Increment based on Master H-Hour 0800Z, X+1 day".

c. The H-HCP times for each Target Task Force [illegible] in Appendix I of this Annex.

d. HHCP's are contained in Appendix I, this annex.

e. Planned takeoff times will be adjusted on the basis of [illegible] meteorological data to make good the specified H-HCP times. In [illegible] early or late arrivals in refueling areas crews will [illegible] timing [illegible] within the limits of Mach .72 and .76 [illegible] as near as possible to planned time.

f. Weather data: All strike plans will be planned [illegible] basis using data contained in 2AF Manual 55-1.

8. CRUISE CONTROL:

a. Max fuel loading

b. Refueling: See Appendix 2, this Annex.

Annex "B" to
91SRW Oper'l 13-55
dtd 15 Feb 55

1261

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. Minimum Fuel Reserves: See basic order.

d. External tanks: not authrized (RB-47).

e. ATO: Not authorized.

f. Altitudes: Optimum, .74 MACH except during air refueling and during employment of maximum altitude tactics.

9. TACTICS: In accordance with current SAC Tactical [illegible] and [illegible] letter "Planning Factors for B-47 Type Aircraft". Maximum altitude tactics will be employed over simulated enemy territory within the limitations imposed by fuel reserves.

10. TRAINING REQUIREMENTS:

a. One day and one night celestial leg.

b. Record or practice aerial and radar photography [illegible] of the individual crew.

c. One actual photoflash run for applicable crews.

d. One evaluated long range mission.

11. CUTLERY:

a. Combat load of ammunition will be carried. Adequate [illegible] to prevent accidental discharge will be taken.

12. CABIN PRESSURIZATION:

a. Combat position over simulated enemy territory.

13. CAMERAS AND PHOTOGRAPHY:

a. Aircraft will deploy with full camera configuration [illegible] resources allow.

Annex "B" to
[illegible]SRW Oporl 13-55
[illegible] 15 Feb 55

1262

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

b. Aircrews will complete camera settings and film requirements for individual Target Task Force per 91st Wing Operations SOP 95-1.

(1) SAC Form 285, Camera Requirement Order, will be submitted to 91st S&E not later than 24 hours prior to takeoff time of first scheduled aircraft.

(2) Due to processing limitations of 3927th RTF only [illegible] rolls of aerial film will be used.

(3) Aircrews will make suitable adjustments in camera settings based on latest meteorlogical data at station time.

c. Camera Configuration:

(1) Extra Increment:

(a) K-38 24" Cone forward oblique, 25A filter.

(b) 2 K-38 36" cone, Split Vertical installation, [illegible].

(c) 1 K-37 12" cone, Prime Vertical installation.

(2) Yankee and Zulu Increments:

(a) 1 K-38 24" cone, Forward Oblique installation, [illegible].

(b) 2 K-38 36" cone, Split Vertical installation, 25A.

(c) 3 K-17C 6" cone, Tri-metrogen installation [illegible] cameras are available. MB filters.

1. UCCS type equipped aircraft will be utilized [illegible] day strikes only. UCCS type will utilize K-A[illegible] in tri camera installation. MB filters.

d. Film:

(1) Extra Icrement (K-37) Type 1-B Class N film, 50 to [illegible] ft lengths. Remainder of cameras will contain type 1-B, 200

Annex "B" to
91SRW Opord 13-55
Atd 15 Feb 55

SECRET

1263

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

feet rolls, class L or N as required for [illegible]

(2) Yankee and Zulu increment. All cameras will [illegible] Type 1-B Class L, 200 feet rolls.

(3) Each aircraft will carry 2 CIA magazines containing 100 feet of type 2, Class L film.

e. Evaluation:

(1) Film will be evaluated for 50-8 training credit in accordance with SAC Regulation, Suppl XI, 50-8, 95-1, 50-36, and SAC Manual 50-38 and 55-3.

(2) Declaration of Practice Aerial Photo, 820st ABG Form [illegible], will be prepared in duplicate, one copy to be submitted to Squadron Operations Officer prior to takeoff, who will forward them to 91st SRW Recon Section. Second copy will be submitted with flight log upon completion of strike at [illegible].

(3) "P" on radar data card will indicate radar [illegible] photography.

f. Due to installation of 200 foot film rolls particular care must be taken to conserve film to insure that sufficient film is carried to obtain required coverage of target complexes and search areas. All cameras will be operated to obtain desired coverage of each target complex and search area. Aerial route photography will be accomplished at all times within each territory within the limitations imposed above. Radar route photography will be accomplished in accordance with SAC Manual 55-3 (Tactical Doctrine Weapons Employment) and SAC Manual 50-38.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
15 February 1955

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

TARGET TASK FORCE ASSIGNMENTS, ROUTES AND TIMING

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE [illegible]
Lockbourne Air Force Base, Ohio
15 February 1955

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

TARGET TASK FORCE ASSIGNMENTS, ROUTES AND TIMING

1. Takeoff times listed below are based on a master H-Hour of [illegible] for each daily increment and utilizing wind/temperature factors from [illegible] Weather Planning Manual 55-1. Actual takeoff times will be adjusted to insure that H-HCP times are made good in so far as possible.

2. Target Task Forces are listed, Tab I, in descending order of priority within each increment. Task Forces will be dropped from the [illegible] list when insufficient aircraft are available for each increment.

a. Each increment list is a selfcontained priority system. Task Forces not launched with a required increment will not be added to the [illegible] subsequent increment list.

3. Evacuation targets are indicated by an asterisk*.

4. TARGET TASK FORCE ASSIGNMENTS, ROUTES AND TIMING:

a. Common Route Plan Coca:

Depart: LOCKBOURNE

BANGOR, MAINE

SIDNEY, NOVA SCOTIA

App I to Annex "B" to
91SRW Opord 13-55
dtd 15 Feb 55

SECRET

1266

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ARGENTIA, NEWFOUNDLAND

OCEAN STATION VESSEL DELTA

Crony Area Rendezvous

34-02N 06-51W

Casket Area Rendezvous

34-50N 00-09E

36-59N 06-15E (H-HCP)

b. Common Route Plan Delta:

Depart: LOCKBOURNE

BANGOR, MAINE

SIDNEY, NOVA SCOTIA

ARGENTIA, NEWFOUNDLAND

OCEAN STATION VESSEL DELTA

Crony Area Rendezvous

34-02N 06-51W

Casket Area Rendezvous

35-24N 00-08E (H-HCP)

c. Target Task Force Route Plans:

(1) BOHEMIAN COBALT: AHLBORN

Depart: LOCKBOURNE 2206Z

via: Common Route Cocs

to: 36-59N 06-15E (H-HCP) 0800Z

43-22N 04-34E (IP)

CORBIERES AF (TGT) 43-10N 02-[illegible]E

43-36N 01-26E (IP)

App 1 to Annex "B" to
91SBW Opord 13-55
dtd 15 Feb 55

SECRET

1267

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

AIRE-SUR-L'ADOUR AF	(TGT)	[illegible]
45-03N 00-08W	(IP)	
*NIORT/SOUCHE AF	(TGT)	[illegible]
44-12N 00-37E		
43-16N 03-30E		
39-50N 04-40E		
35-12N 00-38W		
SIDI SLIMANE		

(2) BOHEMIAN BRONZE: WARD

Depart: LOCKBOURNE	2226Z (E-1)	
via: Common Route Coca		
to: 36-59N 06-15E	(H-HCP)	[illegible]
43-22N 04-34E	(IP)	
LARZAC AF	(TGT)	[illegible]
45-09N 01-31E	(IP)	
*ANGOULEME	(TGT)	[illegible]
47-04N 00-53W	(IP)	
RENNES	(TGT)	[illegible]
43-56N 02-09E		
43-16N 03-30E		
39-50N 04-40E		
35-12N 00-38W		
SIDI SLIMANE		

(3) BOHEMIAN MAHOGANY: O'BRIEN

Appx I to Annex "B" to
[illegible] Opord 13-55
dtd 15 Feb 55

SECRET

1268

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Depart: LOCKBOURNE 0206Z (E/[illegible])

via: Common Route Coca

to: 36-59N 06-15E (H-HCP) 1[illegible]Z

43-16N 03-30E

46-19N 01-08W

47-39N 02-05W (IP)

LORIENT (TGT)(IP) [illegible]

*BREST (TGT) [illegible]

47-40N 02-45W

43-56N 02-09E

43-16N 03-30E

39-50N 04-40E

35-12N 00-38W

SIDI SLIMANE

(4) BOHEMIAN RUBY: MUMME

Depart: LOCKBOURNE

via: Common Route Coca

to: 36-59 06-15E (H-HCP) [illegible]

43-22N 04-34E

44-08N 04-05E (IP)

AURILLAC AF (TGT) [illegible]

*AURILLAC/BRIVE-LA GAILLARDE (SEARCH)[illegible]
(47NM Wide) [illegible]

43-25N 03-41E

39-50N 04-40E

App I to Annex "B" to
[illegible] Opord 13-55
dtd 15 Feb 55

SECRET

1269

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

35-12N 00-38W

SIDI SLIMANE

(5) BOHEMIAN SILVER: FETSKO

Depart: LOCKBOURNE 2246 (E+1)

via: Common Route Cocs

to: 36-59N 06-15E (H-HCP) [illegible]

43-22N 04-34E

45-58N 02-10E (IP)

*LE BLANC AF (TGT) (IP) [illegible]

TOURS (TGT) (IP) [illegible]

LAVAL (TGT) (IP) [illegible]

DINARD/PLEURTUIT AF (TGT) [illegible]

43-56N 02-09E

43-16N 03-30E

39-50N 04-40E

35-12N 00-38W

SIDI SLIMANE

(6) BOHEMIAN COPPER: HAYSLIP

Depart: LOCKBOURNE 2306Z (E+1)

via: Common Route Cocs

to: 36-59N 06-15E (H-HCP) [illegible]

43-22N 04-34E

46-48N 01-42E (IP)

BLOIS/LE BREUIL AF (TGT) 47-42N 01-1[illegible]E

48-50N 00-53W (IP)

App I to Annex "B" to SECRET
91SRW Opord 13-55
dtd 15 Feb 55

5

1270

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

CHERBOURG (TGT)

*BIRMINGHAM (SEARCH)

43-25N 03-41E

39-50N 04-40E

35-12N 00-38W

SIDI SLIMANE

(7) BOHEMIAN CHROME:

Depart: LOCKBOURNE

via: Common Route Coca

to: 36-59N 06-15E (H-HCP)

43-22N 04-34E

45-03N 03-53E (IP)

LAPALISSE AF (TGT)

47-25N 02-55E (IP)

* MONDESIRE AF (TGT)

43-25N 03-41E

39-50N 04-40E

35-12N 00-38W

SIDI SLIMANE

(8) BOHEMIAN OLIVE:

Depart: LOCKBOURNE

via: Common Route Coca

to: 36-59N 06-15E (H-HCP)

41-54N 08-37E (IP)

TOULON (TGT) (IP)

SECRET

6

1271

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

AVIGNON/CHATEAU BLANC AF (TGT) [illegible]-54E

46-31N 03-41E (IP)

*CRAVANT AF (TGT) [illegible]

43-13N 05-21E

36-57N 07-47E

34-07N 02-06E

SIDI SLIMANE

(9) BOHEMIAN GOLD: NAFTEL

Depart: LOCKBOURNE 0026Z (E/2)

via: Common Route Coca

to: 36-59N 06-15E (H-HCP) [illegible]

41-54N 08-37E

42-34N 08-44E (IP)

SAVONA (TGT) 44-18N [illegible]

TORINO (SEARCH) [illegible] (8NM radius)

46-12N 05-13E

*CHALON-SUR-SAONE/LE CREUSOT (SEARCH) [illegible] (12NM Wide) [illegible]

43-13N 05-21E

36-57N 07-47E

34-07N 02-06E

SIDI SLIMANE

(10) BOHEMIAN RUST: HOXIE

Depart: LOCKBOURNE 0046Z (E/1)

via: Common Route Coca

App I to Annex "B" to
[illegible] Opord [illegible]-55
dtd 14 Feb 55

SECRET

7

1272

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

to: 36-59N 06-15E (H-HCF) 1042Z
43-20N 04-51E
46-50N 03-27E
48-49N 03-06E (IP)
ST. QUENTIN/CLASTRES AF (TGT) 49-[illegible] 03-17E
*LILLE (SEARCH) 50-[illegible] 02-[illegible]
43-25N 03-41E
39-50N 04-40E
35-12N 00-38W
SIDI SLIMANE

(11) BOHEMIAN LEMON: MINER
Depart: LOCKBOURNE 0106Z (E/1)
via: Common Route Coca
to: 36-59N 06-15E (H-HCF) 1130Z
43-20N 04-51E
46-50N 03-27E
48-58N 02-53E (IP)
*ALBERT/BRAY AF (TGT) (IP) 49-[illegible] 02-[illegible]
DUNKERQUE (TGT) 51-[illegible] 02-[illegible]
43-25N 03-41E
39-50N 04-40E
35-12N 00-38W
SIDI SLIMANE

(12) BOHEMIAN SCARLET: BAHLS
Depart: LOCKBOURNE 0126Z (E/2)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

via: Common Route Coca

to: 36-59N 06-15E (H-HCP) 1120Z

43-20N 04-51E

46-50N 03-27E

48-58N 02-53E (IP)

AMIENS/GLISY AF (TGT) (IP) [illegible]

*LE TOUQUET AF (TGT) [illegible]

43-25N 03-41E

39-40N 04-40E

35-12N 00-38W

SIDI SLIMANE

(13) BOHEMIAN PEACH: MCCAULEY

Depart: LOCKBOURNE 0146Z (E/[illegible])

via: Common Route Coca

to: 36-59N 06-15E (H-HCP) 1140Z

43-20N 04-51E

46-50N 03-27E

48-49N 03-06E (IP)

ROSIERES-EN-SANTERRE AF (TGT) 49-[illegible]

50-00N 02-39E (IP)

*BOULOGNE-SUR-MER (TGT) [illegible]

43-25N 03-41E

39-50N 04-40E

35-12N 00-38W

SIDI SLIMANE

App I to Annex "B" to
[illegible] Opord 13-55
[illegible] 15 Feb 55

SECRET

1274

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(14) BOHEMIAN AMBER: SNYDER

Depart: LOCKBOURNE 0206Z (E+3)

via: Common Route Coca

to: 36-59N 06-15E (H-HCP)

41-54N 08-37E

43-12N 06-40E (IP)

ST. AUBAN AF (TGT) [illegible]

44-31N 05-42E (IP)

*ST. GEOIRS AF (TGT) [illegible]

45-35N 05-16E (IP)

ST. YAN AF (TGT) 46-25N [illegible]

43-13N 05-21E

36-57N 07-47E

34-07N 02-06E

SIDI SLIMANE

(15) BOHEMIAN BLACK: EVANS

Depart: LOCKBOURNE 2206Z (E+3)

via: Common Route Coca

to: 36-59N 06-15E (H-HCP)

42-30N 03-30E

43-07N 01-36E (IP)

PAU (TGT) [illegible]

44-01N 01-21E (IP)

*BERGERAC/ROUMANIERE AF (TGT) 44-50N [illegible]

CONDOM (SEARCH) 43-[illegible]
([illegible])

App I to Annex "B" to
[illegible] Opord 13-55
dtd 16 Feb 55

SECRET

1275

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

42-30N 03-30E

39-50N 04-40E

35-12N 00-38W

SIDI SLIMANE

(16) BOHEMIAN CHERRY: BANNISTER

Depart: LOCKBOURNE 2226Z (E/[illegible]

via: Common Route Coca

to: 36-59N 06-15E (H-HCP) 082[illegible]

43-22N 04-34E

44-56N 02-26E (IP)

LIMOGES (TGT) 45-[illegible]

POITIERS (SEARCH) (IP) [illegible]

*ANGERS/AVRILLE AF (TGT) 47-[illegible]

43-16N 03-30E

39-50N 04-40E

35-12N 00-38W

SIDI SLIMANE

(17) BOHEMIAN WHITE: STUEMPFLE

Depart: LOCKBOURNE 2306Z (E/[illegible]

via: Common Route Coca

to: 36-59N 06-15E (H-HCP) [illegible]

43-16N 03-30E

45-11N 00-42E

47-40N 02-45W (IP)

LANNION/SERVEL AF (TGT) [illegible]

Appx I to Annex "B" to
[illegible] Opord 13-55
[illegible] 15 Feb 55

SECRET

1276

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

	48-50N 03-28W	(IP)
	PLYMOUTH	(TGT) [illegible]
	*READING	(SEARCH) [illegible]
	39-50N 04-40E	
	35-12N 00-38W	
	SIDI SLIMANE	
(18)	BOHEMIAN PINK:	WILLIAMS
Depart:	LOCKBOURNE	2246Z (E+2)
via:	Common Route Coca	
to:	36-59N 06-15E	(H-HCP) [illegible]
	43-22N 04-34E	
	45-03N 03-53E	(IP)
	CLERMONT FERRAND	(TGT) [illegible]
	47-55N 01-55E	(IP)
	*DREUX AF	(TGT) [illegible]
	49-01N 01-09E	(IP)
	LE HAVRE	(TGT) [illegible]
	39-50N 04-40E	
	35-12N 00-38W	
	SIDI SLIMANE	
(19)	BOHEMIAN PINTO:	ARLINGTON
Depart:	LOCKBOURNE	0026Z (E+3)
via:	Common Route Coca	
to:	36-59N 06-15E	(H-HCP) 1020Z
	41-54N 08-37E	

Ann I to Annex "B" to
[illegible] Opord 13-55
[illegible] 15 Feb 55

SECRET

1277

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	44-53N 06-37E	(IP)	
	AIX-LES-BAINS AF	(TGT)	(IP) 45-40N 05-41E
	COURLAOUS AF	(TGT)	46-41N 05-28E
	47-19N 05-20E	(IP)	
	*TROYES/BARBEREY AF	(TGT)	48-30N 04-00W
	43-13N 05-21E		
	36-57N 07-47E		
	34-07N 02-06E		
	SIDI SLIMANE		

(20) BOHEMIAN PURPLE: HOLT

Depart:	LOCKBOURNE	0006Z (E/3)
via:	Common Route Coca	
to:	36-59N 06-15E	(H-HCP) 1000Z
	41-54N 08-37E	
	43-25N 06-54E	
	45-12N 05-43E	(IP)
	AMBERIEU AF	(TGT) 45-48N 05-21E
	47-44N 04-12E	(IP)
	*ROMILLY-SUR-SEINE AF	(TGT) 48-30N 03-45E
	43-13N 05-21E	
	36-57N 07-47E	
	34-07N 02-06E	
	SIDI SLIMANE	

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(21) BOHEMIAN TAN: STONE

Depart: LOCKBOURNE 2346Z (E+2)

via: Common Route Coca

to: 36-59N 06-15E (H-HCP) 094

41-54N 08-37E (IP)

LE LUC/GRANDE BASTIDE AF (TGT) (IP) 43-29N 06-24E

TALLARD AF (TGT) 44-28N 06-07E

46-41N 04-22E (IP)

*AUXERRE/MONETEAU AF (TGT) 47-50N 03-36E

43-13N 05-21E

36-57N 07-47E

34-07N 02-06E

SIDI SLIMANE

(22) BOHEMIAN BLUE: BEAM

Depart: LOCKBOURNE 2326Z (E+2)

via : Common Route Coca

to: 36-59N 06-15E (H-HCP) 0920Z

41-54N 08-37E

43-13N 05-21E (IP)

AVIGNON/PUJAUT AF (TGT) 43-54N 04-45E

*ST. ETIENNE/LYON (SEARCH) 44-48N 04-14E
(38NM Wide) 45-33N 05-03E

43-13N 05-21E

36-57N 07-47E

34-07N 02-06E

SIDI SLIMANE

App I to Annex "B" to
91387 Coord 13-55
dtd 15 Feb 55

SECRET

14

1279

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(23) BOHEMIAN GRAY: AUSTIN

Depart: LOCKBOURNE 0146Z (E/3)

via: Common Route Coca

to: 36-59N 06-15E (H-HCP) [illegible]

43-22N 04-34E

46-03N 04-04E

48-49N 03-06E (IP)

ST. QUENTIN (TGT) [illegible]

50-27N 02-32E (IP)

*BRUGGE (TGT) 51-13N 03-13E

50-27N 02-32E

39-50N 04-40E

35-12N 00-38W

SIDI SLIMANE

(24) BOHEMIAN GREEN: BEITMAN

Depart: LOCKBOURNE 0126Z (E/3)

via: Common Route Coca

to: 36-59N 06-15E (H-HCP) [illegible]

43-22N 04-34E

46-03N 04-04E

48-58N 02-53E (IP)

PERONNE AF (TGT) 49-[illegible]N 02-[illegible]E

50-27N 02-32E (IP)

*OOSTENDE (TGT) 51-13N 02-55E

50-27N 02-32E

SECRET

App I to Annex "B" to
91SRW Opord 13-55
dtd 15 Feb 55

1280

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

39-50N 04-40E

35-12N 00-38W

SIDI SLIMANE

(25) BOHEMIAN RED: PERRY

Depart: LOCKBOURNE 0106Z (E+3)

via: Common Route Coca

to: 36-59N 06-15E (H-HCP) 1100Z

43-22N 04-34E

48-59N 01-43W (IP)

*ABBEVILLE/DRUCAT AF (TGT)(IP) 50-08N 01-51E

CALAIS (TGT) 50-57N 01-51E

39-50N 04-40E

35-12N 00-38W

SIDI SLIMANE

(26) BOHEMIAN ORANGE: GAMMON

Depart: LOCKBOURNE 0046Z (E+3)

via: Common Route Coca

to: 36-59N 06-15E (H-HCP) 1[illegible]

43-22N 04-34E

47-25N 02-55E (IP)

MELUN (TGT) [illegible]

49-13N 02-35E (IP)

*BAPAUME/GREVILLERS AF (TGT) 50-06N [illegible]

47-00N 03-10E

39-50N 04-40E

App 1 to Annex "B" to
[illegible] Opord 13-55
Std 15 Feb 55

SECRET

16

1281

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

35-12N 00-38W

SIDI SLIMANE

(3P) BOHEMIAN BRASS: CHAFIN

Depart: LOCKBOURNE 0600Z (B-1)

via: Common Route Delta

to: 35-24N 00-08E (H-HOP) 1[illegible]

40-00N 05-00E (IP)

NARBONNE (TGT) [illegible]

42-00N 03-50E

35-09N 02-36W

29-30N 13-30W (IP)

*ILFEUS DONORTE (M-120 TOT) [illegible]

SIDI SLIMANE

(3P) BOHEMIAN BROWN: DAUGHERTY

Depart: LOCKBOURNE 0637Z (B-1)

via: Common Route Delta

to: 35-24N 00-08E (H-HOP) 1[illegible]

40-00N 05-00E (IP)

BEZIERS (TGT) [illegible]

42-00N 03-50E

35-09N 02-36W

29-30N 13-30W (IP)

*ILFEUS DONORTE (M-20 TOT) [illegible]

SIDI SLIMANE

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

35-17N 00-38W
SIDI SLIMANE

(??) BOHEMIAN BRASS: CHAFIN
Depart: LOCKBOURNE 0607Z (B-1)
via: Common Route Delta
to: 35-24N 00-08E (H-HCP)
40-00N 05-00E (IP)
NARBONNE (TGT)
42-00N 03-50E
35-09N 02-36W
29-30N 13-30W (IP)
*ILHEUS DONORTE (M-120 TGT)
SIDI SLIMANE

(??) BOHEMIAN BROWN: DAUGHERTY
Depart: LOCKBOURNE 0632Z (B-1)
via: Common Route Delta
to: 35-24N 00-08E (H-HCP)
40-00N 05-00E (IP)
BEZIERS (TGT)
42-00N 03-50E
35-09N 02-36W
29-30N 13-30W (IP)
*ILHEUS DONORTE (M-20 TGT)
SIDI SLIMANE

1283

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(29) BOHEMIAN YELLOW: ARCHER

Depart: LOCKBOURNE 0647Z (E+1)

via: Common Route Delta

to: 35-24N 00-08E (H-HCP) 1600Z

40-00N 05-00E (IP)

CETTE (TGT) [illegible]

42-00N 03-50E

35-09N 02-26W

29-30N 13-30W (IP)

*ILHEUS DONORTE (M-120 TGT) [illegible]

SIDI SLIMANE

(30) BOHEMIAN CARDINAL: GUTOS

Depart: LOCKBOURNE 0847Z (E+1)

via: Common Route Delta

to: 35-24N 00-08E (H-HCP) 1800Z

40-00N 05-00E (IP)

LA CIOTAT (TGT) [illegible]

42-00N 03-50E

35-09N 02-26W

29-30N 13-30W (IP)

*ILHEUS DONORTE (M-120 TGT) [illegible]

SIDI SLIMANE

(31) BOHEMIAN LIME: JOHANNSEN

Depart: LOCKBOURNE 0827Z (E+1)

via: Common Route Delta

App'l to Annex "B" to
91SRW Opord 13-55
dtd 15 Feb 55

SECRET

1284

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

to:	35-24N 00-08E	(H-HCP)	1740Z
	40-00N 05-00E	(IP)	
	MARSEILLE	(TGT)	[illegible]
	42-00N 03-50E		
	35-09N 02-26W		
	29-30N 13-30W	(IP)	
	*ILHEUS DONORTE	(M-120 TGT	[illegible]
	SIDI SLIMANE		

(32) BOHEMIAN CREAM: KELLY

Depart:	LOCKBOURNE	0707Z (E/1)	
via:	Common Route Delta		
to:	35-24N 00-08E	(H-HCP)	[illegible]
	40-00N 05-00E	(IP)	
	MONTPELLIER	(TGT)	[illegible]
	42-00N 03-50E		
	35-09N 02-26W		
	29-30N 13-30W	(IP)	
	*ILHEUS DONORTE	(M-120 TGT	[illegible]
	SIDI SLIMANE		

(33) BOHEMIAN SLATE: LANDESS

Depart:	LOCKBOURNE	0807Z (E/1)	
via:	Common Route Delta		
to:	35-24N 00-08E	(H-HCP)	1720Z
	40-00N 05-00E	(IP)	

1285

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

	SALON	(TGT)	[illegible]
	42-00N 03-50E		
	35-09N 02-26W		
	29-30N 13-30W	(IP)	
	*ILHEUS DONORTE	(M-120 TGT)	[illegible]
	SIDI SLIMANE		
(34)	BOHEMIAN ROSE:	MOORE	
	Depart: LOCKBOURNE	0727Z (E/1)	
	via: Common Route Delta		
	to: 35-24N 00-08E	(H-HCP)	1647Z
	40-00N 05-00E	(IP)	
	ARLES-SUR-RHONE	(TGT)	[illegible]
	42-00N 03-50E		
	35-09N 02-26W		
	29-30N 13-30W	(IP)	
	*ILHEUS DONORTE	(M-120 TGT)	[illegible]
	SIDI SLIMANE		
(35)	BOHEMIAN IVORY:	FALLS	
	Depart: LOCKBOURNE	0747Z (E/1)	
	via: Common Route Delta		
	to: 35-24N 00-08E	(H-HCP)	1700Z
	40-00N 05-00E	(IP)	
	PORT DE BOUC	(TGT)	[illegible]
	42-00N 03-50E		

SECRET

Appx I to Annex "B" to
91SRW Opord 13-55
dtd 15 Feb 55

20

1286

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	35-09N 02-26W	
	29-30N 13-30W	(IP)
	*ILHEUS DONORTE	(M-120 TGT) [illegible]
	SIDI SLIMANE	
(36)	BOHEMIAN WALNUT:	KELLER
	Depart: LOCKBOURNE	0547Z (EAT)
	via: Common Route Delta	
	to: 35-24N 00-08E	(H-HCP) 1500Z
	39-27N 08-27E	(IP)
	ALGHERO AF	(TGT) [illegible]
	34-50N 00-09E	
	29-30N 13-30W	(IP)
	*ILHEUS DONORTE	(M-120 TGT) [illegible]
	SIDI SLIMANE	

1287

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING
Lockbourne Air Force Base, Ohio
15 February 1955

TAB I

TO

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

TAKE OFF SEQUENCE

Tab I to App II to
Annex "B" to
91SRW Oporд 13-55
dtd 15 Feb 55

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE
Lockbourne Air Force Base, Ohio
14 February 1955

TAB I

TO

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

TAKE OFF SEQUENCE

EXTRA INCREMENT X / 1

MISSION CODE	TAKE OFF TIME	CREW
WALNUT	0547	KELLER
BRASS	0607	CHAPIN
BROWN	0627	DOOLITTLE
YELLOW	0647	ARCHER
CREAM	0707	KELLY
ROSE	0727	MOORE
IVORY	0747	FAILS
SLATE	0807	LANDERS
LIME	0827	JOHANNSEN
CARDINAL	0847	GUYOT

Tab I to Appx I to
Annex "B" to
91SRW Opord 13-55
dtd 14 Feb 55

SECRET

1289

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

YANKEE INCREMENT X / 2

MISSION CODE	TAKE OFF TIME	CREW
COBALT	2206	AHLBORN
BRONZE	2226	WARD
SILVER	2246	FETTY
COPPER	2306	HAYSLIP
CHROME	2326	EMERSON
RUBY	2346	MUMME
OLIVE	0006	YANCEY
GOLD	0026	NAFTEL
RUST	0046	BOXIE
LEMON	0106	MINER
SCARLET	0126	BAILS
PEACH	0146	MCCAULEY
MAHOGANY	0206	O'BRIEN

ZULU INCREMENT X / 3

BLACK	2206	EVANS
CHERRY	2226	BANNIS
PINK	2246	WILLIAMS
WHITE	2306	STRAWFORD
BLUE	2326	BEAM
TAN	2346	STONE
PURPLE	0006	HOLT
PINTO	0026	ARLINGTON

Tab 1 to Apn 1 to
Annex "B" to
OLNRW Opord 13-55
dtd 15 Feb 55

SECRET

1290

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

MISSION CODE	TAKE OFF TIME	CREW
ORANGE	0046	GAMMON
RED	0106	PERSON
GREEN	0126	REITMAN
GRAY	0146	AUSTIN
AMBER	0206	SNYDER

Tab I to App I to
Annex "B" to
USRW Opord 13-65
Dtd 15 Feb 65

SECRET

3

1291

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING
Lockbourne Air Force Base, Ohio
15 February 1955

TAB II

TO

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

FLIGHT PLAN BOHEMIAN COPPER (LONGEST ROUTE)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING
Lockbourne Air Force Base, Ohio
15 February 1955

APPENDIX II

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

AIR REFUELING (STRIKE)

App II to Annex "B" to SECRET
91SRW Opord 13-55
dtd 15 Feb 55

1293

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WI[illegible]
Lockbourne Air Force [illegible]
15 February 19[illegible]

APPENDIX II

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

AIR REFUELING (STRIKE)

1. GENERAL INSTRUCTIONS: All strike routes require two pre-[illegible] refuelings each in a one/one tanker/receiver ratio. Two refueling [illegible] will be utilized to accomplish required refueling. (CRONY - Azores) [illegible] - French Morocco) In so far as possible air refueling techniques [illegible] are standardized for both areas unless specifically noted within this [illegible]endix. Instructions applicable to re-deployment air refueling are [illegible] I, Annex "C".

2. TANKER FORCES:

a. Tanker Forces available for support of strike [illegible] follows:

(1) Lajes:

(a) 305th ARS 10 KC-97

(b) 321st ARS 10 KC-97

(c) 380th ARS 10 KC-97

(2) Sidi Slimane: 380th ARS 10 KC-97

App II to Annex "B" to
91SRW Opord 13-55
[illegible] 15 Feb 55

SECRET

1294

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

latest revised ETA to the Rendezvous Point.

(3) Final receiver ETA to the rendezvous point will be [illegible] to the tanker early enough to permit tanker to complete orbit pattern. Depart orbit point and arrive at rendezvous point on receivers ETA.

(4) Tankers will return to specified refueling [illegible] rendezvous point whether rendezvous has been [illegible].

(5) Electronic rendezvous equipment will be [illegible] extent during the final stages of rendezvous at or in the near vicinity of the designated rendezvous point.

e. Timing:

(1) Strike aircraft on the basis of a positive fix in the vicinity of ocean station Delta will adjust between that point and the CRONY area to arrive at rendezvous as near as [illegible] to planned time. Similarly planned rendezvous times [illegible] CASKET area will be made good by adjustments [illegible] Lajes to the CASKET refueling area.

(2) Each tanker will be over orbit point at least [illegible] prior to planned arrival of the receiver [illegible] point.

(3) Each receiver arriving over the orbit point [illegible] down 1,000 feet. Tankers will move up in the [illegible] tanker departs orbit point.

f. Communications:

(1) See Annex "D".

1296

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Three sets of voice/electronic communication [illegible] settings will be used in each refueling area as [illegible]:

(a) CRONY and CASKET Areas:

1. Initial condition: UHF frequency [illegible], APN 12/76 tanker transmits 3, receiver 6, APN-11 Code 1-3.

2. Primary Condition: UHF frequency [illegible] APN 12/76 tanker transmits 4, receivers 7, APN-11 Code 2.

3. Alternate condition: UHF frequency [illegible] APN 12/76 tanker transmits 5, receivers 8, APN-11 Code 1-2-1.

4. Back up HF frequency 3023.5 kcs.

(3) Air/Air Voice Call Signs:

(a) Receivers - Target Task Force Designators, e.g. BOHEMIAN WHITE etc.

(b) Tankers - Refueling Area Designator, e.g. - CRONY - CASKET

(4) Rendezvous Procedures:

(a) Each tanker in the stack will be operating [illegible] and radio equipment in initial condition.

(b) At maximum possible range, receiver aircraft [illegible] lish UHF contact with the top tanker [illegible] voice call to the appropriate tanker, [illegible] "BOHEMIAN RED", etc.

(c) Top tanker will acknowledge receiver [illegible] specify frequencies and settings to be used [illegible] of rendezvous, e.g. "BOHEMIAN WHITE, this is CRONY, switch to Primary condition." Top tanker and receiver

1297

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

will then switch to settings and frequencies [illegible] for Primary Condition, if voice contact is not established on the new UHF frequency in a reasonable length of time, tanker and receiver will return to initial condition UHF frequency for further contact.

(d) Top tanker will then return to initial UHF frequency temporarily to advise the next tanker he is departing orbit point and the next tanker is clear to move to refueling altitude.

(e) Each succeeding tanker will select primary or alternate condition to minimize possibility of interference with preceding tanker/receiver pair.

5. RENDEZVOUS POINTS AND REFUELING TRACKS:

a. CRONY area:

(1) 39-00N 28-00W

(2) 100 degrees

b. CASKET area:

(1) 34-03N 05-00W

(2) 080 degrees

6. TANKER SPARES: Each tanker arriving over the orbit [illegible] spare for the preceding tanker.

7. WEATHER RECONNAISSANCE:

a. Commanders 5th Air Division and Lajes Tanker Task Force will provide weather reconnaissance in the CASKET and CRONY areas respectively for each daily increment of strike aircraft.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE [illegible]
Lockbourne Air Force Base, Ohio
15 February 1955

TAB I

TO

APPENDIX II

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

RECEIVER AIR REFUELING AND RENDEZVOUS SETTINGS

Tab I to App II to
Annex "B" to
91 [illegible] Opord 13-55
Std 15 Feb 55

SECRET

1300

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

RECEIVER AIR REFUELING AND RENDEZVOUS SETTINGS

AIR REFUEL POINTS	A/R TR	A/R ALT	I.A.S. (KTS)	FUEL TRANSFER	PLANNED REFUEL TIME	RENDEZVOUS SETTINGS											
						INITIAL				PRIMARY				SECONDARY			
						UHF	APN 12/76 TKR	APN 12/76 REC	APN 11	UHF	APN 12/76 TKR	APN 12/76 REC	APN 11	UHF	APN 12/76 TKR	APN 12/76 REC	APN 11
"CRONY" 39-00N 24-00W	00°	16M	Start 180 / 205 End	53,000#	:40	311.0	6	3	1-3	339.6	7	4	2	368.3	8	5	1-2-1
CASKET" 34-03N 05-00W	30°	16M	Start 190 / 210 End	50,000# Max Inter	:40	"	"	"	"	"	"	"	"	"	"	"	"

Tab I to App II to Annex "B" to
91SRW Opord 13-55 dtd 15 Feb 55

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
913T STRATEGIC RECONNAISSANCE WI[illegible]M)
Lockbourne Air Force Base, Ohio
15 February 1955

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

AIR OPERATIONS (RE-DEPLOYMENT)

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUADRTERS
91ST STRATEGIC RECONNAISSANCE WING
Lockbourne Air Force Base, Ohio
15 February 1955

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

AIR OPERATIONS (RE-DEPLOYMENT)

1. GENERAL:

a. 91st SRW aircraft post strike staging to Sidi Slimane on X + 1, 2, and 3 will redeploy to Lockbourne on E + 4, 5 and 6, air refueling in the ACE HIGH area as outlined in paragraph 4, this annex.

(1) The first RB-47 aircraft departing Sidi Slimane on X + 4 and X + 5 will be designated courier aircraft. The X + 4 courier aircraft will airlift film from the EXTRA and YANKEE increment of strike aircraft. The X + 5 courier will airlift film from the ZULU increment. Both courier aircraft will refuel in the ACE HIGH area and again in the [illegible] RATCH area, landing at Barksdale and delivering film to the 2d RTS who will have representative to meet the aircraft. After required maintenance and crew rest, aircraft will return to home station.

b. 305th, 321st and 380th ARS KC-97 aircraft operating from Lajes will provide air refueling support in the ACE HIGH area for re-deploying RB-47 acft.

c. KC-97 aircraft of the 91st ARS operating from Lockbourne will

Annex "C" to
91SRW Opord 13-55
dtd 15 Feb 55

SECRET

1303

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(5) Tanker aircraft commander will be prepared to give [illegible]47 aircraft commander position at completion of refuel[illegible].

(6) Upon completion of refueling, tanker aircraft will submit M-11 report, including total pounds of fuel aboard RB-47 aircraft at final disconnect. Tanker aircraft will use 5 digit true tail number in submitting report.

b. ACE HIGH Air Refueling Area:

(1) Tanker orbit point: 39-05N 28-00W

(2) Rendevous Point:

Locations	Refueling Track	Altitude
39-38N 29-07W	300 degrees	15,000 ft

(3) Departures from Sidi Slimane will be adjusted utilizing latest meteorlogical data to arrive at rendezvous point at the times specified in Tab I, to Appendix I, this annex.

(4) Communications and Electronic Rendezvous settings: See Appendix II, this annex

(5) Voice Refueling Call Signs (to be used in air/air and air refueling only):

(a) 91st SRW RB-47 aircraft: Flights will be designated Bohemian Alpha, Bohemian Bravo, etc., with numerical suffix for each aircraft corresponding to formation position of the flight, ie., Bohemian Alpha One is leader of the first flight. Five digit true tail number plus total pounds of fuel aboard will be given to appropriate tanker aircraft commander at final disconnect.

Annex "C" to
91 SRW Opord 13-65
dtd 15 Feb 65

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) KC-97 aircraft: Tanker flights will be designated ACE HIGH ALPHA, ACE HIGH BRAVO plus numerical suffix corresponding to formation position. ACE HIGH ALPHA ONE is leader of first tanker flight.

(6) Fuel Transfer Requirements: RB-47 full internal fuel tanks requiring 50,000#.

(7) Missed Air Refueling Alternate:

(a) Courier aircraft: After missed air refueling or with less than 80,000#, but more than 36,000# fuel on board at final disconnect will return to Sidi Slimane; with less than 36,000# of fuel on board will land at Lajes.

(b) Remaining RB-47 aircraft: After missed air refueling or with less than 74,000# of fuel on board but more than 36,000# at final disconnect will return to Sidi Slimane; with less than 36,000# land at Lajes.

c. NUT HATCH Refueling Area:

(1) Tanker orbit point: 42-22N 77-04W

(2) Rendezvous Point:

Location	Refueling Track	A/R Altitude
Bradford, NY OMNI	243 degrees	[illegible]

(3) Timing for NUT HATCH refueling area will be based upon winds encountered subsequent to the ACE HIGH refueling area. Approximate rendezvous time in the NUT HATCH area, based on mean wind factors obtained from 2AF Manual 55-1 will be 1940Z, X+4 and X+5.

Annex "C" to
91SRW Opord 13-55
dtd 15 Feb 55

1506

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(4) Communications and Electronic Rendezvous Settings:

See Tab IV, this annex.

(5) Voice Refueling Call Sign:

(a) RB-47 Courier aircraft: Bohemian Express five digit true tail number plus total pounds of fuel aboard will be given tanker aircraft commander at final disconnect.

(b) 91st ARS KC-97 aircraft: NUT HATCH One.

(6) Fuel Transfer Requirements: Approximately 15,000# of fuel

(7) Missed air refueling alternate: Courier aircraft after missed air refueling or with less that 30,000# of fuel at final disconnect will land at Lockbourne. Should courier be required to land at Lockbourne, film will be air lifted to Barksdale by the most expeditious means.

5. TRAINING REQUIREMENTS:

a. One (1) day celestial

b. One (1) evaluated long range mission

c. Gunnery:

(1) At the discretion of Sidi Task Force Commander.

Annex "C" to
91SRW Operd 13-56
dtd 16 Feb 56

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE [illegible]
Lockbourne Air Force Base, Ohio
15 February 1956

TAB I

TO

ANNEX "C"

TO

OPERATION'S ORDER

SERIAL NO. 13-56

RE-DEPLOYMENT FLIGHT PLANS

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING
Lockbourne Air Force Base, Ohio
15 February 1955

TAB II

TO

ANNEX C

TO

OPERATIONS ORDER

SERIAL NO. 13-55

COURIER FLIGHT PLANS

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING
Lockbourne Air Force Base, Ohio
15 February 1955

TAB III

TO

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

TIMING SCHEDULE

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING
Lockbourne Air Force Base, Ohio
15 February 1955

TAB III

TO

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

TIMING SCHEDULE

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE (M)
Lockbourne Air Force Base, Ohio
15 February 1955

TAB III
TO
ANNEX "C"
TO
OPERATIONS ORDER
SERIAL NO. 13-55
TIMING SCHEDULE
RE-DEPLOYMENT
X + 4

RB-47 AIRCRAFT	T/O TIME (Z)	ACE HIGH A/R RDVU TIME(Z)	NUT HATCH A/R RDVU TIME (Z)
BOHEMIAN ALPHA ONE **	0842	1230	1940
BOHEMIAN ALPHA TWO	0844	1230	
BOHEMIAN ALPHA THREE	0846	1230	
BOHEMIAN ALPHA FOUR	0848	1230	
BOHEMIAN ALPHA FIVE	0850	1230	
BOHEMIAN BRAVO ONE	0922	1310	
BOHEMIAN BRAVO TWO	0924	1310	
BOHEMIAN BRAVO THREE	0926	1310	
BOHEMIAN BRAVO FOUR	0928	1310	
BOHEMIAN BRAVO FIVE	0930	1310	

Tab III to
Annex "C" to
91SRW Oporд 13-55
dtd 15 Feb 55

SECRET

1312

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

X ≠ 5 and 6

RB-47 AIRCRAFT	T/O TIME (Z)	AGE HIGH A/R RDVU TIME(Z)	NUT [illegible] R RDVU TIME [illegible]
BOHEMIAN ALPHA ONE * **	0842	1230	194
BOHEMIAN ALPHA TWO	0844	1230	
BOHEMIAN ALPHA THREE	0846	1230	
BOHEMIAN ALPHA FOUR	0848	1230	
BOHEMIAN ALPHA FIVE	0850	1230	
BOHEMIAN BRAVO ONE *	0924	1310	
BOHEMIAN BRAVO TWO	0926	1310	
BOHEMIAN BRAVO THREE	0928	1310	
BOHEMIAN BRAVO FOUR	0930	1310	
BOHEMIAN COCA ONE	1004	1350	
BOHEMIAN COCA TWO	1006	1350	
BOHEMIAN COCA THREE	1008	1350	
BOHEMIAN COCA FOUR	1010	1350	

* Flight Leader

** Courier aircraft for X ≠ 4 and X ≠ 5

Tab III to
[illegible] to
91SRW Opord 13-55
dtd 15 Feb 55

SECRET

1313

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
16 February 1955

TAB IV

TO

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

RECEIVER AIR REFUELING AND RENDEZVOUS SETTINGS

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

"ACE HIGH"
39-38N
29-07W

RECEIVER AIR REFUELING AND RENDEZVOUS SETTINGS

A/R Tr	A/R Alt	I.A.S. (KTS)	FUEL TRANSFER	PLANNED REFUEL TIME	RENDEZVOUS SETTINGS														
					ALFA FLIGHT					BRAVO FLIGHT					COCA FLIGHT				
					UHF		APN 12/76		APN	UHF		APN 12/76		APN	UHF		APN 12/76		APN
					P	S	TKR	REC	11	P	S	TKR	REC	11	P	S	TKR	REC	11
300°	15M	Start 180 / 210 End	49,000# Max Inter	:40	375.4	368.3	6	8	1-2-1	398.2	379.8	5	7	2	385.1	305.2	6	8	3-1

"NUT HATCH"
41-47N
78-37W

243°	20M	Start 180 / 190 End	15,000#	:15	291.9	318.0	6	8	1-2-1	392.2	379.8	5	7	2	385.1	305.2	6	8	3-1

UHF CHANNEL FOR "ACE HIGH" AND "NUT HATCH": PRIM: 8
SEC: 9

Tab IV to Annex "C" to
91SRW Opord 13-55
dtd 15 Feb 55

SECRET

1315

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING
Lockbourne Air Force Base, Ohio
15 February 1955

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

COMMUNICATIONS

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING
Lockbourne Air Force Base, Ohio
15 February 1955

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

COMMUNICATIONS

1. JANAP's, ACP's, SAC CEI, SAC Manuals 55-8 series (Note applicable procedures in 55-8, 55-8B and 55-8G all dated Sep 54), ICAO procedures, Radio Facility Charts, Supplementary Flight Information Documents, and other existing procedures except as modified herein apply.

2. Identification, recognition, and IFF in ZI and NEAC areas will be IAW SAC CEI 2407.3.

a. Within USAFE area IFF will be operated IAW USAFE letter [illegible], 22 April 1954, subj: "U" Employment of Mark X IFF".

3. Emergency procedures IAW ACP 130, 135, JANAP 300 and current Radio Facility Charts and Supplementary Flight Information Documents.

4. VHF frequencies and channelization will be IAW SAC CEI figures 11-1, 11-4, 11-5 as appropriate for areas concerned, and as specified by [illegible] Air Refueling Squadron Commander where choice of channel and/or frequency is available.

5. HF FREQUENCIES AND CHANNELIZATION:

a. RB-47 aircraft will be IAW SAC CEI figure 11-13.

b. HF channelization for KC-97 aircraft will be normal with changes in flight as required to fulfill all requirements. HF air/air VHF/UHF back-up

SECRET

Annex "D" to
91SRW Opord 13-55
Dtd 15 Feb 55

1317

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

frequencies (4270 kcs in ZI)(4724.5 kcs NEAC Area, Canada, and Atlantic area west of 40 degrees West Longitude) (3023.5 kcs east of 40 degrees West Longitude) will be installed in Channel 1.

7. UHF CHANNELIZATION:

a. Channel 11, frequency 327.4 mcs, for normal enroute inter-aircraft (RB-47), or intra-cell, air/air communications (except for refueling) as required.

b. Channel 10, frequency 311.0 mcs, all aircraft, for communications between any SAC aircraft when other frequency/channel is not prescribed, and or initial RB-47/tanker air refueling contact. Channel 8, frequency 339.0 mcs, primary condition, (CRONY & CASKET refueling areas). Channel 9, frequency 348.7 mcs, alternate condition, (CRONY & CASKET refueling areas).

c. All other channels (1 through 7, and 11 through 19), all aircraft will be as follows:

(1) Within the ZI and outside the ZI west of 15 degrees East Longitude:

Channel	Freq (mc)	Use
1	296.8	Control Tower (Primary)
2	276.8	Control Tower (Secondary)
3	233.8	Control Tower (Navy)
4	257.8	Control Tower (Civil-All fld acft)
5	255.4	INSAC (Airways Reporting below 17,000 ft)
6	301.4	CAA Centers (Airways reporting above 17,000 ft)

Annex "D" to
TISAC Coord 13-55
dtd 16 Feb 55

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Channel	Freq (mc)	Use
7	263.00	CAA Terminal Traffic Control
8	339.6	Primary Refueling (CRONY & CASKET)
9	368.3	Alternate Refueling (CRONY & CASKET)
10	311.0	Initial Contact Refueling (SAC COMMON)
11	327.4	Wg Control Rm, Air/Air Communications
12	364.2	USAF/RCAF/USN AICC, ADC Sites
13	344.6	Pilot to Forecaster
14	305.4	UHF/DF
15	363.8	Approach Control
16	270.6	GCA (AF Acft at Navy Bases)
17	335.8	GCA (AF Search Control)
18	289.4	GCA (AF Final Approach Control)
Guard	243.0	Emergency

(2) East of 15 degrees West Longitude all aircraft: (Term "combined" includes NATO users)

Channel	Freq (mc)	Use
1	317.5 or 305.4	Combined Fixer or Local DF (Optional)
2	362.3	Combined Approach Control
3	344.0	Combined GCA Search
4	385.4	Combined GCA Final
5	257.8	Combined Tower
6	269.8	Combined Fighter Guard
7	353.8	Combined ARTC

Annex "D" to
91SRW Opord 13-55
dtd 15 Feb 55

1319

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Channel	Freq (mc)	Use
8	339.6	Primary Refueling
9	368.3	Secondary Refueling
10	311.0	Initial Contact Refueling (SAC COMMON)
11	327.4	Air/Air Communications
12	332.2	SAC-ADC Common area Guard (French Morocco only)
13		As Required (or Tactical)
14	344.6	Pilot to Forecaster (Optional)
15	363.8	Local Approach Control
16	335.8	Local GCA Search
17	325.4	Local GCA Final
18	275.8	Local Tower
Guard	243.0	Emergency

d. All aircraft will leave the guard monitor switch "on", to permit simultaneous monitor of Emergency Frequency 243.0 mc in addition to channel in use, unless necessary to turn the guard channel monitor "off" temporarily due to disruptive interference.

f. HF COMMUNICATIONS CONTROL STATIONS:

a. Within the ZI:

ANDREWS Primary

LORING Secondary

b. From ZI to 40 West Longitude:

HARMON Primary

LAJES Secondary

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

KINDLEY Alternate

c. From 40 degrees West Longitude to 15 degrees Longitude:

LAJES Primary

SIDI Secondary

CROUGHTON Alternate

d. From 15 degrees West Longitude to PRIME MERIDIAN: (Also STRIKE REPORTS)

SIDI Primary

WHEELUS Secondary

CROUGHTON Alternate

e. RB-47 aircraft east of Prime Meridian on non-stop strike mission to post strike landing base will monitor SIDI on best frequency (for time of day and distance) during periods 15-20 and 45-50 past each hour for possible recall or diversion instructions.

f. Any AACS Airways station as a last resort.

g. Airways frequencies as listed in current Radio Facility Charts.

h. Communications briefing officer will comply with SAC CEI 101.4a(7) in use of frequency propagation.

9. STRIKE REPORTING:

a. RB-47 aircraft are to make every effort to transmit required strike report to prescribed HF control stations.

b. Aircraft without operational HF radio will relay strike report via UHF to another aircraft for transmission to HF control stations.

c. Strike reports will be addressed to "FLOODGATE".

1321

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

10. POSITION REPORTING:

a. KC-97 aircraft during all flights, and RB-47 aircraft during all flights within the ZI will submit position reports under procedure ALFA.

b. Outside the ZI, RB-47 aircraft will submit reports under procedure BRAVO and DOGA, except procedure DELTA applies for strike missions from Prime Meridian to Target and the post target landing base.

11. AIR REFUELING:

a. Three sets of voice/electronic communications frequency/settings will be used in each refueling area as follows:

(1) In the CRONY and CASKET AREAS:

(a) Initial condition: UHF 311.0 mcs; APN-12/76, receiver transmits 6, receives 3, APN-11 code, 1-3.

(b) Primary condition: UHF 339.6 mcs; APN-12/76, receiver transmits 7, receives 4, APN-11 code, 2.

(c) Alternate condition: UHF frequency 368.3 mcs; APN-12/76, receiver transmits 8, receives 5, APN-11, code, 1-2-1.

(d) Back-up voice HF 3023.5 kcs.

b. Air/Air Call Signs:

(1) Receivers - Target Task Force Designator, e.g., "[illegible] WHITE".

(2) Tankers - Refueling area designator, e.g., "CASKET"

c. Rendezvous Procedures:

(1) Each tanker in the stack will be operating radio and rendezvous equipment in initial condition.

(2) At maximum possible range receiver aircraft will establish

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

UHF contact with the top tanker by transmitting [illegible] voice call to the appropriate tanker. "CRONY this is BOHE[illegible] COPPER

(3) Top Tanker will acknowledge receiver transmission and specify frequencies and settings to be used for remainder of rendezvous, e.g., "BOHEMIAN COPPER, this is CRONY, switch to primary condition". Top tanker and receiver will then switch to settings and frequencies outlined above for primary condition in the applicable refueling area. If voice contact is not established on the new UHF frequency within a reasonable period of time, tanker and receiver will return to initial Condition UHF frequency for further contact.

12. Authentication for air/ground and air/air communications will be IAW AFSAL 5104.

13. CALL SIGNS:

a. AACS HF ground stations as listed in paragraph 2 of this Annex.

b. RB-47 aircraft air/air will use assigned wing voice call word suffixed with target task color, e.g., "BOHEMIAN RED".

c. Tanker during refueling will use air refueling area code name, e.g., "CRONY".

d. RB-47 and KC-97 aircraft air/ground call signs will be AF [illegible] and five digit true tail number.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
15 February 1955

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

ADMINISTRATIVE AND LOGISTICS INSTRUCTIONS

Annex "E" to
91SRW Oporд 13-55
dtd 15 Feb 55

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING
Lockbourne Air Force Base, Ohio
15 February 1955

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

ADMINISTRATIVE AND LOGISTICS INSTRUCTIONS

1. SUPPLY:

a. Air Force Installations:

(1) Lockbourne Air Force Base

(2) Azores Air Transportation Station - Lajes

(3) Sidi Slimane Air Base, North Africa

(4) 7280th Air Depot Wing, Nouasseur Air Base, North Africa

b. Reference SAC Regulation 400-3, 1 March 1954, and Change #, the following paragraphs: 5b, d, g; 8a, b; 35a; 43b; 49 and 50 do not apply.

c. Class I Supplies:

(1) Paragraph 4, SAC Regulation 400-3, applies to personnel in (2), (3) and (4) above.

(2) Paragraph 9, SAC Regulation 400-3, applies. Box lunches other than those prepared by in-flight kitchens will be deployed. Personnel will carry water-filled canteens.

d. Class II Supplies:

(1) Paragraph 36, SAC Regulation 400-3 applies. Clothing and uniforms as prescribed in T/A 1-21 will be deployed as follows:

(a) Sidi Slimane - Thermal Range Zone II.

SECRET

Annex "E" to
91SRW Operl 13-55
dtd 15 Feb 55

1325

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Equipment as authorized by applicable tec [illegible] SCL's will be deployed by personnel supporting this Operation Order.

e. Class III - A Supplies:

(1) POL as required will be supplied by Sidi Slimane.

(2) Refueling Means: Adequate hydrant and F-6 refueling units are available at Sidi Slimane.

f. Class IV - A Supplies:

(1) Paragraph 5a, SAC Regulation 400-3 is changed to read:

(a) On X - 2 day deploy to Sidi Slimane one (1) 15 RB-47 post-strike staging kit (approx 10,000 lbs) and GME (approx 3,312 lbs) as required to support staging operations. Note: No utilization of FAK items deployed is authorized.

(2) Paragraph 5f, SAC Regulation 400-3 is changed to read:

(a) ACCP/ANFE requirements not available at Sidi Slimane or from theatre assets will be obtained in accordance with AMC Operations Order 52-55, "Project Big Eight". Power Packs required will be obtained from theatre assets.

(3) Paragraph 6, SAC Regulation 400-3 is changed to read: Unit will deploy three (3) J-47 engines.

7. MAINTENANCE:

a. Paragraph 15, SAC Regulation 400-3 is changed to read: Unit will deploy to Sidi Slimane one (1) 15 RB-47 post-strike staging team (132 personnel and 24,217 lbs cargo).

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3. TRANSPORTATION:

a. Paragraph 22, SAC Regulation 400-3 to read: MATS will provide following:

(1) X - 2 day (21 Feb 55) airlift from Lockbourne for 96 pers and 24,217 lbs of cargo to Sidi Slimane.

(2) X + 5 day (approx 28 Feb 55) airlift from Sidi Slimane for 88 personnel and 24,217 lbs of cargo to Lockbourne.

4. MEDICAL:

a. Paragraph 26, SAC Regulation 400-3 to read: Unit will deploy 1 X II AD, T/O 1-9022 equivalent for personnel and equipment.

5. ADJUTANT:

a. Paragraph 41, SAC Regulation 400-3, is changed to read: Orders directing SAC peacetime deployment will quote the following statement verbatim to define the purpose of the TDY. "Purpose SAC Air Operations".

b. Paragraph 42, SAC Regulation 400-3 is changed to read: In accomplishing SAC rotation and SAC air operations, per diem is payable in the same manner as for ordinary TDY.

6. COMPTROLLER:

a. Paragraph 48, SAC Regulation 400-3 to read: SAC funding S/N CM - 105 will apply.

7. SECURITY:

a. Paragraph 53, SAC Regulation 400-3, is changed to read: Air Police will be deployed in accordance with the requirements of paragraph 3b, Incl #1, to letter, file IGAP, Hq SAC, date 13 October 1954, subj: "Air Police Mobility Planning Criteria". Note: No Air Police will be deployed in accordance with above.

Annex "E" to
915AW Opord 13-55
dtd 15 Feb 55

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

8. MISCELLANEOUS:

a. Weather: One (1) Officer, AFSC 2524 will deploy to [illegible] Misane.

b. Reference paragraph 5h, SAC Regulation 400-3, Information required will be forwarded, Attention DM2D.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING ( )
Lockbourne Air Force Base, Ohio
15 February 1956

APPENDIX I

TO

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NO. 13-56

SUPPORT PERSONNEL

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE [illegible]
Lockbourne Air Force Base, Ohio
15 February 1955

APPENDIX I

TO

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NO. 13-55

SUPPORT PERSONNEL

1. Personnel to support this operations order will be furnished by organizations, in the numbers and AFSC's as listed below:

CONTROL ELEMENTS

AFSC	NUMBER	ORGANIZATION	AFSC	NUMBER	ORGANIZATION
*00660	1	Hq 91SRW	2054	1	Hq 91SRW
1416	2	Hq 91SRW	2054	1	324th SRS
1741	1	323d SRS	2054	1	323d SRS
1744	1	Hq 91SRW	2524	1	26th Wea Sq Det #5
70250/70	5	Hq 91SRW	20450	1	Hq 91SRW
[illegible]0250/70	2	Hq 91SRW	20450	1	323d SRS
1321	1	322d SRS	20471	1	Hq 91SRW
1321	1	324th SRS	29250/70	1	801st Opn Sq
2044	1	Hq 91SRW	TOTAL	23	

*Denotes Task Force Commander

App I to Annex "E" to
91SRW Opord 13-55
Dtd 15 Feb 55

SECRET

1330

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

MAINTENANCE ELEMENTS

323d SRS		91A&E SQ		91st FM SQ	
AFSC	NUMBER	AFSC	NUMBER	AFSC	NUMBER
43131/51/71E	10	3054	1	42132/53/72	3
64151	1	30130/50/70	2	42330/50/70	3
3234 SRS		30131/51/71	2	42230/50/70	2
4364	1	32130/50/70E	8	43131/51E	2
43131/51/71E	11	40230/50/70	4	43230/50	2
324th SRS		42330/50/70	2	47151/71	1
43131/51/71E	12	46150	1	58150/70	2
Hq Sq 91SRW				43153	6
6416	1			43154B	3
43171E	2			47171	1
64173	1			43131/51	2 (Tire Build-up)
70250	1			TOTAL	87

MEDICIAL ELEMENT

91ST TACTICAL HOSPITAL

9356	1
90150/70	1
90250/70	1
90470	1
TOTAL	4

SERVICE ELEMENT

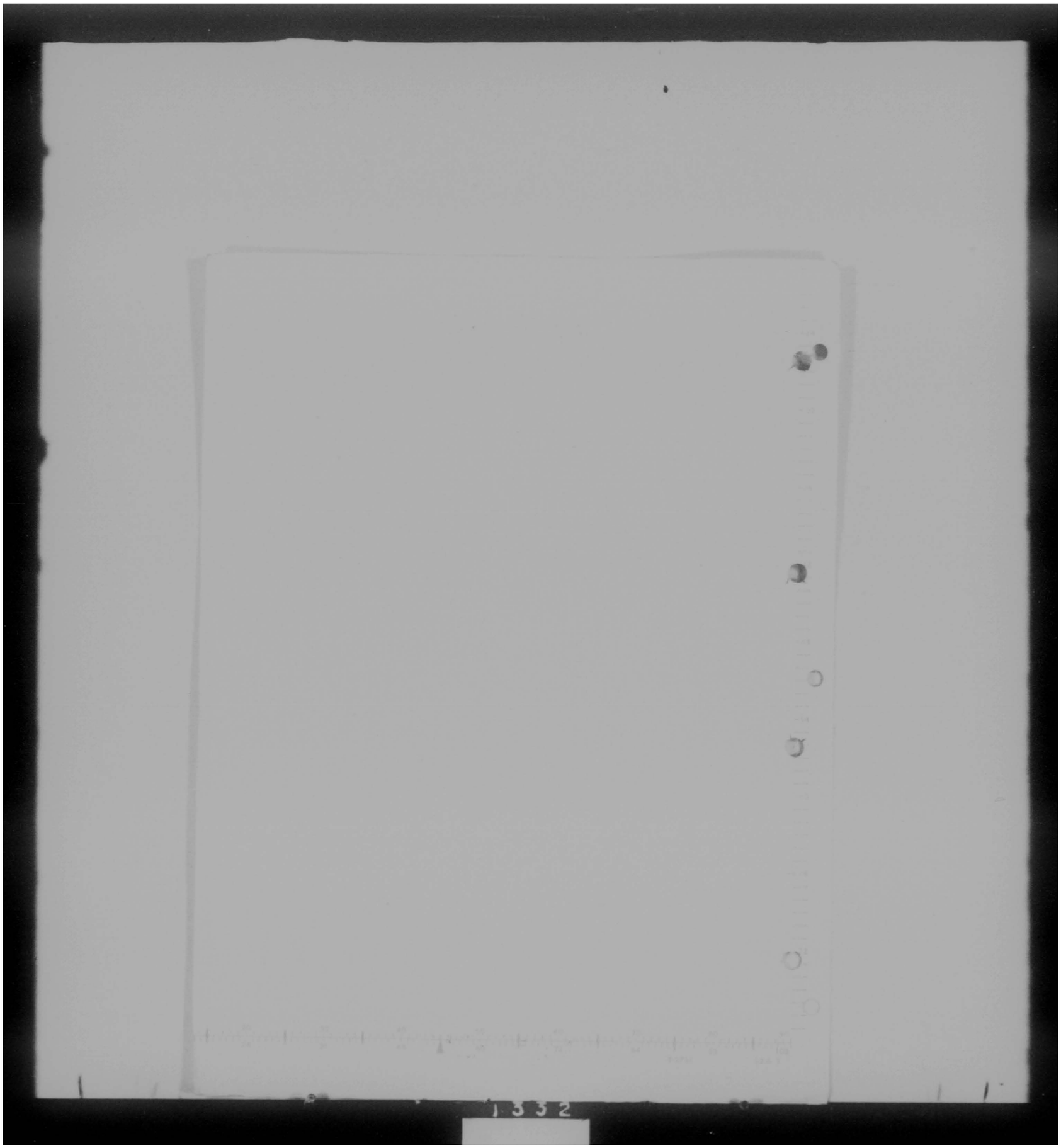
801st INST SQ		801st SUPPLY SQ		801st FOOD SERVICE SQ	
95150/70	2	64151/73	2	62230/50	3
		46171	1	801st MOTOR VEH SQ	
		64350	4	60350	4
				TOTAL	16

SECRET

App I to Annex "E"
to 91SRW Opord 13-55
dtd 15 Feb 55

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (
Lockbourne Air Force Base, Ohio
3 February 1955

FRAG ORDER

SERIAL NR 7-55

91SRW Frag Order
Number 7-55
3 Feb 55

SECRET

B-36

EXHIBIT # 12

1333

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CLAS: SECRET
AUTH: Comdr 91SRW
DATE: 3 Feb 55
INIT: Hamilton

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M
Lockbourne Air Force Base, Ohio
3 February 1955

FRAG ORDER)

NR 7-55)

CHART AND MAP REFERENCES: As required

TASK ORGANIZATION:

91st Air Refueling Squadron Lt Col Clifford S. Hovik

1. GENERAL SITUATION: A requirement exists for exercise of a SAC Alert Force to determine adequacy and validity of existing SAC Planning Factors.

a. Enemy Forces: Omitted

b. Friendly Forces: Omitted

c. Assumptions: Omitted

2. MISSION: Upon receipt of order of execution dispatch aircraft and crews to provide air refueling support in accordance with schedule contained in paragraph 3x(7).

3. TASKS FOR SUBORDINATE UNITS:

a. 91st ARS:

(1) Maintain six (6) complete KC-97 aircraft and crews on 24 hour alert during the period 1 Feb 55 through 15 Feb 55.

(2) Provide air refueling support to B-47 aircraft of the 376th BW in accordance with schedule contained in par 3x(7).

x. General Instructions:

(1) X-Day will occur subsequent to 0001Z, 1 Feb 55, but no later than 15 Feb 55.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(2) Unclassified nickname for this exercise is "OPEN MIN

(3) Execution order, issued by Hq 2AF, will specify an H Hour, upon which all timing is based.

(4) Weather and Fuel minimums in accordance with AFR 60-

(5) For clearance purposes movement of aircraft may be unclassified. The remarks section of the DD175 will contain the Mission #, the term "Military Necessity" and a statement that the mission is a part of exerci "OPEN MIND".

(6) To avoid confusion the following mission numbers are assigned in lieu of nicknames.

Unit	Msn #
376BW	#2
91ARS	#13

(7) Routes and altitudes and timing:

(a) Mission #13 (Support Mission #2).

1. 6 KC-97 aircraft depart Lockbourne - 2 min intervals - to South Solon Int - to Mechanicsburg Int - to 41-19N 84-39W, 3:05, orbit 30 minutes - 14-16N direct to 42-00N 84-00W (GEORGE Refueling Area) rendezvous point, 3:49 - 14-16N direct to 43-30N 82-38W, and refuel, 4:14 - to Detroit VOR to Waterville VOR to Columbus VOR to Lockbourne.

(8) Refueling Tactics:

(a) In accordance with Tactical Doctrine except:

1. Tanker formation will orbit 50NM up course of bomber stream and will depart orbit to make Bomber ETA to rendezvous point good.

91SRW Frag Ord
Number 7-55

SECRET

1335

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

2. 30 minute pad will be provided at orbit.

(b) Night Refueling Tactics:

1. Receivers will level off after descent 500' below and 7NM short of tanker formation.

2. Tankers will depart orbit in flat tactical formation.

3. Tankers and receivers will be lighted as follows: No 1, 4 and 5 will utilize flashi position lights; No 2 and 3 will maintain steady position lights.

4. Tanker leader transmits ranges every 5 mile to 10 miles, every 2 miles to four miles, every ½ mile to ½ mile.

5. Observers monitor final closure by station keeping techniques.

6. Boom operators blink Aldis lamps during fin closure as follows:
No 1 - white, No 4 - green, No 5 - red

7. Receiver leader will give tanker SPREAD ORDE when visual contact has been established an each bomber within the cell has positively identified its tanker mate (approx ½ mile).

8. Tankers spread 300 ft lateral distance between wing tips.

9. Tankers will maintain heading, smooth platform and monitor relative position by static keeping techniques.

10. Descent during refueling as required.

91SRW Frag Order
Number 7-55

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

11. For this exercise the SIXTH aircraft in bot
tanker and receiver formation will fly to t
right of number four aircraft during the el
procedure.

(9) Each tanker aircraft will be prepared to off load 40,000#.

(10) Rendezvous frequencies and settings: contained in refueling flimsy.

(11) Reports:

(a) Submit reports in accordance with SAC Manual 55 55-8D, 55-8G and 2AF Supplementary Reporting Instructions, dated Dec 1954.

1. Distribution A: T2, T10, M11, M18, T-15, T-T21, T22, T23, T81 and reports required b SAC Manual 55-8G. (Addressees will include Commander, SAC OBOE, Loring AFB, Maine and Commander, 7th Air Div. Airborne reports M-11, M-18 will be addressed to "SHE WOLF".

2. Distrib ution B: M-1, T-27. (Addressees wi include Commander SAC OBOE and Commander 7th Air Div)

3. Distribution C: T-71

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Omitted.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications:

(1) Maximum radio discipline will be effected at all time Procedure "ALFA" applies.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

(2) UHF - Channelization will be normal except as indicated in Refueling Flimsy.

(3) VHF - Channelization will be normal.

(a) Channel FOXTROT, 138.42 mcs, will be utilized for tanker to tanker communications.

(4) HF:

(a) Air to air back-up - 4270 kcs.

(b) Control station for tactical reporting:

LORING Primary

ANDREWS Secondary

(c) M-11 report will be addressed to "SHE WOLF".

(5) CALL SIGNS:

(a) Tanker to tanker - FORTUNE 1,2,3,4,5,6

(b) Air Refueling - In accordance with Refueling Flimsy.

(c) Air to Ground - OPEN MIND 12345, (mission number 13 will be first part of text in any air ground transmission after initial contact has been established).

(6) AUTHENTICATION - In accordance with AFSAL 5104.

(7) IDENTIFICATION and RECOGNITION - In accordance with ACP 158.

(8) IFF - In accordance with SAC Reg 55-23.

(9) EMERGENCY PROCEDURES - In accordance with ACP 130, 135, JANAP 300, Radio Facility Charts and Supplementary Flight Information Documents.

(10) Recall word for 2AF units: "ONE STEP" any reception of recall word will be authenticated.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

EISENHART
Colonel
Commander

OFFICIAL:

CHARLES J ADAMS
Major USAF
Deputy Director of Operations

DISTRIBUTION:

Comdr 801ADiv	1
Comdr 91ARS	1
Comdr 91SRW	
Adj Sec	5
Tac Plans	1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
8015T AIR DIVISION
LOCKBOURNE AIR FORCE BASE

91CR

SUBJECT: SAC MANAGEMENT CONTROL STATEMENT (RCS: SAF-C2)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. The following are the estimated scores for the 91st Strategic Reconnaissance Wing as of 28 February 1955 in the present rating period.

A. PERSONNEL

1. Manning in Required Specialities

	Authorized	"IRS"	MIRS	% of Max Score	Scored (Points)
a. Officers:	428	380	88.8%	70	17.8
b. Airmen:					
Direct Supt	1119	879	78.6%	80	45.0
Indirect Supt	509	411	80.7%	50	12.5

2. AWOL Rate — 100% — 30.0

	December	January	February	Quarter
No AWOL's	1	2	0	3
Strength	2180	2156	2145	6481
				.46

3. Reenlistment Rate — 20.0% — 8.0

	December	January	February	Quarter
Discharges	16	68	40	126
Reenlistments	4	15	9	28
Rate				22.2

1340

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

				% of Max Score	Scored (Points)
Ground Safety				80.0%	12.8
	December	January	February	Quarter	
Mil lost time accdt	5	5	5	15	
Mil man days	66,774	66,836	60,060	193,670	
Civ lost time accdt	0	0	0	0	
Accdt cost index	$.55	$.22	$3.68	$1.46	
5. MTD Utilization				80.9%	12.2
	December	January	February	Quarter	
RB-47					
Mechanical	1700	2232	1294	5226	
Electronics	0	0	1108	1108	

$$\frac{1108 \text{ A/C} \quad 1742 - 2850}{1500 \text{ A/C} \quad 3500 - 6000} = 57.0\%$$

"A CERTIFIED TRUE EXTRACT COPY"

George A. Brenner

GEORGE A. BRENNER
Major, USAF
Adjutant

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HISTORICAL REPORT

91st STRAT. RECON. WING

March 1955

91st STRATEGIC RECONNAISSANCE WING

LOCKBOURNE AIR FORCE BASE

SECRET

2D AF BARKSDALE AFB, LA. NOV. 52-8768

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

[illegible]
22 MAY 1956

HISTORICAL REPORT

FOR

MARCH 1956

91ST STRATEGIC RECONNAISSANCE WING(H)

LOCKBOURNE AIR FORCE BASE, OHIO

3-2795-10H

SECRET

RSI Contl No.
S11685

1347

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TITLE PAGE

91st Strategic Reconnaissance Wing, Medium

(91st Air Division)

(Second Air Force)

Lockbourne Air Force Base, Ohio

For period: 1 to 31 March 1955

Assigned Units:

Hq Sq 91st Strategic Reconnaissance Wing, Medium
91st Tactical Hospital
91st Air Refueling Squadron, Medium
322nd Strategic Reconnaissance Squadron, Medium
323rd Strategic Reconnaissance Squadron, Medium
324th Strategic Reconnaissance Squadron, Medium
91st Field Maintenance Squadron
91st Periodic Maintenance Squadron
91st Armament and Electronics Maintenance Squadron

This Report Prepared by:

[redacted]
Major, USAF
Historian

and

A/2C Walter R. Wagner
Historical Technician

This Report Approved by:

Lucius M. Eisenhart
[redacted]
Colonel, USAF
Commander

1348

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AUTHORITY

This Historical Report is prepared in accordance with the following regulations and manuals:

SAC Regulation 210-1, dated 7 October 1952

SAC Manual 210-1, dated June 1951

2AF Regulation 210-1, dated 1 July 1954

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AWOL	Absent Without Leave
AB	Air Base
Amn	Airmen
Auth	Authorized
Col	Colonel
Cmdr	Commander
D/Opns Trng Sect	Director of Operations Training Section
D/Opns	Director of Operations
Dtd	Dated
Hqs	Headquarters
Lt Col	Lieutenant Colonel
Maint	Maintenance
(M)	Medium
Offs	Officers
Orgn	Organization
RB	Reconnaissance Bomber
Recon	Reconnaissance
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Strat	Strategic
2AF	Second Air Force
Wg	Wing

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary of Abbreviations Used (Continued)

Abbreviations Used in Aircraft Operations

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit. Only those crews which a unit commander would use for the actual combat operations will be used in this sense.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

Potential Crew. A complete combat crew which can not be reported as combat ready or non-combat ready because of the limitations imposed by the definitions of those crews. The number of crews considered in this category will represent the maximum of crews which can be formed from the available resources of the unit excluding those crews reported as Table of Distribution Staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters, Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade, or other factors, which make crew utilization unprofitable.

In-Commission. An aircraft is in commision when it is capable of performing normal flight operations.

Evaluation Missions. A mission which is flown to evaluate reconnaissance crew reconnoitering capability, to test new procedures and techniques, etc.

Long Range Tactical Mission. A mission of at least ~~22~~ 10 hours duration accomplished by an individual crew or crews, which emphasizes cruise control techniques and procedures, navigation under simulated tactical conditions aerial and radar scope photography, etc., and is not to be considered as a unit or simulated combat mission.

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current Strategic Air Command tactical war plan or any assigned unit simulated combat mission of equal scope flown in accordance training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary Of Abbreviations Used (Continued)

Abbreviations Used in Photo Reconnaissance

Multi-Camera Station. This set is made up of four(4) K-38 cameras fitted with 36 inch lens cones. The cameras make photographs nine (9) by 18 inches, and are so mounted so that when the four(4) pictures are placed end to end, they make one(1) continuous photograph nine(9) by 72 inches. There is less th one (1) inch overlap on each of the prints. The multi-cameras make extremely large scale photographs of any given target area and are used for detailed study of a target. The minute detail is of great value to intelligence offic

Tri-Metrigon Station. The tri-metrigon system is a combination of three(3) cameras of short focal length lenses. In the case of the 91st Wing, they are K-32s fitted with six(6) inch lens cones and are so mounted so that one unit shoots down and the other two make left and right hand oblique photos. They are mounted at 60 degrees, and when the three(3) pictures are placed together they make one (1) continuous print covering the area from horizon to horizon. The print size of each photo is nine (9) by nine(9) inches. Tri-metrigon photography plays an important role in photo reconnaissance in that a strip of it can be made into a complete photomap. When used over new areas of enemy territory the Intelligence people can locate troop concentrations, installations, transt systems, and ferret out many other items of value. The limitations of the information gained from this photography is in direct proportion to the quality of the photographs and the accuracy of the photo logs kept by the photo-navigator.

Forward Oblique Camera Station. The forward oblique camera position is a K-22 camera fitted with a 12 inch lens cone. The camera shoots forward of the aircraft and is depressed 40 degrees from horizontal. Photographs taken with this camera position on an initial point to target run for example, will give a graphic presentation to a bombardier of just what he will see on his bombing run. The photographs taken with this camera are of special value to light bombardment and fighter-bomber units. From altitudes above 10,000 feet, entire airfields and large installations can easily be photographed. The picture taken in this position in conjunction with other two(2) installations give full and complete coverage of the target area.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ORGANIZATION AND ADMINISTRATION

Organizational Structure

The following units were assigned or attached to the 91st Strategic Reconnaissance Wing, Medium, at Lockbourne Air Force Base, Ohio as of 2359 hours, 31 March 1955:

Headquarters Squadron Section, 91st Strategic Reconnaissance Wing, Medium

91st Tactical Hospital

91st Air Refueling Squadron, Medium

322nd Strategic Reconnaissance Squadron, Medium

323rd Strategic Reconnaissance Squadron, Medium

324th Strategic Reconnaissance Squadron, Medium

91st Field Maintenance Squadron

91st Periodic Maintenance Squadron

91st Armament and Electronics Maintenance Squadron

Changes in Key Wing Personnel

Only one change took place among the key personnel of the wing during the month of March, that being the Director of Material where Colonel Clyde B. Kelsay, 4453A, assumed the duties on 4 March 1955, vice-Lt. Colonel Marion C. Mixson 8539A, relieved.[1] Col. Mixson was assigned to the 1007th Air Intel Svc Command at Bowling Air Force Base, Washington D.C.[2] Before leaving, Lt. Colonel Mixson was promoted to the grade of Colonel.

1. 91SRWg C.O. # 1, dated 7 March 1955
2. 801st ADIV S.O. # 269, dated 10 Dec 54, Exhibit # 1.

SECRET

1354

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Wing Commander	[illegible]	Colonel
Deputy Commander	[illegible]	Colonel
Adjutant	[illegible]	Major
Comptroller	[illegible]	Lt. Colonel
Director of Personnel	[illegible]	Captain
Inspector General	[illegible]	Major
Intelligence Officer	[illegible]	Lt. Colonel
Director of Operations	[illegible]	Colonel
Director of Material	[illegible]	Colonel
322nd Strategic Reconnaissance Squadron - [illegible]	[illegible]	Major
323rd Strategic Reconnaissance Squadron - [illegible]	[illegible]	Major
324th Strategic Reconnaissance Squadron - [illegible]	[illegible]	Lt. Colonel
91st Air Refueling Squadron - [illegible]	[illegible]	Lt. Colonel
91st Field Maintenance Squadron - [illegible]	[illegible]	Major
91st Periodic Maintenance Squadron - [illegible]	[illegible]	Major
91st AC&W Maintenance Squadron - [illegible]	[illegible]	Lt. Colonel
[illegible] Sq Section, 91st [illegible] - [illegible]	[illegible]	Major
Chief of Maintenance	[illegible]	Lt. Colonel

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC Rating System

The Personnel Portion of the SAC Rating System saw the 91st Strategic Reconnaissance Wing achieve the following scores in the month of March 1955:[3]

The Officer in required specialities for March was at 94.6 percent as 405 of 428 authorized officers were manned.

The Airmen in required specialities for Direct Support Career fields was 79.[illegible] percent and this was accomplished as [illegible] airmen of 1120 authorized were effectively manned. In the Indirect Support career filed, 424 airmen of 517 authorized were effectively manned for a 82.0 percent score.

The AWOL Rate for the quarter ending March was 100 percent of maximum score and this was accomplished as there were only 6 AWOL's of a strength of 6607, or an average of .89. The Rate for March was 1.2 per thousand personnel.

The Ground Safety score was 70.0 percent of maximum as there were only two (2) lost time accidents among the military personnel and no lost time civilian accidents.

The Reenlistment Rate was 20 percent of maximum as 30 persons were discharged and eligible for reenlistment. Of these, seven (7) reenlisted.

3. Rpt, "SAC Management Control Statement," Mar'55, Exh # [illegible]

SECRET

1357

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Of the 2270 hours and 30 minutes flown by assigned crews and aircraft of this command in March, a total of 715 hours and 40 minutes was recorded by the RC-97's, 1557 hours and 10 minutes bt the RB-47E's.[5] A total of 212 AB-47 sorties was flown during the period reported on, accumulating 1346 hours of actual training time. The following is a summary of training accomplishments as recorded by the RB-47 crews during the period 1 thru 31 March 1955:[6]

Radar IP Target Runs	
Attempted	82
Accepted	81
Large Scale Photography IP Target Runs	
Attempted	91
Accepted	91
Cri-Metrigon Charting Strip	
Attempted	32
Accepted	31
High Alt Night Actual Photo Flash Runs	
Attempted	140
Accepted	107
Low Altitude Daylight	
Attempted	43
Accepted	43
Simulated Photo Flash Runs	
Attempted	82
Accepted	78
Photo Flash Runs	
Attempted	18
Accepted	18

5. Rpt,"Form 110A, No Rpt of A/C Opns", Mar'55, prep by Stat Svs, 801 ABGp.
6. Rpt,"SAC Air Tng Rpt for No of Mar'55", prep by Stat Svs, 801 ABGp.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Low Alt Simulated Photo Flash Runs

Attempted	43
Accepted	42

Number of Pilot Proficiency Missions

Radra Navigation Legs	17

Air Refueling

Rendezvous Attempted 82 Accepted 82

91st Air Refueling Squadron, Medium

Tanker crews and aircraft of the 91st Air Refueling Squadron, utilizing KC-97 type aircraft, and operating from Lockbourne Air Force Base, recorded in March, 713 hours and 4[illegible] minutes of operational flying time.[7] This total represents an increase of approximately 160 hours over the operational record of this squadron in February.[8]

This unit in addition to flying SAC 50-9 requirements, flew 93 hours in accomplishing missions directed by higher headquarters. These missions and the number of hours devoted to flying them were:[10]

Classified Flights--- 86:00
Ops Order 26-55 --- 7:00

The following is a comparison of the operational data as recorded by this unit in February and March 1955:[11]

	February	March
Number of Aircraft on Hand	20	1[illegible]
Number of Hours Aircraft on Hand	14,[illegible]97	14,[illegible]2[illegible]
Number of Hours Aircraft in Commission	12,401	1[illegible],[illegible]34
Number of Hours Aircraft Flown	[illegible]55	713:40

7. Rpt,"Form 110A, No Rpt of A/C Opns", Feb & Mar'55, prep by Stat Svs, 801 ABGp
8. Ibid.
9. Rpt,"Air Ing Rpt for No of Mar'55", prep by 918[illegible] D/Oper & Ing.
10. Ibid.
11. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	February	March
Percentage of Time Aircraft in Commission	86.9%	83%
Percentage of Time Aircraft Flown	4.4%	5.9%
Number of Hours Aircraft Out of Commission Due to Maintenance	2038	1873
Number of Hours Aircraft Out of Commission Awaiting Parts	236	[illegible]
Number of Landings Made	205	284

During March, a total of 143 EC-97 sorties was flown for [illegible] hours of actual training time, whereas in February, 90 sorties were flown for 517 hours of flying training time.[12] This increase was due to the longer training month experienced in March and the increase in good flying weather.

A resume of training accomplishments of the EC-97 crews of this command in March is as follows:[13]

Night Celestial Navigation Legs	33
Grid Celestial Navigation Legs	20
Day Celestial Navigation Legs	10
Radar Navigation Legs	14
Number of Rendezvous Attempted (APR-11)	[illegible]
Number of Rendezvous Successful (APR-11)	[illegible]
Number of Rendezvous Attempted (APR-76)	[illegible]
Number of Rendezvous Successful (APR-76)	49
Wet Hookups Attempted W/Bombers	33
Wet Hookups Successful W/Bombers	53
Dry Hookups Attempted	11[illegible]
Dry Hookups Successful	11[illegible]

12. Ibid.
13. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Number of Pilot Proficiency Missions	20
Total Sorties Flown	145
Total Flying Time	[illegible]
Total Gallons of Fuel Transferred during the Month	535,[illegible]
Total Gallons of Fuel Transferred To Date	[illegible],[illegible]1,[illegible]

322nd Strategic Reconnaissance Squadron, Medium

Crews and aircraft of the 322nd Strategic Reconnaissance Squadron, operating from Lockbourne Air Force Base, with RB-47E's, recorded in March, 559:30 of flying time as compared with 522 hours and 15 minutes in February.[14] This indicated an increase of approximately 37 hours for this period and was due to the longer month of March.

A comparison of the operational data as recorded by this organization in February and March is as follows:[15]

	February	March
Number of Aircraft on Hand	14	15
Number of Hours Aircraft on Hand	1[illegible],[illegible]	11,[illegible]
Number of Hours Aircraft in Commission	[illegible],[illegible]73	[illegible],[illegible]10
Number of Hours Aircraft Flown	522:15	559:30
Number of Hours Aircraft Out of Commission Due to Maintenance	[illegible]	1407
Number of Hours Aircraft Out of Commission Awaiting Parts	1[illegible]	---
Percentage of Time Aircraft in Commission	[illegible].7	[illegible].4%
Percentage of Time Aircraft Flown	[illegible].2%	5.9%
Number of Landings Made	114	151

14. Ibid.
15. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

323rd Strategic Reconnaissance Squadron, Medium

RB-47E crews and aircraft of the 323rd Strategic Reconnaissance Squadron, operating from Lockbourne Air Force Base, recorded in March, a total of 514: hours and 45 minutes of operational flying time as compared with 560 hours in February.[16] As will be noted, the figure for March increased over that for February, and was due to the longer month experienced in March.

A comparison of the operational data recorded by this organization during February and March is as follows:[17]

	February	March
Number of Aircraft on Hand	15	15
Number of Hours Aircraft on Hand	1[illegible],[illegible]	11,1[illegible]
Number of Hours Aircraft in Commission	[illegible],[illegible]	[illegible],[illegible]
Number of Hours Aircraft Flown	[illegible]	514:45
Number of Hours Aircraft Out of Commission "Awaiting Parts"	---	----
Number of Hours Aircraft Out of Commission Due to Maintenance	1744	1822
Percentage of Time Aircraft in Commission	[illegible].6%	7[illegible].[illegible]%
Percentage of Time Aircraft Flown	[illegible].[illegible]%	[illegible].[illegible]%
Number of Landings Made	[illegible]	1[illegible]

324th Strategic Reconnaissance Squadron, Medium

Utilizing RB-47E's and operating from Lockbourne Air Force Base, crews of the 324th Strategic Reconnaissance Squadron recorded 4[illegible]2 hours and [illegible] minutes of operational flying time in March.[18] This amount was an increase of approximately [illegible] hours over that recorded in February, and was attributed to the longer training month experienced in March.

16. Ibid.
17. Ibid.
18. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The following is a statistical comparison of the operational data recorded by the aircraft of this squadron in February and March:[15]

	February	March
Number of Aircraft on Hand	15	15
Number of Hours Aircraft on Hand	10,560	11,265
Number of Hours Aircraft in Commission	7,637	7439
Number of Hours Aircraft Flown	454:35	422:30
Number of Hours Aircraft Out of Commission Due to Maintenance	1906	2433
Number of Hours Aircraft Out of Commission Awaiting Parts	83	240
Percentage of Time Aircraft in Commission	72.3'	66.2'
Percentage of Time Aircraft Flown	6.1'	5.6'
Number of Landings Made	96	101

15. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MISSION ANALYSIS

Summary

Tactical crews and aircraft of this command flew 2[illegible]7 hours and 50 minutes in March 1955, of which 715 hours and 40 minutes were flown by the tankers, and the remaining 1[illegible]7 hours and 10 minutes by the reconnaissance aircraft.[1] Of these totals, 372 hours and 35 minutes were flown by the RB-47's in the performance of missions directed by higher headquarters, with the KC-97's flying 93 hours on missions of this nature.[2] A breakdown of this time by mission is as follows:[3]

RB-47's---	Acft Assigned to 1942nd SEE.---	94:55
	2AF Operations Order 13-55----	229:45
	Ferrying Acft---	10:50
	Project 54-AF-64---	37:05
	TOTAL	372:35
KC-97's---	Classified Flights---	86:00
	Op Order 28-55----	7:00
	TOTAL	93:00

March was considered to be a good month training wise but it could have been much better had it not been for the unseasonal weather that hampered the area for part of the month. The RB-47 aircraft of this command lost 2[illegible] sorties and approximately 1[illegible]7 hours of training time due to ice on the runways, high cross winds, and low ceilings.[4] This together with the large commitments that the Reconnaissance aircraft of this squadron had to fill to higher headquarters, held the training accomplishments below what it could have been.

1. Rpt, "Wg Cmdr's Remarks, Part V Air Tng Rpt", for No of Mar'55, [illegible] Cmdr's Remarks, Part I of Air Tng Rpt for No of Mar'55, Exh # 5 & 6.
2. Ibid.
3. Ibid.
4. Ibid.

1365

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAINTENANCE AND SUPPLY

Tactical Maintenance Summary

This wing possessed as of the end of March 1955, a total of 62 tactical aircraft as compared with 64 in February.[1] They were on hand for 40,300 hours and were maintained in commission for 38,004 hours during the month, as against 38,606 hours in February.[2] The monthly aircraft in commission percentage was 78.5 and a total of 5.0 percent of the time aircraft were flown was recorded by this command in March, whereas in the previous month, they were in commission for a rate of 84.1 percent and a monthly percentage of time they were flown of 5.2.[3]

The following is a stastical comparison of aircraft operational and maintenance data as recorded by the 91st Strategic Reconnaissance Wing during the months of February and March 1955:[4]

	February	March
Number of Aircraft on Hand	64	62
Number of Hours Aircraft on Hand	43,202	40,300
Number of Hours Aircraft in Commission	38,807	38,004
Number of Hours Aircraft Flown	2030:20	2270:50
Percentage of Time Aircraft in Commission	84.1%	78.5
Percentage of Time Aircraft Flown	5.2%	5.0
Number of Hours Aircraft Out of Commission Due to Maintenance	5634	7645
Number of Hours Aircraft Out of Commission Awaiting Parts	453	705
Number of Landings Made	476	766

1. Rpt, "Form 110A, Mo Rpt of A/C Opns, Feb & Mar'55, prep by Stat Svs, 801 ABGp.
2. Ibid.
3. Ibid.
4. Ibid.

1366

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

BIBLIOGRAPHY OF SOURCES

1. Special Order File, 91st SMWg
2. General Order File, 91st SMWg
3. Regulation File, 91st SMWg
4. Correspondence File, 91st SMWg
5. General Order File, Second Air Force
6. General Order File, 801st Air Division
7. Special Order File, 801st Air Division
8. Statistical Reports, 91st SMWg
9. The Skyhawker, Lockbourne Air Force Base
10. Regulations, Second Air Force
11. Regulations, Strategic Air Command
12. General Orders, Startegic Air Command
13. 91st SMWg Historical Report, February 1955
14. 91st SMWg Director of Operations
15. 91st Director of Material
16. 91st SMWg Comptroller
17. 91st SMWg Director of Personnel
18. 91st SMWg Adjutant
19. 801st Air Base Group Statistical Services Office
20. 801st Air Base Group Testing Office

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

For Immediate Delivery to_____
Referred to in Paragraph_____

HEADQUARTERS
801ST AIR DIVISION (SAC)
LOCKBOURNE AIR FORCE BASE
Columbus 17, Ohio

SPECIAL ORDERS)
NUMBER 269)

E X T R A C T

10 December 1954

14. LT COL MARION C MIXSON 8339A is rel from asg Hq 91st Strat Recon Wg(M) (SAC) thissta; asg 1007th Air Intel Svc Gp Hq Comd USAF Bolling AFB Wash DC Rept NLT 21 Mar 55 DALVP. TPA with 2 days tvl time auth. If POV is not used tvl time W/B the time of the carr used. WP PCS TDN: 5753500 048-131 P531.8-02-03 S99-999. EDCSA: 21 Mar 55 Auth: AFR 35-59 SAC Msg DPMAZ 40608 2 Dec 54 and Hq 2AF Msg PEA 0714 3 Dec 54.

15. CFM VOC ESPWO 9 Dec 54 SSGT ROBERT A DECOSTER AF31027406 having Reenl in the REGAF for a pd of 6 yrs on 9 Dec 54 asg 26th Fld Maint Sq 26th Strat Recon Wg(M)(SAC) this sta for further asgmt UP Msg Hq USAF AFPMP 851/54 19 Aug 54 to Paine AFB, Wash. PG SSGT DR 18 Jun 46. Auth: AFR 39-9. Amn Prom to TSGT DR14 Sep51

16. TSGT ROBERT A DECOSTER AF31027406 is rel from asg 26th Fld Maint Sq 26th Strat Recon Wg (M)(SAC) this sta; asg 529th Air Defense Gp Paine AFB Wash Rept NLT 15 Jan 55 DALVP. TPA with 10 days tvl time auth. If POV is not used tvl time w/b the time of the carr used. WP PCS TDN: 5753500 048-131 P531.8-02 03 S99-999. EDCSA: 15 Jan 55 Auth: AFR 35-59 and Hq USAF Msg 851/54 19 Aug 54 and Msg R242200Z from comir 529 ADG Paine AFB, Wash.

17. 1ST LT GUSTAV H ANDERSON AO2222697 is rel from asg 26th AREFS 26th Strat Recon Wg(M)(SAC) this sta; asg 3565th Stu Sq James Connolly AFB, Tex Rept NLT 2 Jan 55 for purpose of attending Acft Obsr Tng for Plts crs NR 12410l class commencing 3 Jan 55. Contemplated duration being in excess of 20 weeks. This is a crs of Instr. DALVP. TPA with 5 days tvl time auth. If POV is not used tvl time w/b the time of the carr used. WP PCS TDN: 5753500 048-122 P531.5-02-03 S99-999. EDCSA: 3 Jan 55 Auth: AFR 35-59 and Msg Hq 2AF PGB 2585 15 Nov 54.

18. A/2C GLEN E DAMRON AF15497721(Utilization AFSC 70230) is rel from asg 26th Fld Maint Sq 26th Strat Recon Wg(M)(SAC) this sta; asg 2266th PERP Sq CP Kilmer NJ Rept NLT 13 Jan 55 for further OS on project Nov-USAFE-Continent-0113. AFM 35-6 w/b complied with and Imm IAW AFR 160-102 w/b Accomp Immed. Bag and all mail w/b addressed to show Gr name AFSN 2266th PERP Sq CP Kilmer NJ DALVP. TPA with 2 days tvl time auth. If POV is not used tvl time w/b the time of the carr used. WP PCS: TDN: 5753500 048-132 P531.9-02-03 S99-999. EDCSA: 13 Jan 55 Auth: AFR 35-59 and Hq Msg 2AF PEB 5008 30 Nov 54 and Ltr HqUSAF Subj: "Add withdrawal of Amn for Nov 54 PERP Sq Arr" 17 Sep 54.

19. SMOP 26 SO 268 this HQ CS relating to RASGMT of A/B THOMAS B HANSEN AF 16455179 801st Instl Sq 801st AB Gp (SAC) this sta; asg 2353rd PERP Sq Parks AFB Pleasanton, Calif with EDCSA 23 Jan 55 is Revo.

20. TSGT JAMES E ALBRIGHT AF15216760 having reenl in the REGAF for a pd of 6 yrs on 10 Dec 54 asg 26th Fld Maint Sq 26th Strat Recon Wg(M)(SAC) this sta.PG TSGT DR 12 Mar 49. Auth: AFR 39-9.

EXHIBIT #1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SO 269 Hq 801st Air Div LAFB, Ohio dated 10 Dec 54 Cont'd

21. A/B THOMAS B HANSEN AF16455179 (Utilization AFSC 56330) is rel from asg 801st Instl Sq 801st AB GP(SAC) this sta, asg 2266th PERP Sq Cp Kilmer NJ Rept NLT 23 Jan 55 for further OS on project Jan-MATS-ATL-Iceland-0123. AFM 35-6 w/b complied with and Imm IAW AFR 160-102 w/b Accomp Immed DALVP. Bag and all mail w/b Add to show Gr name AFSN 2266th PERP Sq Cp Kilmer NJ. TPA with 2 days tvl time auth. If POV is not used tvl time w/b the time of the carr used. WP PCS TDN: 5753500 048-132 P531.9 02 03 S99-999. EDCSA: 23 Jan 55. Auth: AFR 35-59 and Ltr Hq USAF Subj: Withdrawal of Amn for Jan 55 PERP Sq Arr 26 Oct 54 and Msg Hq 2AF PEB 3622 22 Nov 54 and PEB 0875 6 Dec 54 and PEB 0957 6 Dec 54.

22. MSGT THOMSA P WISE AF18167332 is rel from asg with 26th AREFS 26th Strat Recon Wg(M)(SAC) this sta and Disch Eff 18 Dec 54 and WP his HOR of place of acpt for Enl as he may elect. HOR: 7814 Laumar Ave Cleveland Ohio PCS TDN: 5753500 048-141 P531.11-02 03 S99-999. Auth: ETS AFR 39-10.

23. MSGT EUGENE R PLOUDRE AF6915002 is rel from asg Hq 91st Strat Recon Wg (M)(SAC) this sta and Disch Eff 16 Dec 54 and WP his HOR or place of acpt for enl as he may elect. HOR: Livingston, Ill. PCS TDN: 5753500 048-141 P531.11-02 03 S99 -999. Auth: Unconiitional Resignation Para 4 AFR 39-15 and 3rd Ind Hq 801st Air Div LAFB, Ohio 8 Dec 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

RICHARD E JONES
Major, USAF
Adjutant

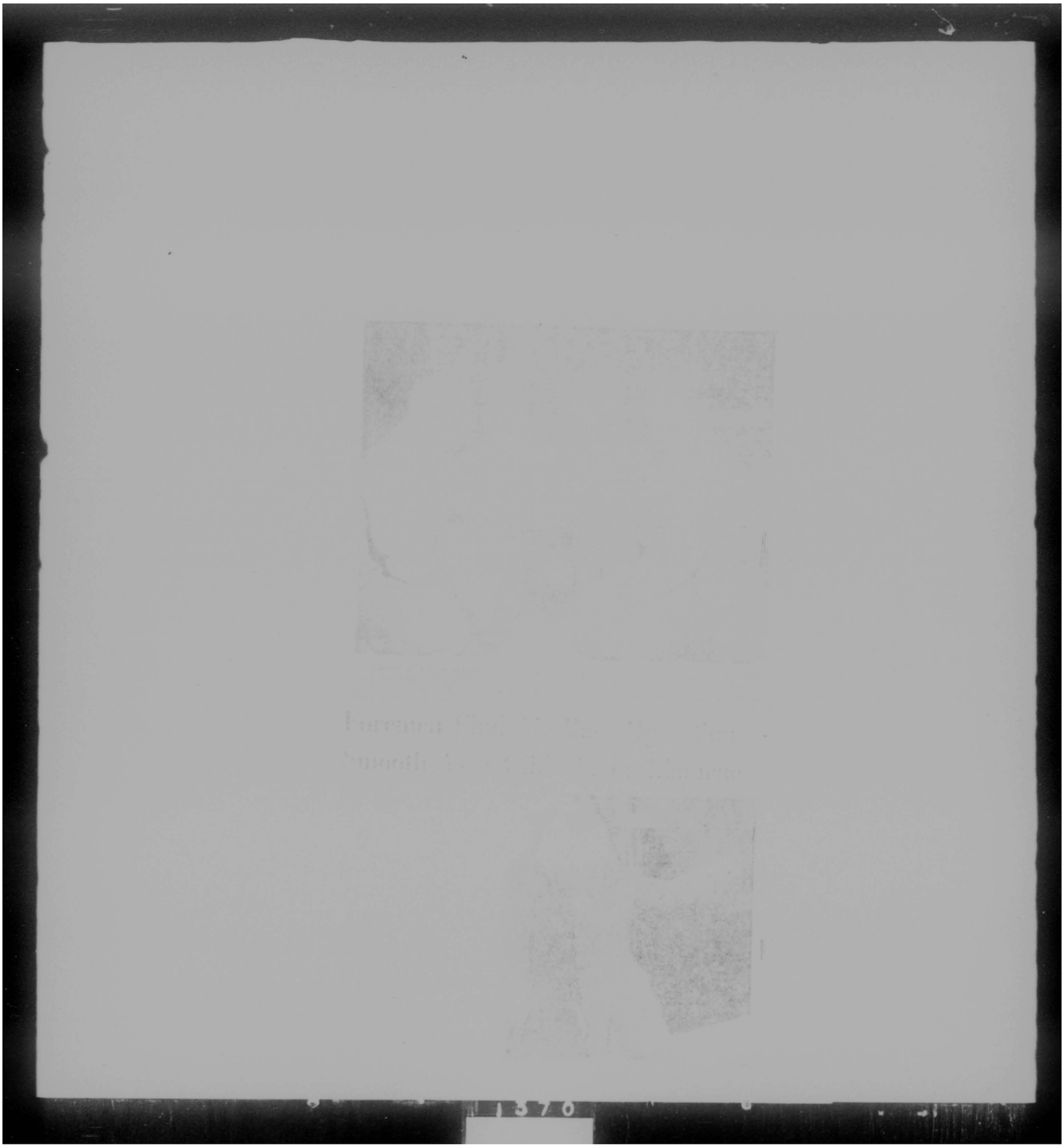
LAWRENCE A GILMORE
1st Lt. USAF
Asst Adjutant

DISTRIBUTION:
25 Ea Indiv Para 14,16,17,18,19,21
10 2266th PERP Sq Cp Kilmer NJ(Airmail)
5 1007th Air Intel Svc Gp Hq Comd USAF BollingAFB WashDC
1 Post O Bolling AFB, Wash DC
15 Ea Indiv para 15 20, 22, 23
5 529th Air Def Gp Paine AFB Wash
1 Post O Paine AFB Wash
5 3565th Stu Sq James Connolly AFB, Tex
1 Post O James Connolly AFB, Tex
1 Post O 2266th PERP Sq Cp Kilmer NJ
10 2353rd PERP Sq Parks AFB Calif (Airmail)
20 BPD
5 BP
2 26WDP
2 91WDP
1 CRR
5 Coml Trans

1369

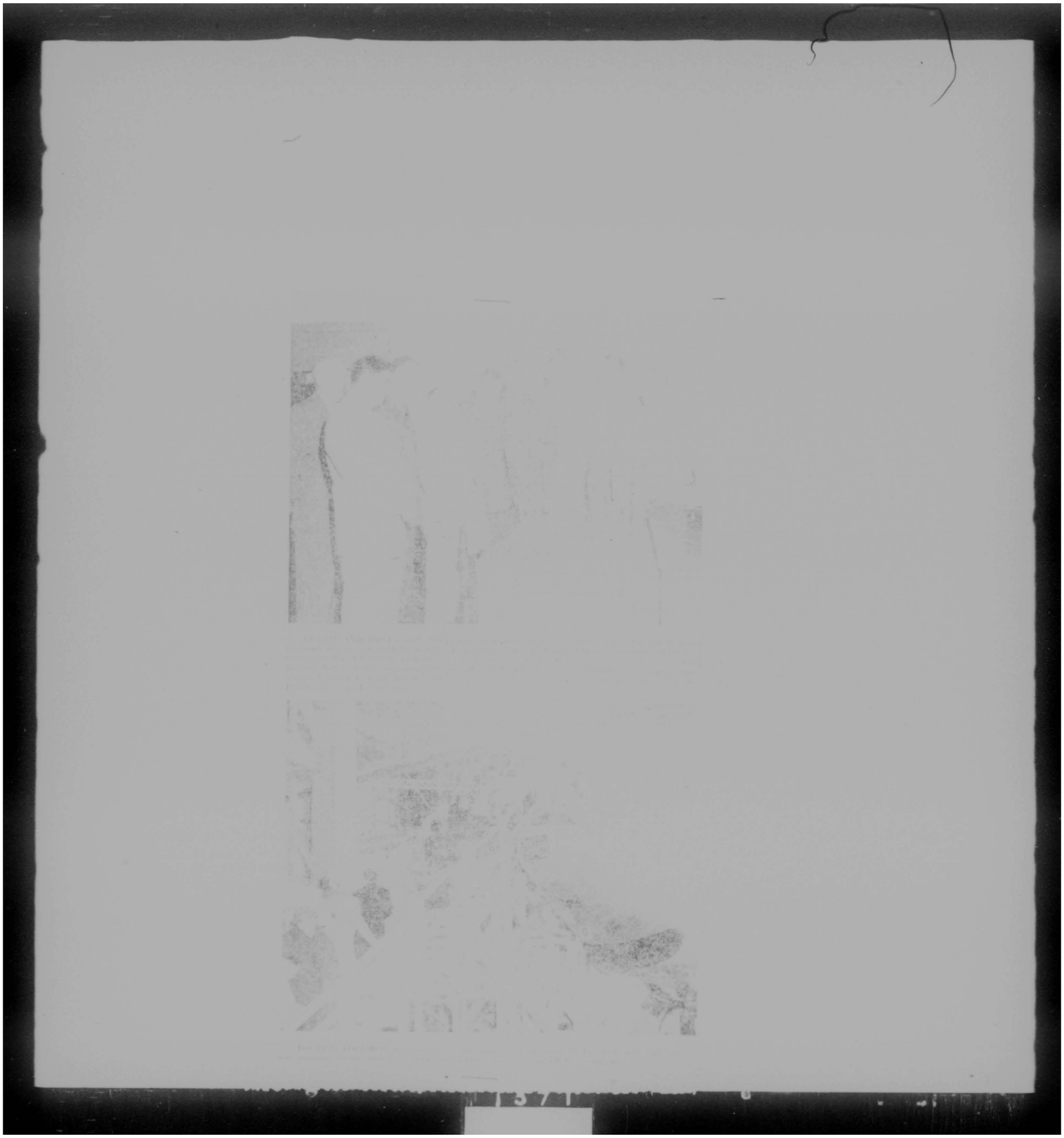
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Col. Eisenhart Finishes School

Studies Management In Washington, D.C.

Col. Charles Marion Eisenhart, 91st Strat Recon Wing commander, was among 98 high ranking officers and civilians who completed the Air Force Manpower Management Training Program at The George Washington University April 8.

This special course is designed for commanders as a part of the comprehensive program of improved management being emphasized throughout the Air Force officers by introducing them to techniques and principles practiced by American business and industry.

The Program is under the direction of Professor Joe L. Jessup, Assistant Dean of the School of Government. The instructors are selected from the top levels of industry, government and the academic world.

The class was asked to pay particular attention to the critical problem of reenlistment. Brig. Gen. Richard H. Carmichael, who spearheads re-enlistment activities for the Air Force, pointed out that a highly technical force cannot be economically maintained unless a larger percentage of airmen can be induced to remain in the service.

Gen. Carmichael reported on the progress which had been made in this direction and discussed Air Force plans for the future. He told the members of the class that they, as the operating executives of the Air Force, were in an especially good position to influence the re-enlistment of their men, and urged them to give the problem their personal attention.

The graduating class of 98 brings to 2,400 the number who have completed the course at The George Washington University. One hundred more will take it this year.

1372

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

WING COMMANDERS REMARKS

PART V

AIR TRAINING REPORT FOR THE MONTH OF MARCH 1955

RCS: 4-SAC-T12

Concur with Squadron Commander's Remarks.

CHARLES M. EISENHART
Colonel, USAF
Commander

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91ST AIR REFUELING SQUADRON (M)
SQUADRON COMMANDERS REMARKS

AIR TRAINING REPORT MONTH OF MARCH

1 APRIL 1955

(a) Hours flown performing missions ordered by higher headquarters;

(1) Classified Flights 86:00 hours

(2) Ops Order 28-55 7:00 hours
TOTAL 93:00 hours

(b) Weather and local conditions:

(1) None

(c) Restrictive directives: None

(d) Combat crew member gains and losses:
(1) Crew members gained
(a) None

(2) Crew members lost
(a) One (1) aircraft commander, transferred PCS 20 AF
(b) One (1) flight engineer, transferred PCS 1500 AT Gp MATS
(c) Two (2) radio operators, transferred PCS 26th AREFS, 801st Ops Sq
(d) Six (6) boom operators, two (2) transferred, four (4) discharged PCS Hunter AFB, 801st Opns Sqdn.

(e) Crew member changes:
(1) One (1) aircraft commander
(2) Three (3) co-pilots
(3) Three (3) flight engineers
(4) Three assistant refueling technicians
(5) Seven (7) refueling technicians

(f) New crews:
(1) M91 formed 14 MAR 55
(2) M90 formed 8 MAR 55
(3) M99 TP formed 22 MAR 55

(g) Crew status changes:
(1) M86 dissolved 14 MAR 55 Aircraft Commander replaced operations officer.
(2) T70 dissolved 8 MAR 55 Transfer of aircraft commander and impending transfer of flight engineer. Impending discharge of boom operator.

(h) Standardization board crew:
(1) T10

(i) Additional material and personnel problems:
(1) Lack of personal equipment personnel. Authorized seven (7) assigned two (2).

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

SQUADRON COMMANDER'S REMARKS CONT'D 91ST AREFS

(j) SAC minimum training requirements not accomplished:
(1) SAC minimums were accomplished.

(k) Non-combat ready crews capable of deploying:
(1) Five (5)

(l) Non-combat ready crew training:
(1) A minimum of flying time was utilized for training non-combat ready crews. The high refueling committments, under SAC Reg. 50-8, placed upon the squadron consumed the majority of the flying time allocated to the organization.
M-59 10 hours, M-81 crew members flew with other crews.
M-82 24 hours, M-84 21 hours, M-86 no flying crew dissolved 14 MAR.
M-89 Aircraft and instructor crews unavailable, A/C attended IFR school and block ground training.
M-90 Crew advanced survival, M-91 A/C and pilot TDY MATS HHTU.

(m) Flying time differences:
(1) none

(n) Special training month remarks:
(1) Not applicable.

(o) Comments or recommendations of the Squadron Commander
(1) Critical shortage of personnal equipment personnel is seriously hampering operation of the squadron.

SAR 54-77
Copy of 27 copies
Page 2 of 2 pages

CLIFFORD S. HOVIK
Lt Col., USAF
Commander

CONFIDENTIAL

1375

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

WING COMMANDERS REMARKS

PART V

AIR TRAINING REPORT FOR THE MONTH OF MARCH 1955

RCS: 3-SAC-T12

a. Hours flown performing missions ordered by higher headquarters:

(1)	Aircraft assigned to 3942nd SES	94:55
(2)	2AF Operations Plan 13-55	229:45
(3)	Ferrying Aircraft	10:50
(4)	Project 54-AF-64	37:05
	TOTAL	372:35

b. Flying hours lost due to adverse weather and local conditions:

(1) Ice on runways, high cross winds and low ceilings: 28 Sorties 157:30

c. Restrictions imposed by AMC or SAC restricting normal training:

(1) This headquarters is still unable to comply with paragraph 7 (4) a, Supplement XI, SAC Reg 50-8 (Low level actual phot flash). This situation will not change until the Safety of Flight Supplement TO 1B-47(R)E-1CP dated 23 February 1955 rescinded.

d. Combat crew member gains and losses:

(1) Crew members gained: (All scheduled for 70th SRW)

(a) 10 Pilots

(b) 9 Observers

CONFIDENTIAL

EXHIBIT # C

1376

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Crew members lost:

(a) 2 Photo-Navigators; 1 indifinetly grounded, one upgraded to Squadron Staff Position.

e. Crew member changes:

(1) 4 Co-Pilots

(2) 3 Navigators

f. New crews formed:

(1) N98TP - Effective 21 Mar 55.

(2) N42 - Effective 21 Mar 55.

(3) N97TP - Effedtive 15 Mar 55.

(4) N99TP - Effective 21 Mar 55.

g. Crew status changes:

(1) S79 disbanded 23 Mar 55. Aircraft Commander and Co-Pilot to be reassigned to new crew effective 1 Apr 55. Navigator, Lunar grounded indefinitely.

(2) R45 disbanded 21 Mar 55. Navigator upgraded to Squadron Staff Position.

(3) N26 disbanded 15 Mar 55.

(4) L04 disbanded 21 Mar 55. Aircraft Commander transferred to 70th SRW Cadre.

(5) N33 disbanded 21 Mar 55.

h. Standardization Crews:

(1) 91st SRW - S76.

(2) 322nd SRS - S60.

(3) 323rd SRS - S20.

(4) 324th SRS - L81.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HQ 91SRW - WING COMMANDERS REMARKS (CONTINUED) (3-8AC-T12)

i. Material and Personnel problems affecting training:

(1) Material: None.

(2) Personnel: None.

j. SAC minimum training requirements not accomplished:

(1) The following SAC Reg 50-8 minimums were not completed:

(a) L36 - 1 Pilot Proficiency Mission.

(b) R21 - 2 Night Rendezvous and Refuelings; 5 High Simulated Photo-Flash Runs. The Photo-Navigator assigned to this crew has been TDY to the Training Command since 1 Mar 55.

(c) S55 - 3 Internal Gross Air Refuelings; 1 External Gross Air Refueling; 4 Rendezvous; 1 Day Celestial; 3 High Simulated Photo-Flash and 3 Radar Scope Photos. This crew spent 30 days at SES, MacDill AFB, and the photo-navigator was DNIF for another 30 days this training quarter.

k. Non-combat ready crews capable of deploying:

(1) Six - N01, N18, N27, N29, N24 and N25.

l. Non-combat ready crew training:

(1) N24 - Received 21:40 hours of crew training. In addition, the photo-navigator received 11:15 hours flying with crew S16 on a USCM.

(2) N25 - Received 39:00 hours of crew training and an additional 5:00 hours of transition for the Aircraft Commander.

(3) N42 - Received 11:10 hours of crew training and an additional 5:00 of transition for the Aircraft Commander.

(4) N01 - Received 28:15 hours of crew training.

(5) N17 - Received 4:35 hours of crew training.

(6) N18 - Received 8:00 hours of crew training.

CONFIDENTIAL

1378

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HQ 91SRW - WING COMMANDERS REMARKS (CONTINUED) (3-SAC-T12)

(7) N27 - Received 19:20 hours of crew training.

(8) N29 - Received 12:20 hours of crew training.

(9) A total of 56:00 hours of 5X time was devoted to NCR training.

m. Rescinded.

n. Field Training Operations: Not Applicable.

o. Special Training Month Remarks: Not Applicable.

p. Comments of the Wing Commander;

(1) The 91st Strategic Reconnaissance Wing requests relief from the low level actual photo-flash requirements under the SAC Management Control System. Reference 91st SRW Wing Commanders Remarks for January 1955.

(2) Presently there is no specific time lapse authorized in the pertinent SAC Regulations between the time that a NCR crew is formed and the time that the crew receives a standboard check. As an example; if a crew is formed on 1 April 1955, it is possible that one, or more, members may not have returned from OCTS, on that date. Furthermore a period of one to four months may lapse before the crew completes 51-19 training and reaches a combat ready level of proficiency. Under the present system of reporting (T12), this crew would appear delinquent under "Standboard Accomplished". Actually this crew is in a training status which should not require a standboard check at this time. This headquarters recommends that SAC Regulations 50-8, 51-4 and 51-19 be amended to indicate that a standboard check overdue date for NCR crews be defined as five months after date of crew formation. Reference message 2AF DOTB 5138 dated 25 February 1955, Subject: Non-Combat Crew Training. With the

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

above change in mind, it is further recommended that SAC Regulation 50-23 be amended to use negative type reporting for standboard activity. In this way, only a crew overdue for a standboard check would be indicated.

(3) During the period 1 January through 29 March 1955, 236 night photo runs were scheduled, 180 runs were flown and 56 runs were aborted. Of 56 aborted runs, 11 runs (20%) were caused by equipment malfunctions, 10 runs (18%) were caused by radar malfunctions and 35 runs (62%) by weather. Of 180 night photo runs flown, 100 runs (56%) were acceptable and 80 runs (44%) were rejected. Of 80 runs rejected, 51 runs (64%) were due to equipment malfunctions, 12 runs (15%) were due to weather, 14 runs (17%) were due to crew technique and 3 runs (4%) were due to lab processing error.

(a) The desired reliability required to establish a high actual night photo flash capability has not been reached as demonstrated above. The activity requirements under SAC Reg 50-8 and 51-26 have required the wing to expend flying time and manhours way out of proportion to other type training under these regulations. Since the importance of an actual night photo flash capability is recognized, the following is recommended:

1. That the requirement for actual night photo flash under SAC Reg 51-26 be waived for the training quarter April, May, June and July.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HQ 91SRW - WING COMMANDERS REMARKS (CONTINUED)(3-SAC-T12)

2. That actual photo flash photography be retained as an item of training under SAC Reg 50-8. However, "Practice" activity should be acceptable as fulfilling the record activity requirement of the regulation. This would not tend to limit the overall training but would prevent individual crews having to fly 3 or 4 sorties to accomplish one item to the exclusion of other activities of 50-8.

(4) In accordance with 2AF message DOTB 4435, dated 23 February 1955, the following information (relative to max load gunnery missions flown at SES) is submitted:

(a) L03 - 700 - 350.

CHARLES M. EISENHART
Colonel, USAF
Commander

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE DIRECTOR OF MATERIEL
91ST STRATEGIC RECONNAISSANCE WING (H)
Lockbourne Air Force Base
Columbus 17, Ohio

29 March 1955

SUBJECT: Minutes of Flyaway Kit Panel Meeting

TO: Personnel Concerned

1. The monthly meeting of the Flyaway Kit Panel was held at 1330 hours 29 March 1955 in the 91st Wing conference room. Colonel Kelsay, Director of Materiel, conducted the meeting with the following personnel present:

Colonel Kelsay	Director of Materiel
Lt Colonel Carter	Chief of Maintenance
Lt Colonel Wade	Commander, 91st [illegible] Squadron
Lt Colonel Novik	Commander, 91st Air Refueling Squadron
Lt Colonel Archer	Commander, 324th Strat Recon Squadron
Major Alexander	Commander, 323rd Strat Recon Squadron
Major Chafin	Commander, 322nd Strat Recon Squadron
Major Montag	Logistics Officer
Captain Worden	Wing Staff Supply Officer
Captain Bisminger	Maintenance Officer, 322nd Squadron
Lt Lubben	Flyaway Kit Officer
CWO Pusey	Maintenance Officer, 91st AR Squadron
WO Braswell	Maintenance Officer, 323rd SR Squadron
M/Sgt Lavix	Supply Liaison Section

2. Colonel Kelsay read minutes of last meeting.

a. All wheels have been obtained for the flyaway kit bins and a work order has been submitted to the Field Maintenance Squadron to accomplish the work. Colonel Carter will investigate the hold up on the work order.

b. A recommendation was again made that the Flyaway Kit Section requisition a -4 handbook for both type aircraft for their use. Colonel Carter will have his Quality Control Section contact the Flyaway Kit Section to assist them in obtaining one.

c. It was requested that the Flyaway Kit Section submit a memorandum to the Director of Materiel, giving the authorization of

EXHIBIT 97

1382

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

photographic film in the flyaway kits. The Director of Materiel will forward this memorandum to the Director of Operations, so that he may determine if the quantity authorized is sufficient to meet the Wing's needs.

3. The percentages for the flyaway kits, as of 16 March, are: 91st Air Refueling Squadron, 97.1%; 322nd Squadron, 95.1%; 323rd Squadron, 96.6%; and 324th Squadron, 95.6%.

4. Colonel Carter will check into the distribution of technical orders to make sure that the Flyaway Kit Section receives a copy even though there may be a limited number received on the base.

5. As a result of the misplaced flyaway kit items on the recent OCLUS TDY, it was recommended that the detachment commander for any TDY operation appoint an officer to have responsibility for the flyaway kits. This officer should not be a maintenance officer, as he will be too busy getting the planes off to assume this additional responsibility. A procedure should be set up so that this officer could maintain control of the flyaway kits.

CLYDE D. [illegible]
Colonel, USAF
Director of Materiel

1383

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
801st Air Division
Lockbourne Air Force Base

91CR

SUBJECT: SAC Management Control Statement (RCS: 2AR-U2)

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. The following scores are the estimated scores made by the 91st Strategic Reconnaissance Wing for the training quarter ending 31 March 1955.

A. PERSONNEL

1. Manning in Required Specialities

	Authorized	"IRS"	%IRS	% of Max Score	Scored Points
a. Officers:	428	405	94.6%	100.0%	30.0
b. Airmen:					
Direct Supt	1120	888	79.3%	40.0%	60.0
Indirect Supt	517	424	82.0%	50.0%	12,5

2. AWOL Rate — 100.0% — 30.0

	No. AWOL'S	Strength	AWOL Rate
December	1	2160	
January	2	2156	
February	0	2145	
March	3	2236	
Quarter	6	8697	.69

3. Ground Safety — 70.0% — 17.5

	December	January	February	March	Quarter
Mil lost time Acdt	5	3	5	2	15
Mil man days	66,774	66,836	60,060	69,316	
Civ lost time acdt	0	0	0	0	0
Civ man hours	5,676	5,544	5,016	5,072	22,308

EXHIBIT #8

1384

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	% of Max Score	Scored Points
4. Reenlistment Rate	20.0%	8.0

	Discharges	Reenlistments	Rate
January	68	15	
February	40	9	
March	39	7	
Quarter	147	31	21.1

"A CERTIFIED TRUE EXTRACT COPY"

George A Brenner

GEORGE A. BRENNER
Major, USAF
Adjutant

THIS PAGE IS DECLASSIFIED IAW EO 13526

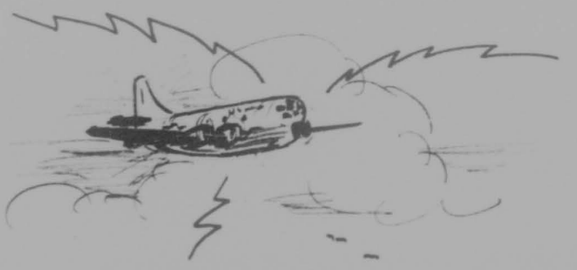
THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91st SRW (M)

OPERATIONS Order

28-55



CONFIDENTIAL

1386

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
17 March 1955

OPERATIONS ORDER)

NUMBER 28-55)

CHARTS OR MAP REFERENCES: As required

TASK ORGANIZATIONS:

91st Air Refueling Squadron Lt Col Clifford S. Hovik

1. GENERAL SITUATION: A periodic requirement exists to exercise and test the capability to obtain operational reports from SAC aircraft during execution of a SAC directed mission. For purposes of demonstrating control of aircraft through air/ground stations, two way communications between aircraft and SAC representative at RAMROD CHECKER will be accomplished

a. Enemy Forces: Omitted

b. Friendly Forces:

(1) Air University, Maxwell AFB, Ala: Provide on-base communications facilities at Maxwell AFB to support this mission.

(2) 5th Air Division: Will provide one HF equipped aircraft in the vicinity of Casablanca on X-day to participate in this exercise.

(3) 72SRW will provide one HF equipped RB-36 over Nassau Radio Bahamas to establish radio voice radio contact with BLACK JACK on X-day.

2. MISSION: Strategic Air Command aircraft, located at designated points within the ZI and overseas, will establish two-way contact with RAMROD CHECKER (Air University, Maxwell AFB), via BLACK JACK (Barksdale AFB).

CONFIDENTIAL

1387

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3. TASKS FOR SUBORDINATE UNITS:

a. 91st Air Refueling Squadron:

(1) Provide one (1) HF equipped KC-97 aircraft over Albany, N.Y. Radio, 42-48N 73-48W, at 20,000 feet to establish voice contact with BLACK JACK (Barksdale AFB) on X-Day (re par 3x(1)).

x. General Instructions:

(1) X-Day is 29 Mar 1955.

(2) The aircraft commander will establish voice radio contact with BLACK JACK at 1600Z on X-Day for purpose of transmitting weather report through BLACK JACK to RAMROD CHECKER at approximately 1700Z. The following format will be used; (Example):

(a) This is "KC-97" "HAPPY DAY" over "ALBANY RADIO". Weather conditions over the target are: Visibility _____, Cloud Cover _____, Wind _____, Temperature _____, Contrails____.

(3) Take-off will be scheduled to allow aircraft to arrive over Albany N.Y. Radio a minimum of 20 minutes prior to first transmission.

(4) Aircraft will fly a holding pattern over Albany Radio and will remain there until 15 minutes after completion of the exercise.

(5) Maximum training will be accomplished in conjunction with this exercise.

1388

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Omitted

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications:

(1) SACCEI, JANAPs, ACPs, Radio Facility Charts, apply except as modified herein.

(2) Frequencies:

(a) Aircraft in vicinity of Albany, New York, will transmit and receive via voice on frequencies 15092.5 kcs (Primary), 11273 kcs (Secondary), 7605 kcs (Tertiary).

(b) Aircraft in the vicinity of the Bahamas will transmit and receive on frequencies 15092.5 kcs (Primary) and 11273 kcs (Secondary).

(c) Aircraft in the vicinity of Casablanca will utilize the same primary and secondary frequencies as listed above.

(d) Normal frequencies will be resumed as soon as weather report has been submitted to RAMROD CHECKER.

(3) Initial effort to establish contact with BLACK JACK will begin at 1600Z with calls being made at two (2) minute intervals. When communications have been established with BLACK JACK, the necessary phone patch will be made by BLACK JACK between Berksdale and RAMROD CHECKER at Maxwell. In event contact cannot be established with BLACK JACK by 1630z, RAMROD will be called with a request from aircraft for a phone patch to BLACK JACK. This patch, once established,

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

will be broken only at the direction of BLACK JACK.

(4) Call Signs:

Call Sign	Meaning
HAPPY DAY	Aircraft over ZI
WEDDING RING	Aircraft over Bahamas
SHANGHAI	Aircraft over Casablanca
RAMROD CHECKER	Maxwell AFB(this exercise only)
BLACK JACK (NCS)	Barksdale AFB
RAMROD (Secondary)	Offutt AFB

(5) In the event aircraft are unable to establish contact with primary or secondary communications control stations, contact will be established with another aircraft who is in contact with BLACK JACK, requesting relay of information.

(6) Any transmission to or from aircraft involved in this exercise will bear PRIORITY I when phone patch via SAC Operations Control System is used.

(7) Extreme caution will be taken to prevent transmission of any information that may be detrimental to security of this operations or other operations of 2AF.

(8) VHF/UHF channelization, IFF, Recognition and Identification will be in accordance with existing wing directives.

EISENHART
Colonel
Commander

91SRW Opord 28-55
dtd 17 Mar 55

1390

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DISTRIBUTION

Comdr 801ADiv	1
91SRW	
Historical	5
DO	1
DOCO	1
DOP	2
DM	1
Comdr 91ARS	2

OFFICIAL:

William E. Todd

WILLIAM E. TODD
Colonel USAF
Director of Operations

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

S-10464

SECRET

HISTORICAL REPORT

APRIL 1955

91st STRAT. RECON. WING

91st STRAT. RECON. WING

91st STRATEGIC RECONNAISSANCE WING

LOCKBOURNE AIR FORCE BASE

RSI Card No. S12130

7228

SL-1644

2D AF BARKSDALE AFB, LA. NOV. 52-8768

1396

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TITLE PAGE

91st Strategic Reconnaissance Wing, Medium

(801st Air Division)

(Second Air Force)

Lockbourne Air Force Base, Ohio

For period: 1 to 30 April 1965

Assigned units:

Hq Sq, 91st Strategic Reconnaissance Wing, Medium
91st Tactical Hospital
91st Air Refueling, Medium
322nd Strategic Reconnaissance Squadron, Medium
323rd Strategic Reconnaissance Squadron, Medium
324th Strategic Reconnaissance Squadron, Medium
91st Field Maintenance Squadron
91st Periodic Maintenance Squadron
91st Armament and Electronics Maintenance Squadron

This Report Prepared by:

George A. Brenner
GEORGE A. BRENNER
Major, USAF
Historian

and

A/DC Walter R. Wagner
Historical Technician

This Report Approved by:

Charles M. Eisenhart
CHARLES M. EISENHART
Colonel, USAF
Commander

SECRET

1398

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TABLE OF CONTENTS

Title Page.....I

Table of Contents.....II

Authority.....III

Glossary of Abbreviations Used..... IV

Narrative Section

Organization and Administration..... 1

Personnel..... 2

Operations and Training..... 5

Mission Analysis.....17

Maintenance and Supply.....18

Bibliography of Sources.....19

Photograph Section.....20

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

1400

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AWOL	Absent Without Leave
AB	Air Base
Amn	Airmen
Auth	Authorized
Col	Colonel
Cmdr	Commander
D/Opns Trng Sect	Director of Operations Training Section
D/Opns	Director of Operations
Dtd	Dated
Hqs	Headquarters
Lt Col	Lieutenant Colonel
Maint	Maintenance
(M)	Medium
Offs	Officers
Org	Organization
RB	Reconnaissance Bomber
Recon	Reconnaissance
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Strat	Strategic
2AF	Second Air Force
WG	Wing

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary of Abbreviations Used (Continued)

Abbreviations Used in Aircraft Operations

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit . Only those crews which a unit commander would use for the actual combat operations will be used in this sense.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit, but which is capable of conducting operational training flights.

Potential Crew. A complete combat crew which can not be reported as combat ready or non-combat ready because of the limitations imposed by the definition of crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit excluding those crews reported on Table of Distribution staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters, Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade, or other factors, which make crew utilization unprofitable.

In-Commission. An aircraft is in commision when it is capable of performing normal flight operations.

Evaluation Missions. A mission which is flown to evaluate reconnaissance crew reconnoitering capability, to test new procedures and techniques, etc.

Long Range Tactical Mission. A mission of at least ~~22~~ 16 hours duration accomplished by an individual crew or crews, which emphasizes cruise control techniques and procedures, navigation under simulated tactical conditions aerial and radar scope photography, etc., and is not to be considered as a unit or simulated combat mission.

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current Strategic Air Command tactical war plan or any assigned unit simulated combat mission of equal scope flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary Of Abbreviations Used (Continued)

Abbreviations Used in Photo Reconnaissance

Multi-Camera Station. This set is made up of four(4) K-22 cameras fitted with 36 inch lens cones. The cameras make photographs nine (9) by 18 inches, and are so mounted so that when the four(4) pictures are placed end to end, they make one(1) continuous photograph nine(9) by 72 inches. There is less th one (1) inch overlap on each of the prints. The multi-cameras make extremely large scale photographs of any given target area and are used for detailed study of a target. The minute detail is of great value to intelligence office

Tri-Metrigon Station. The tri-metrigon system is a combination of three(3) cameras of short focal length lenses. In the case of the 91st Wing, they are K-32s fitted with six(6) inch lens cones and are so mounted so that one unit shoots down and the other two make left and right hand oblique photos. They are mounted at 60 degrees, and when the three(3) pictures are placed together they make one (1) continuous print covering the area from horizon to horizon. The print size of each photo is nine (9) by nine(9) inches. Tri-metrigon photography plays an important role in photography in that a strip of it can be made into a complete photomap. When used over new areas of enemy territory the Intelligence people can locate troop concentrations, installations, trans- systems, and ferret out many other items of value. The limitations of the infor- gained from this photography is in direct proportion to the quality of the photo- graphs and the accuracy of the photo logs kept by the photo-navigator.

Forward Oblique Camera Station. The forward oblique camera position is a K-22 camera fitted with a 12 inch lens cone. The camera shoots forward of the aircraft and is depressed 40 degrees from horizontal. Photographs taken with this camera position on an initial point to target run for example, will give a graphic presentation to a bombardier of just what he will see on his bombing run. The photographs taken with this camera are of special value to light bombardment and fighter-bomber units. From altitudes above 10,000 feet, entire airfields and large installations can easily be photographed. The picture taken in this position in conjunction with other two(2) installations give full and complete coverage of the target area.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ORGANIZATION AND ADMINISTRATION

Organizational Structure

The following units were assigned or attached to the 91st Strategic Reconnaissance Wing, Medium, at Lockbourne Air Force Base, Ohio, as of 2359 hours, 30 April 1965:

Headquarters Squadron Section, 91st Strategic Reconnaissance Wing, Medium

91st Air Refueling Squadron, Medium

91st Tactical Hospital

322nd Strategic Reconnaissance Squadron, Medium

323rd Strategic Reconnaissance Squadron, Medium

324th Strategic Reconnaissance Squadron, Medium

91st Field Maintenance Squadron

91st Periodic Maintenance Squadron

91st Armament and Electronics Maintenance Squadron

Changes in Key Wing Personnel

Again this month there was one change among key personnel of this Wing. Major Charles L.F. Perryman replaced Major Thomas E. Broughton as Squadron Commander of the 91st Periodic Maintenance Squadron. Major Broughton has been transfered to the 70th Strategic Reconnaissance Wing, and while he is still attached to this squadron, has relinquished the position of Squadron Commander.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PERSONNEL

Personnel Strength

As of 2359 hours, 30 April 1955, a total of 1885 individuals was assigned to the 91st Strategic Reconnaissance Wing, Medium, at Lockbourne Air Force Base, Ohio.[1] This figure did not include the 91st Tactical Hospital or the 801st Air Base Group. Of the 1885 individuals assigned to this command as of 30 April, 390 were officers and 1495 were airmen.[2] These figures reflected the following changes over the number of personnel assigned as of the end of March 1955:[3] Forty-seven officers were lost and 200 airmen were lost for an overall personnel loss of 250 individuals. Most of these men were assigned to the 70th Strategic Reconnaissance Wing that is being formed on this base. A very good percentage of the personnel for this Wing are being drawn from this Wing, the 91st, the oldest on the base.

The following is a comparison of authorized versus assigned strength of this wing as of 30 April 1955:[4]

	TOTAL AUTH	TOTAL ASSD
Officers	401	390
Airmen	1542	1495
Total	1943	1885

Roster of Key USAF Personnel

One change took place among key USAF personnel in the 91st Wing during the month of April 1955. On the following page will be found a roster of key USAF Personnel in the Wing. Major Charles L.F. Perryman replaced Major

1. Weekly Mean Strength Rpt, Apr'55, prep by Stat Svs, 801 ABGp
2. Ibid.
3. Rpt, Status of Off & Amn, Apr'55, prep by 91 SRWg DP
4. Ibid.
5. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ROSTER OF KEY STAFF PERSONNEL OF THE 91ST STRATEGIC RECONNAISSANCE WING AS OF 30 APRIL 1965

Wing Commander	[illegible], CHARLES J.	Colonel
Deputy Commander	[illegible], WILLIAM	Colonel
Adjutant	[illegible], EUGENE A.	Major
Comptroller	[illegible], HARRIS G.	Lt. Colonel
Director of Personnel	[illegible], DAVID H.	Captain
Intelligence Officer	[illegible], ELLIS [illegible].	Lt. Colonel
Director of Operations	TODD, WILLIAM E.	Colonel
Director of Material	[illegible], CLYDE [illegible]	Colonel
CO-323rd Strategic Reconnaissance Squadron	[illegible], JAMES T. Jr.	Major
CO-324th Strategic Reconnaissance Squadron	[illegible], [illegible]	Major
CO-325th Strategic Reconnaissance Squadron	[illegible], JOHN T. Jr.	Lt. Colonel
91st Air Refueling Squadron-CO	[illegible], CLIFFORD S.	Lt. Colonel
91st Field Maintenance Squadron-CO	[illegible], CHARLES E.	Major
91st Periodic Maintenance Squadron-CO	[illegible], CHARLES L.	Major
91st A C & Maintenance Squadron-CO	[illegible], ROBERT E.	Lt. Colonel
Sq Sq Section, 913 Sq-CO	[illegible], EUGENE A.	Major
Chief of Maintenance	[illegible], ROBERT E.	Lt. Colonel

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Thomas Z. Broughton as Squadron Commander of the 91st Periodic Maintenance Squadron. Major Broughton, even though he is still in the Squadron, has been assigned to the 70th Strategic Reconnaissance Wing, Medium that is being formed on this Base.

SAC Rating System

The Personnel Portion of the SAC Rating System saw the following scores achieved by the 91st Strategic Reconnaissance Wing in the month of April 1955:[6]

The officer in required specialities for April was at 98.4 percent as 400 of 42[illegible] authorized were manned.

The Airmen in required specialities for Direct Support career fields was 77.3 percent as [illegible] of 1133 authorized were effectively manned. In the Indirect Support career field, 504 acf 504 Airmen authorized were effectively manned for a 75.2 percent score.

The AWOL Rate for the month was 2.3, or 100 percent of maximum as there were only 5 AWOL's of an assigned strength of 2212.

The Ground Safety score was 15 percent of maximum as there were 7 military lost time accidents during the month of April.

The Reenlistment Rate was 13.9 percent as there were only 3 enlistments of 56 discharged who were eligible to reenlist.

6. Rpt, "SAC Management Control Statement", Apr'55, Exhibit # 5.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OPERATIONS AND TRAINING SUMMARY

Tactical Operations Analysis

During April 1955, aircraft and crews of the 91st Startegic Reconnaissance Wing, operating from Lockbourne Air Force Base, Ohio, recorded a total of 1995 hours and 10 minutes of flying time, which was indicative of a decrease of approximately 285 hours of time from that recorded during the month of March.[1] The end of this reporting period saw in possession of the 91st Wing at Lockbourne Air Force Base, 67 tactical aircraft, according to the following types:[2] eighteen (18) KC-97's and 47 RB-47E's. They were on hand for 47,736 hours, and were maintained in commission 39,373 hours, resulting in a monthly aircraft in commission percentage of 82.5, and a monthly percentage of time aircraft were flown of 5.1.

The following is a comparison of the operational data that this wing recorded during March and April 1955:[4]

	March	April
Number of Aircraft on Hand	63	67
Number of Hours Aircraft on Hand	43,390	47,736
Number of Hours Aircraft in Commission	35,004	39373
Number of Hours Aircraft Flown	2270:30	1995:10
Percentage of Time Aircraft in Commission	78.8%	82.5%
Percentage of Time Aircraft Flown	5.0%	5.1%
Number of Hours Aircraft Out of Commission Due to Maintenance	7645	5236
Number of Hours Aircraft Out of Commission Awaiting Parts	795	1982
Number of Landings Made	766	800

1. Rpt, "From 110A, to Rpt of A/C Opns," Mar & Apr '55, prep by Stat Svs, 801 ABGp
2. Ibid.
3. Ibid.
4. Ibid.

1408

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Of the 1995 hours and 10 minutes flown by assigned crews and aircraft of this command in April, a total of 600 hours and 45 minutes was recorded by the EC-97's and 1394 hours and 25 minutes by the RB-47E's.[5] A total of 178 RB-47 sorties was flown during the period reported on, accumulating 1059 hours of actual training time.[6] The following is a summary of training accomplishments as recorded by the RB-47E crews during the period 1 thru 30 April 1955:[7]

Radar IP Target RB-47	
Attempted	73
Accepted	72
Large Scale Photography IP Target Runs	
Attempted	66
Accepted	65
Tri-Metrigon Charting Strip of Photo	
Attempted	14
Accepted	11
High Altitude Simulated Photo Flash	
Attempted	14
Accepted	11
Low Altitude Daylight Photo	
Attempted	45
Accepted	45
Number of Long Range Missions	48
Number of Pilot Proficiency Missions	61

5. Rpt, "Form 110A, No Rpt of A/C Opns," Apr'55, prep by Stat Svs, 801ABGp
6. "SAC Air Tng Rpt for No of Apr'55", prep by 91SRWg D/Opns & Tng.
7. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Radar Navigation Legs	1
Celestial Navigation Legs Day	13
Night	42
Air Refueling	
Rendezvous Attempted	47
Accepted	47
Photo Flash RNS Runs	
Attempted	90
Accepted	42
Dry Hookups	
Attempted	97
Accepted	97

91st Air Refueling Squadron, Yokota

Tanker crews and aircraft of the 91st Air Refueling Squadron, Yokota utilizing KC-97 type aircraft, and operating from Lockbourne Air Force Base, recorded in April 1955, 830 hours and 45 minutes of operating flying time.[7] This total represented a decrease of approximately 113 hours of flying time as compared with the operational record of this squadron in April.[8]

This unit, in addition to flying SAC Reg 50-8 training requirements, flew 68 hours in accomplishing missions directed by higher headquarters.[9] This mission was Operation Firmground.

The following is a comparison of operational data as recorded by this unit in March and April 1955:[10]

7. Rpt,"Form 110A, Mo Rpt of A/C Opns," Mar & Apr'55, prep by Stat Svs,801 ABGp
8. Ibid.
9. Rpt,"Air Tng Rpt for Mo of Apr'55", prep by 915TWg D/Oper & Tng
10. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

	March	April
Number of Aircraft on Hand	19	16
Number of Hours Aircraft on Hand	14,822	13,112
Number of Hours Aircraft in Commission	12,034	10,388
Number of Hours Aircraft Flown	713:40	600:45
Percentage of Time Aircraft in Commission	83%	79.2%
Percentage of Time Aircraft Flown	5.9%	5.8%
Number of Hours Aircraft Out of Commission Due to Maintenance	1875	1212
Number of Hours Aircraft Out of Commission Awaiting Pa rts	555	1359
Number of ~~Hours~~ Landings Made	284	227

During April, a total of 109 KC-97 sorties was flown for 597 hours of actual training time, whereas in March, 145 sorties were flown for 695 hours of flying training time.[11]

A resume of training accomplished by the KC-97's in April is as follows:[12]

Night Celestial Navigation Legs	7
Day Celestial Navigation Legs	13
Radar Navigation Legs	23
Grid Navigation Legs	12
Number of Rendezvous Attempted (APN-11)	25
Number of Rendezvous Successful (APN-11)	25
Number of Rendezvous Attempted (APN-76)	26
Number of Rendezvous Successful (APN-76)	26

11. Rpt,"Air Tng Rpt for Mo of April'55", prep by 91SRWg Oper & Tng.
12. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Wet Hookups Attempted W/Bombers	9
Wet Hookups Successful W/Bombers	9
Dry Hookups Attempted	180
Dry Hookups Successful	180
Number of Pilot Proficiency Missions	1
Number of Long Range Missions	3
Total Sorties Flown	109
Total Flying Time	597
Total Gallons of Fuel transferred during the Month	171,008
Total Gallons of Fuel transferred To Date	6,052,094

322nd Strategic Reconnaissance Squadron, Medium

Crews and aircraft of the 322nd Strategic Reconnaissance Wing, operating from Lockbourne Air Force Base, with RB-47B's, recorded in April, 469 hours and 35 minutes of flying time as compared with 559 hours and 30 minutes in March 1955.[13] This indicated a decrease of approximately 90 hours from the previous month.

A comparison if the operational and maintenance data as recorded by this organization in March and April 1955 is as follows:[14]

	March	April
Number of Aircraft on Hand	15	15
Number of Hours Aircraft on Hand	11,825	11,713
Number of Hours Aircraft in Commission	9,610	10,248
Number of Hours Aircraft Flown	559:30	469:35
Number of Hours Aircraft Out of Commission Awaiting Parts	1437	905
Number of Hours Aircraft Out of Commission Due to Maintenance	----	120

13. Rpt,"Form 110A,Mo Rpt of A/C Opns", Par A Apr'55, prep by Stat Svs, 301 ARGp.
14. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	March	April
Percentage of Time Aircraft in Commission	83.4%	87.5%
Percentage of Time Flown	4.6%	4.6%
Number of Landings Made	151	231

323rd Strategic Reconnaissance Squadron, Medium

RB-47 crews and aircraft of the 323rd Strategic Reconnaissance Squadron, operating from Lockbourne Air Force Base, recorded in April, a total of 451 hours and 35 minutes of operational as compared with 514 hours and 45 minutes in March.[15] As will be noted, the figure for April decreased from that recorded in March.

A comparison of the operational data recorded by this organization during the months of March and April is as follows:[16]

	March	April
Number of Aircraft on Hand	15	17
Number of Hours Aircraft on Hand	11,180	11,533
Number of Hours Aircraft in Commission	9,921	9,689
Number of Hours Aircraft Flown	514:45	451:35
Number of Hours Aircraft Out of Commission Awaiting Parts	----	120
Number of Hours Aircraft Out of Commission Due to Maintenance	1022	1153
Percentage of Time Aircraft in Commission	79.9%	84%
Percentage of Time Aircraft Flown	5.8%	4.7%
Number of Landings Made	164	149

15. Ibid.
16. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

324th Strategic Reconnaissance Squadron, Medium

Utilizing RB-47E's and operating from Lockbourne Air Force Base, crews of the 324th Strategic Reconnaissance Squadron recorded 473 hours and 15 minutes of operational flying time in April.[17] This was a Decrease of approximately 10 hours from that figure recorded the peevious month.

The following is a statistical comparison of the operational data as recorded by the aircraft of this squadron in March and April 1955:[18]

	March	April
Number of Aircraft on Hand	13	17
Number of Hours Aircraft on Hand	10,565	11,378
Number of Hours Aircraft in Commission	7,439	9,046
Number of Hours Aircraft Flown	482:50	473:15
Number of Hours Aircraft Out of Commission Due to Maintenance	2452	1947
Number of Hours Aircraft Out of Commission Awaiting Parts	240	383
Percentage of Time Aircraft in Commission	68.3%	79.5%
Percentage of Time Aircraft Flown	6.5%	5.2%
Number of Landings Made	161	193

Flying Safety Activities for the Month of April 1955.

During the month of April, the station fire chief began a program of discussion of crashfire facilities and procedures with all aircrew and maintenance personnel. Items such as correct procedures for r porting emergencies, location of crash telephone facilities and ramp location markings were stressed. This project should be completed during the month of May.

17. Ibid.
18. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Crash fire fighting crews were refamiliarized with the RB-47 cockpit, exits, escape hatches, etc. They were briefed on the differences between the old and new type ejection mechanisms and methods for rendering them ineffective.

Squadron Flying Safety meetings were attended by 87 percent present for duty. The program presented by Boeing Aircraft Co. representatives on High Altitude and High Speed Characteristics of the RB-47 was attended by all available personnel.

A total of nine incident reports were submitted during the month of April. This is a marked improvement over the preceding months. Posters soliciting incident reports have been posted in Squadron briefing rooms and crew personnel are continually reminded by Operations Officers and Flying safety officers to report near accidents.

Combat Crew of the Month.

The following Jet Air Crew of the 324th Strategic Reconnaissance Squadron, Medium, has been chosen as the Combat Crew of the Month for the 91st Strategic Reconnaissance Wing for the month of April.[1]

Captain Hugh B. MacCauley	Aircraft Commander	324th SRS
1/Lt Sheldon K. Turner	Pilot	324th SRS
Captain Jack T. Evans	Photo Navigator	324th SRS

The accomplishment of extraordinary achievement in the exemplary handling of an incident that occured on 20 April in which superior knowledge, handling, judgement, and performance were demonstrated, has resulted in the designation of Captain MacCauley and crew as the "Crew of the Month" of the 91st Strategic Reconnaissance Wing(M).

13. Rpt, "Flying Safety Officers Mo. Rpt.", Apr'55, prep by 91SRWg Flt Saf Off

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

After successfully completing a maximum training mission of six hours duration, they returned to Lockbourne Air Force Base. Prior to starting descent, the landing gear handle was placed into down position, however a check revealed that the aft main gear had failed to extend. Captain MacCauley alerted the crew to this station and condition, and the landing gear was then recycled a number of times in an effort to get the main gear down, but to no avail.

After evaluating the seriousness of the situation, Captain MacCauley alerted the crew to their precarious condition. They then adhered to all the emergency procedures outlined in the dash one, but again without achieving satisfactory results. A series of recycling maneuvers was then accomplished but these also failed. The aft gear still remained in the up position.

As an emergency method, the co-pilot, Lt. Turner employed the use of a screw driver to attempt to remove the slack out of the ELGE system, but this proved to no avail. They then placed the gear handle into the down position and several attempts were made to extend the gear by exerting positive "G" forces on the aircraft as a result of a series of dives and abruptly executed climbs.

Captain MacCauley advised the air base of the emergency condition and due to the fact that the fuel supply was being exhausted and the cover of darkness had firmly settled upon Lockbourne, a tanker was alerted to refuel the aircraft throughout the night, for it was the crews considered opinion that, in the interets of safety, a daylight approach would be more desirable in the event that a "wheels up" landing became a necessity.

Having failed in their every effort, Captain MacCauley once again evaluated the situation, and every consultation with other crew members was made

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

and decided to try still another "last resort" method. He descended to a lower altitude and increased the airspeed. Then, as he abruptly pulled back pressure on the elevator control which exerted a positive "G" force upon the aircraft, the co-pilot simultaneously placed the landing gear handle into the down position. This maneuver accomplished the desired result and all the landing. After checking that the gear was down and locked "in the Green", Captain MacCauley then continued his descent and made a normal landing at Lockbourne AFB.

Although Lt. Turner had been a member of this crew for only one month, the clear positive thinking and close coordination which was demonstrated by the crew members under a critical situation can be directly attributed to the result of the maximum crew training which was accomplished, even in a very short period of time. This is a very definite reflection upon this crews knowledge and judgement, and its ability to cope with the unexpected and to assure the accomplishment of it's mission even under the most abnormal conditions.

Squadron Flying Safety Officer of the Month

Major Lewis Franck, Flying Safety Officer of the 323rd Strategic Reconnaissance Squadron has been chosen as the Squadron Flying Safety Officer of the Month for the 91st Strategic Reconnaissance Wing, Medium.[20]

As a result of his interest and ability to detect a possible hazard before it happens, the squadron has remained accident free since he took over as Flying Safety Officer in September 1954. The submission of incident reports are constantly encouraged. Major Franck constantly keeps all crews briefed on the latest Tech order revisions, new Flying Safety policies, SOP's and all other units problems affecting safety of flight. He keeps the Wing Flying

20. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Officer current on the squadron's problems as well as suggesting safety items. He encourages crews to discuss all incidents and to give their ideas toward the betterment of flying conditions. Flying Safety TWX's, incidents, and directives are discussed as soon as they are received and discussion of these items is encouraged. Prior to the forwarding of each problem to Wing, they are discussed for validity with the squadron flying safety officer and council consisting of flying safety officer, engineering officer, and operations officer.

During April, a drive has been conducted to create new interests within the squadron toward flying safety. Since there are various experience levels within the unit, individuals often refrain from asking questions for fear of embarrassment. This problem is being eliminated by a suggestion box. The problem is placed in the suggestion box and brought to light at the weekly Flying Safety Meeting. This idea of Major Franck's had encouraged the less experienced crew members to take a more active interest in Flying Safety.

Major Franck fully realizes the fact that accidents occur at squadron level and is constantly combating the causes of aircraft accidents.

Maintenance Man of the Month

M/Sgt. Hugh D. Borden, Line Chief of the 91st Periodic Maintenance Squadron has been selected as the Maintenance Man of the Month for the 91st Strategic Reconnaissance Wing(M).[21]

M/Sgt Borden was recalled to active duty from reserve status and assigned to teh 91st Strategic Reconnaissance Wing in May 1951. Since that time he has

21. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

steadily progressed through positions as assistant dock chief, dock chief, and post dock chief to the position of line chief. His eagerness to learn and willingness to work have resulted in a job well done with a minimum of supervision. In the capacity of line chief, held for the past twelve months, he has consistantly done an outstanding job. His exceptional leadership, qualities and ability to get along with both subordinates and superiors, have produced the type of working relations which makes a smooth running organization. He has earned the respect and confidence of everyone.

Many times in the past, individuals in the squadron have been given recognition for projects they completed in the Wing to benefit the maintenance program. On several occasions the orginal idea was Sgt. Bordens.

Since M.Sgt Bordens recall into the service in 1951, he has decided to make the service his career. It is men like this that are building the Air Force of today into the effective force of peace that it has become.They are a credit to the service.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MISSION ANALYSIS

Summary

Tactical crews and aircraft of this command flew 1995 hours and 10 minutes in April 1955, of which 600 hours and 45 minutes were flown by the tankers, and the remaining 1394 hours and 25 minutes by the reconnaissance aircarft.[1] Of these totals, 249 hours were flown by the RB-47E aircraft in the performance of missions directed by higher headquarters, with the KC-97's flying 68 hours on missions of this nature.[2] A breakdown of this time by mission is as follows:[3]

RB-47--- Ferrying Aircraft -- 18:00
Project "Firmground" --81:00
Acft Assgd to 3908 SEG150:00

KC-97 ---Project "Firmground" -- 68:00

Special Training Month Remarks

The April training accomplishment of 98 percent of the planned program is considered very satisfactory. Priority one was NCR crew training and individual crew member upgrading . Due to the receipt of 2AF Operations Order "FIRMGROUND" after the submission of April Special Training program, the steam type RBS and high altitude actual photo-flash could not be accomplished as planned. The scheduled number of RBS runs was not accomplished as planned but rather in conjection with other missions. As a result of the missions flown on Operation "Firmground" it has been recomended that the tactics be changed for EWP missions assigned to this Wing.Reference Final Report on Operations Order 108-55,"Firmground", /Report is TOP SECRET, Subject Unclassified/

1. Rpt,"Wg Cmdr's remarks, Part V Air Tng Rpt", for Mo of Apr'55, & Wg Cmdr's Remarks ,Part I of Air Tng R pt for Mo of Apr'55, Exh # 6 & 7.
2. Ibid.
3. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Tactical Maintenance Summary

This wing possessed as of the end of April 1955, a total of 67 tactical aircraft as compared with 62 in March.[1] They were on hand for 47,737 hours and were maintained in commission for 39,373 hours during the month as against 38,004 in March.[2] The monthly aircraft in commission percentage was 82.5 and a total of 5.1 percent of the time aircraft were flown was recorded by this command in April, whereas in the previous month, they were in commission for a rate of 78.5, and a monthly percentage of time they were flown of 5.9.[3]

The following is a statistical comparison of aircraft operational and maintenance data as recorded by the 91st Wing during the months of March and April 1955:[4]

	March	April
Number of Aircraft on Hand	62	67
Number of Hours Aircraft on Hand	48,390	47,736
Number of Hours Aircraft in Commission	38,004	39,373
Number of Hours Aircraft Flown	2270:50	1995:10
Percentage of Time Aircraft in Commission	78.5%	82.5%
Percentage of Time Aircraft Flown	5.9%	5.1%
Number of Hours Aircraft Out of Commission Due to Maintenance	7645	5226
Number of Hours Aircraft Out of Commission Awaiting Parts	785	1982
Number of Landings Made	766	800

1. Rpt,"Form 110A,Mo Rpt of A/C Opns", Mar & Apr'55, prepp by Stat Svs,91 ABGp
2. Ibid.
3. Ibid.
4. Ibid.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BIBLIOGRAPHY OF SOURCES

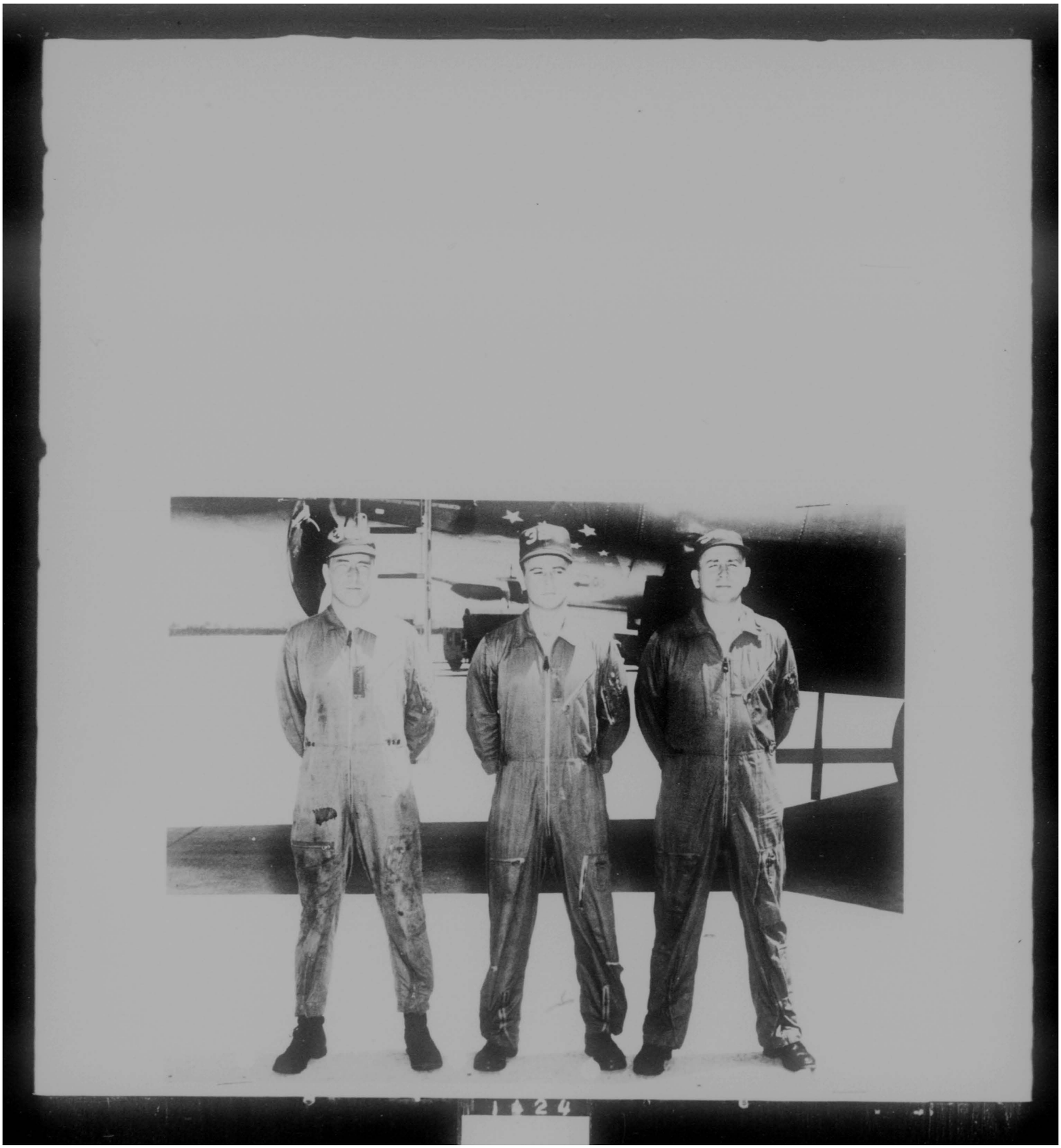
1. Special Orders File, 91st SW Gp
2. General Order File, 91st SW Gp
3. Regulation File, 91st SW Gp
4. Correspondence File, 91st SW Gp
5. General Order File, Second Air Force
6. General Order File, 801st Air Division
7. Special Order File, 801st Air Division
8. Statistical Reports, 91st SW Gp
9. The Strategist, Lockbourne Air Force Base
10. Regulations, Second Air Force
11. Regulations, Strategic Air Command
12. General Orders, Strategic Air Command
13. 91st SW Gp Historical Report, March 1953
14. 91st SW Gp Director of Operations
15. 91st SW Gp Director of Material
16. 91st SW Gp Comptroller
17. 91st SW Gp Director of Personnel
18. 91st SW Gp Adjutant
19. 801st Air Base Grp Statistical Services Office
20. 801st Air Base Group Testing Office

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The following picture shows the Squadron Flying Safety Officer who was picked as the Squadron Flying Safety Officer of the Month of April for the 91st Strategic Reconnaissance Wing, Major Louis Franch of the 323rd Strategic Reconnaissance Squadron, Medium.

1425

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

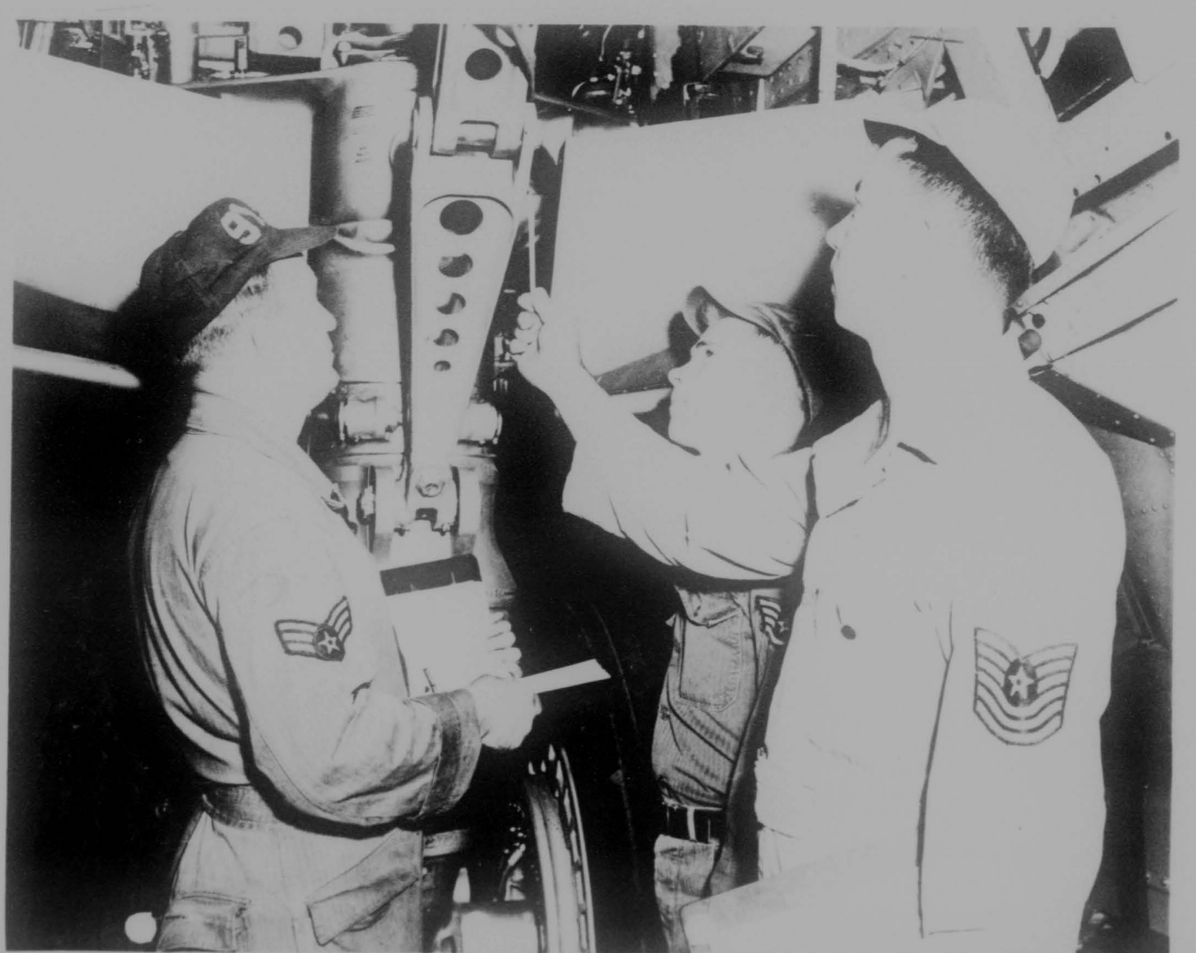
THIS PAGE IS DECLASSIFIED IAW EO 13526

Pictured here is the Maintenance Bar of the Month of April for the 91st Strategic Reconnaissance Wing, [illegible] Hugh D. Gordon, Line Chief of the 91st Periodic Maintenance Squadron.

1427

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

TRY BACK,' URGES THE 91st

'47 'Old Reliable' Finally Rests

By Lt. Col. Edward A. Timmins
Special To The Skyhawker

The "Old Reliable" of the 91st Strategic Reconnaissance Wing, RB-47 number 5270, has just been shipped out to the modification center at Tulsa, with a maintenance and performance record probably unmatched throughout the Strategic Air Command.

During its 16 months of duty in the 322nd Squadron, "Two-Seven-Oh" flew a total of 648:45 hours without a single engine change, and only one engine accessory—a fuel control valve—was replaced. The six - engined jet averaged 40:32 per month and accumulated 30 hours more than any other RB-47E in the wing.

T-Sgt. Joseph L. Young was crew chief for "Old Reliable's" first 11 months here and was succeeded by S-Sgt. Donald L. McHone when Young moved up to a supervisory position. A-1C Edwin A. Schuster has been Assistant Crew Chief for most of 270's assignment at Lockbourne Air Force Base.

The aircraft has seen extended duty in England, shorter TDYs to Goose Bay, Labrador, and Sidi Slimane Air Force Base, North Africa, and has twice been TDY to the Strategic Evaluation Squadron at MacDill AFB.

Throughout its tour, "Old Reliable" had but one ground abort, back in March 1954, with a minor fuel leak. It had not had an air abort attributable to the basic aircraft in the last 14 months of its assignment.

A-2C John Slater of 91st A&P was assigned to radar maintenance for most of 270's tour, without a single computer or stabilizer write-up until the aircraft surpassed 550 total hours. Prior to the reduction of engineering crews, A-2C Tom Hayes was on the maintenance team for the better part of a year.

During one TDY at Fairford AFB, United Kingdom, T-Sgt. Young's aircraft underwent the second of its four periodic inspections administered by dock crews of the 303rd Bomb Wing, who declared 270 the cleanest and best maintained aircraft they had worked on. This inspection took only three days and "Old Reliable" went on to accumulate some 55 hours that month.

The 322nd Squadron Standardization Board crew has been regularly assigned to "270," a coincidence which coupled the oldest three-man jet crew in SAC with the high time aircraft in the wing. Aircraft commander Maj. Robert H. Ahlborn and pilot Maj. Edson L. Garrabrants teamed up originally in RB-45s in January 1951. The observer, Lt. Col. Edward A. Timmins, joined the crew in April 1951. Together they have made four Atlantic crossings in "Old Reliable."

After undergoing the "IRAN" modification program at Tulsa, 270, one of the first dozen RB-47's built, is scheduled to return to its home squadron for more workhorse duty.

1429

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLEW SAFELY FOR A YEAR

Group, 91st Wing Accident-Free, Eligible For 'Hall Of Fame'

The 801st Air Base Group and Lockbourne-based 91st Strat Recon Wing have been flight accident-free for one year entitling them to entry in SAC Safety Division's Hall of Fame.

Travis AFB's 5th Air Base Group, air accident-free since July 1949, heads current standings in the Hall of Fame.

Entry into the "Hall" is gained when a unit completes one full year or more of accident-free flying.

Two Castle AFB units hold down second and third slots. The 43rd Air Base Group has been accident-free since November 1950, and the Second Strat Support Squadron recorded its last accident prior to April 1951.

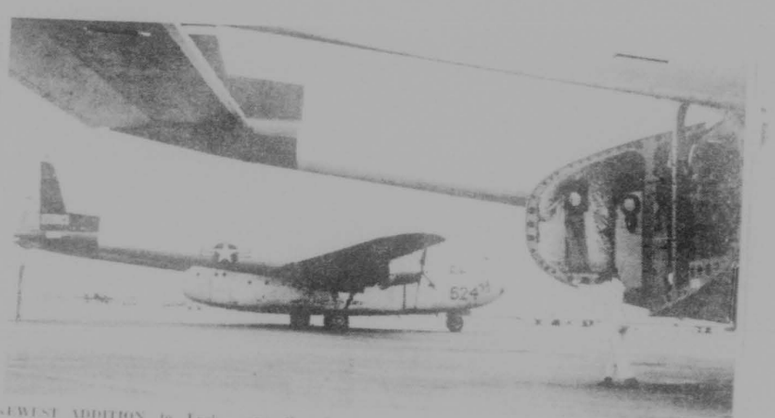
Seven units in the "Hall" have been accident-free for more than two years.

They are 802nd ABG, Smoky Hill; 720d SRW, Ramey; 340th ABG, Sedalia; 4000th ABG, Dog; Third Strat Recon Squadron and 301st Bomb Wing at Barksdale and the 812th ABG at Walker.

Units which have been accident-free over one year are: 5th AD, French Morocco; 22nd ABG, Ramey; 1st Strat Support Sq and 810th ABG, Biggs; 803 ABG, Davis Monthan; 7th AD U. K.; 9th ABG and 9th Bomb Wing, Mountain Home; 11th Bomb Wing, 824th ABG and 7th Bomb Wing at Carswell; 96th ABG, Altus; 4th Strat Support Squadron, Ellsworth; 806th ABG, Lake Charles; 42nd ABG, Loring and 92nd Bomb Wing, Fairchild.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



NEWEST ADDITION to Lockbourne's flight line are these C-119 Fairchild Flying Boxcars which have been designated as support aircraft for the two wings. Two C-119s have been assigned to each wing. The Boxcars have been here for six weeks. Capts. Gerald G. Davis and James G. Medley, of base operations have recently returned from Randolph AFB, Tex., where they took a 30-day course covering ground and flying techniques on the craft. Requirements to fly the C-119s, for instructor pilot—1500 hours total flying time, a minimum of 150 hours in a C-119 as first pilot time and 100 hours plus 15 take-offs and landings as first pilot in the preceding six months. To qualify for aircraft commander —500 hours total time, 100 hours multi-engine time, or 600 total hours and 200 multi-engine time, and a MTD course in the C-119 or the equivalent and 25 hours check-out time as first pilot. (USO Photo Lab.)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Base Officers Tour G E Plant In Cincinnati

IN THE J-47 assembly section, R. Sherman Greuter, Lockheed G.E. supervisor of the section, explains this jet engine to (left to right) Maj. W. K. Morgan, 26th Strat Recon Wing chief of maintenance; Capt. C. N. Rice, 91st Strat Recon Wing job control officer; Capt. E. W. Ramsey, 91st Air Force Group Information services officer; Maj. P. L. Schroeder, 26th Field Maintenance Squadron commander; and Lt. Col. R. G. Hall, 26th Strat Recon Wing deputy director of operations.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

WING COMMANDERS REMARKS

RCS:4-SAC-T12 PART III

AIR TRAINING REPORT FOR THE MONTH OF APRIL 1955

Concur with Squadron Commander's Remarks.

C M Eisenhart
CHARLES M. EISENHART
Colonel, USAF
Commander

Confidential

EXHIBIT EC

1435

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SQUADRON COMMANDER'S REMARKS CONT'D 91ST AREFS (M)

1 May 1955

(i) Additional material and personnel problems:
(1) (Personnel Equipment) shortage of personnel. Presently authorized one (1) officer and six (6) airmen. Present strength of one (1) officer and two (2) airmen is insufficient to care for and maintain the equipment alloted to our Squadron for maintenance and inspection.

(j) SAC Minimum Training Requirements not accomplished:
(1) Not applicable

(k) Non-combat ready crews capable of deploying:
(1) Three (3)

(l) Non-combat ready crew training:
(1) Crew M91-no flying time accomplished
Crew TDY at HHTU entire period

(2) Crew M90-14:20 hours crew TDY Advanced Survival 21 days

(3) Crew M92-21:10 hours-AC returned from 102 days TDY 17 Apr 1955

(4) Crew M89-5305 hours

(m) Flying time differences:

(1) None

(n) Special training month remarks:

	Requested	Accomplished	Percent
Hours	600	595	99
Sorties	100	106	106
Transition	250 hrs	161 hrs	64
Nav. Legs	23	66	236
Air Reflg. 40,000 lb	32	9	28
Under 40,000 lb.	32	67	209
Rendezvous	32	44	134

(o) Comments or recommendations of the Squadron Commander:
(1) Recommend that SAC Reg 60-9 and SAC Manual 66-12 be changed to indicate a command policy of scheduling crews with assigned aircraft insofar as is practicable.

MINOT GUILD
MAJ USAF
Commander

SAR 54-77
Copy of 27 copies
Page 2 of 2 pages

1436

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91st STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

WING COMMANDER'S REMARKS

PART V

AIR TRAINING REPORT FOR THE MONTH OF APRIL 1955

RCS: 3-SAC-T12

a. Hours flown performing missions ordered by higher headquarters:

(1)	Ferrying aircraft	18:00
(2)	Project "Firmground"	81:00
(3)	Aircraft assigned to 3908th SEG	150:00
	TOTAL	249:00

b. Flying hours lost due to adverse weather and local conditions:

(1) Low ceilings and high cross winds caused 6 sorties to be cancelled.

29 hours lost.

c. Restrictions imposed by AMC or SAC restricting normal training: None.

d. Combat crew member gains and losses:

(1) Crew members gained:

(a) One aircraft commander (for 70th SRW)

(b) Two Co-Pilots (for 70th SRW)

(c) Four Observers (Three for 70th SRW)

(2) Crew members lost:

(a) Three aircraft commanders. One transferred to Wing Staff; two transferred to 70th SRW.

(b) Two observers. One transferred to Wing Staff; one transferred to 70th SRW.

(c) One Co-pilot transferred to Wing Staff.

EXHIBIT B

1437

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

e. Crew member changes:

(1) Two co-pilots.

(2) Two observers.

f. New crews formed:

(1) R-41 - 1 April 1955

g. Crew status changes:

(1) N-01 to R-01, 15 April 1955, upgraded.

h. Standardization crews:

(1) 91st SRW - S76.

(2) 322nd SRS - S60.

(3) 323rd SRS - S20.

(4) 324th SRS - L81.

i. Material and Personnel problems affecting training:

(1) The forming of new crews in the three tactical squadrons has been greatly curtailed by the loss of three 2nd Lts (B-47 checked-out co-pilots, 51-19 trained with an average of 45 hours crew time in RB-47s) and two 2nd Lts (KC-97 locally trained co-pilots) to fill CCTS quotas for the 70th SRW. A great amount of time, effort and money has been lost by the Air Force by sending these officers to this training. In addition to the above losses, this Wing has five staff position vacancies which must be filled due to the recent transfer of staff personnel to the 70th SRW and higher headquarters. The Wing will lose two additional Lead Crews on 15 May 1955 to the 70th SRW. (To be used as 70th SRW Standboard Crews)

j. SAC minimum training requirements not accomplished: Not applicable; Special Training Month.

k. Non-combat ready crews capable of deploying:

(1) Three - N18, N27 and N29.

l. Non-combat ready crew training:

1438

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

TRAINING PROGRAMMED	TRAINING ACCOMPLISHED UNITS OF TRNG	CREWS	PERCENT
Hours - 1350	1372	47	100
Sorties - 220	233	47	100
Transition - 163	208	19	100
Photography - 264	663	43	100
Bombing - 140	124	44	89
Air Refueling - 64	93	31	100
Navigation - 65	97	37	100
Cell Missions - 32	40	32	100

(2) (a) Reference non-combat ready crew training and individual crew member upgrading: Crew N01 was upgraded to R01 on 15 April 55. Crew N17 - Observer completed 51-19 checkout - aircraft commander has not completed 51-19 and will have to be given extra transition before he can be qualified as aircraft commander. Crew N18 - completed 51-4 checkout this month, will be upgraded to CR in May. Crew N24- completed 51-4 check in April and will be upgraded to CR in May. Crew N25 - training was curtailed due to DNIF status of aircraft commander, They are scheduled for 51-4 check and upgrading to CR in May. Crew N27 - completed 51-19 and are scheduled for a 51-4 check in May. Crew N29 - completed 51-19 check and are scheduled for 51-4 check in June. Reason for delay for N29 is a scheduled surgical operation on the observer which will keep him on DNIF status most of May. Crew N42 - training curtailed due to the aircraft commander being on emergency leave for 7 days, the observer not returning from CCTS until 8 April 1955 and the co-pilot being sent to Advance Survival School on 18 April 1955. This crew flew 4:45 hours as a crew. In addition, the aircraft commander received 13:00 hours of transition and the observer received 5:10 hours as a student. Crew TP97 - the aircraft commander assigned has not completed CCTS. The co-pilot flew 10:50 hours and the observer flew 7:10 hours as student crew members. Crew TP98 - flew 27:15 hours and are scheduled to be upgraded to NCR in May. Crew TP99 flew 8:25 hours of crew time and are scheduled for upgrading in May. Reference individual crew member upgrading; five co-pilots upgraded to aircraft commanders in April. In addition, the following personnel not assigned to crews were flown in student status; co-pilots 53 hours, observers 17 hours; these personnel will be assigned to crews as soon as possible.

Confidential

1439

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) The following is a list of NCR crew flying time:

CREW	HOURS FLOWN	REMARKS
N01	8	Upgraded to Ready 15 Apr 55
N05	1	Observer on leave, A/C DNIF 20 days.
N17	8	A/C was unable to pass 51-19 check out. New A/C asgd 2 May.
N18	47	
N24	46	
N25	15	A/C DNIF 20 days.
N27	41	
N29	21	A/C DNIF 7 days.
N42	5	A/C on emergency leave for 7 days, co-pilot TDY advance survival 15 days.

m. Rescinded.

n. Field Training Operations: Not applicable.

o. Special Training Month remarks:

(1) The April training accomplishment of 98% of the planned program is considered very satisfactory. Priority one was NCR crew training and individual crew member upgrading (for these accomplishments see paragraph 3 above). Due to the receipt of 2AF Operations Order "FIRMGROUND" after the submission of the April Special Training program, the stream type RBS and high altitude actual photo-flash could not be accomplished as planned. The scheduled number of RBS runs was accomplished in conjunction with other missions. However, the fuel and weather requirements for high altitude actual photoflash missions prevented some of them from being accomplished in conjunction with other planned missions. As a result of the missions flown on Operations "Firmground" it has been recommended that the tactics be changed for EWP missions assigned to this Wing. Reference Final Report on Operations Order 108-55, "Firmground", /Report is TOP SECRET, Subject Unclassified/.

p. Comments of the Wing Commander:

(1) SAC Regulation 60-9 and SAC Manual 60-3 have established a monthly scheduling requirement and procedure to be used by Operations and Maintenance in developing the Wing monthly flying program. The steps and timing outlined have proven satisfactory. Development of the Wing monthly schedule is a joint operations and maintenance problem. In order for operations to give maintenance valid monthly and weekly requirements, they must develop their schedule by programming crews by name and date prior to the 60-9 meetings.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

If an attempt is to be made to have crews fly their assigned aircraft, it will be necessary for maintenance to schedule aircraft tail numbers prior to the 60-9 meetings. This can be done by having the Squadron Operations Officers coordinate their crew assignment by date with the maintenance scheduling officer. Taking into consideration the aircraft dock schedule, TOC requirements, and crew availability, they can jointly prepare a tenative crew and aircraft monthly program designed to permit crews to fly their assigned aircraft as often as possible. The job control section will review this preliminary schedule prior to the 25th day of the month. Any necessary changes in the aircraft tail numbers scheduled will be made by the job control section and presented at the monthly flight programming meeting. The scheduling committee will resolve these differences and develop the monthly flying program.

(2) It is recommended that SAC Regulation 60-9 and SAC Manual 66-3 be changed to facilitate and direct the maintenance and operations scheduling effort toward insuring that flight crews are scheduled to fly their assigned aircraft.

(3) In accordance with 2AF message DOTB 4435, dated 23 February 1955, the following information (relative to maximum load gunnery missions flown at SBS) is submitted:

(a) S77 - 700 - 430
(b) S55 - 700 - 400
(c) L71 - 700 - 400
(d) S82 - 700 - 534
(e) S20 - 700 - 50
(f) S39 - 700 - 700

C M Eisenhart
CHARLES M EISENHART
Colonel, USAF
Commander

Confidential

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OFFICE OF THE DIRECTOR OF MATERIEL
91ST STRATEGIC RECONNAISSANCE WING (H)
Lockbourne Air Force Base
Columbus 17, Ohio

26 April 1955

SUBJECT: Minutes of Flyaway Kit Panel Meeting

TO: Personnel Concerned

1. The monthly meeting of the Flyaway Kit Panel was held at 1330 hours 26 April 1955 in the 91st Wing conference room. Colonel Kelsay, Director of Materiel, conducted the meeting. The following personnel were present:

Colonel Kelsay	Director of Materiel
Lt Colonel Carter	Chief of Maintenance
Lt Colonel Wilms	Acting Commander, 324th Strat Recon Squadron
Major Alexander	Commander, 323rd Strat Recon Squadron
Major Dollinger	Acting Commander, 91st Air Refueling Squadron
Major Montag	Logistics Officer
Captain Bissinger	Maintenance Officer, 322nd Squadron
Lt Lubben	Flyaway Kit Officer
CWO Pusey	Maintenance Officer, 91st Air Refueling Sqd
WO Braswell	Maintenance Officer, 323rd Squadron
WO Jenkins	Maintenance Officer, 91st A & E Squadron
M/Sgt Abell	Line Chief, 324th Strat Recon Squadron
T/Sgt Wilkinson	Wing Staff Supply Section
T/Sgt Collison	Supply-Liaison Section

2. The percentages of the flyaway kits, as of 16 April, are: 91st Air Refueling Squadron, 97.5%; 322nd Strategic Reconnaissance Squadron, 95.1%; 323rd Strategic Reconnaissance Squadron, 96.6%; and 324th Strategic Reconnaissance Squadron, 96.4%.

3. Colonel Carter had the priority raised on the work order to Field Maintenance to put new wheels on the flyaway kit bins, but there is still a hold up on this work. Colonel Kelsay will check with Major Graham on this.

4. As requested at the last meeting, the authorization for photographic film was obtained from the Flyaway Kit Section and submitted to the Director of Operations for review. The present authorization is not

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

sufficient to meet the needs of the Wing. A flyaway kit change request, dated 7 June 1954, which increased photographic film authorization, was not carried forward to the new Flyaway Kit Master List. Captain Worden sent a message to Second Air Force 13 April 1955 asking whether this change request was still valid or whether a new change request should be submitted. To date no reply has been received.

5. The Flyaway Kit Section has been given a -4 handbook with instructions for requisitioning changes. This section has No. 1 priority on distribution of technical orders. The Flyaway Kit Section has been experiencing difficulty on modification of technical orders, particularly those which require depot modification. Base Supply has submitted supply difficulty letters on this subject. Colonel Carter stated that it would be too heavy a workload on the Field Maintenance shops to attempt modification at this base. If such were attempted, it would seriously affect the current operations of the Wing since the flyaway kits have priority over aircraft on work orders. Colonel Carter requested a memorandum from the Flyaway Kit Section on this subject, and he and Colonel Kelsay will check into the situation to find a solution.

CLYDE D. KELSAY
Colonel, USAF
Director of Materiel

1443

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
80lST AIR DIVISION
LOCK BOURNE AIR FORCE BASE
Columbus 17, Ohio

27 April 1955

SUBJECT: Minutes of Master Planning Board Meeting

TO : SEE DISTRIBUTION

1. A meeting of the Master Planning Board was held at 1500 hours, 27 April 1955, in Building S-414. Reference AFR 65-10 and 80lst AD Ltr Ord 839 dated 21 Apr 55.

2. Members present:

Brig Gen Hewitt T. Wheless	Hq 80lst Air Div
Colonel Harvey A. McDaniel, Jr.	Hq 80lst AD Gp
Colonel Charles M. Eisenhart	Hq 91st Strat Recon Wg
Colonel Robert E. Kimmel	Hq 80lst Air Div
Colonel Raymond W. Cassell	Hq 80lst Air Div
Colonel Louis P. Ensign	Hq 26th Strat Recon Wg
Lt Col Harris G. Nemorf	91st Tac Hosp
Major William P. Allbright	80lst Installation Sq
Major Meryl M. Finefrock	Hq 80lst AD Gp
Major Elton C. Folgate	80lst Operation Sq
Capt Frank A. Fischl, Jr.	80lst Installation Sq
Mr. King	80lst Installation Sq
Mr. Vogel	Project Engineer
Mr. Chapman	Project Engineer
2nd Lt Louis R. Lastrapes	USAF Inst Rep Officer
Mr. Shilling	USAF Inst Rep Officer

3. Members absent:

Brig Gen H. R. Sullivan	Hq 26th Strat Recon Wg
Colonel James T. Gribble, Jr.	Hq 26th Strat Recon Wg
Colonel Clyde S. Kolsky	Hq 91st Strat Recon Wg
Lt Col Stanley W. Charli	Hq 80lst Air Div
Lt Col Frederic E. Whitaker	Hq 80lst AD Gp
Lt Col Charles L. B. Evans	91st Tac Hosp
Lt Col David A. Washburn	USAF Inst Rep Officer

4. The following matters were presented to the board for consideration and action:

Enclosure 1

1444

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

a. Reviewed Military Construction Programs.

(1) FY-55 as programmed for construction.

(2) FY-56 as presented to Congress.

(3) FY-57 as approved by Secretary of Defense.

(4) The purpose of this review was to familiarize new members with construction proposed.

b. Siting of Facilities.

(1) Officers Dormitories, Club and Swimming Pool, as resited by Higher Headquarters. Area siting approved. Individual building arrangement subject to further study.

(2) Airmen's Dormitories, as resited by Higher Headquarters. Area siting approved. Individual building arrangement subject to further study, particularly encroachment on existing family quarters.

(3) Sentry Dog Facility. Sited approximately midway between airfield security fence gate and Ammo area gate.

(4) Diesel Fuel Storage and Dispensing Facilities, one (1) for each Wing. Approved in areas predetermined by Installations Engineer.

(5) Library, Higher Headquarters desires in close proximity to Service Club. Recommended as addition to Service Club if approved by Higher Headquarters.

(6) New Parachute Building. Approved recommendations to construct new facility and request deletion from MCO Program for addition to building.

c. Reviewed SAC Message 3470, 29282, Subject, Total Military Requirements Report (due 10 May 55). Decision required for preparation of report.

(1) Recommended all mobilization type structures constructed prior to FY-51 be replaced with permanent structures.

(2) Recommended that in addition to facilities authorized by "USAF Installation Facility Requirements Manual", the following facilities be included in report as a requirement:

1445

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(a) New Comptroller Building
(b) Aircraft Maintenance Control Building
(c) Consolidated Training Building.

4. Establish Master Plan for Community Area. To be based on long range planning. This feature deferred to subsequent meeting.

5. Meeting adjourned at 1645 hours.

HENRY T. WHELESS
Brig General, USAF
President

DISTRIBUTION:
1 ea Id Member
4 ea Historian

1446

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

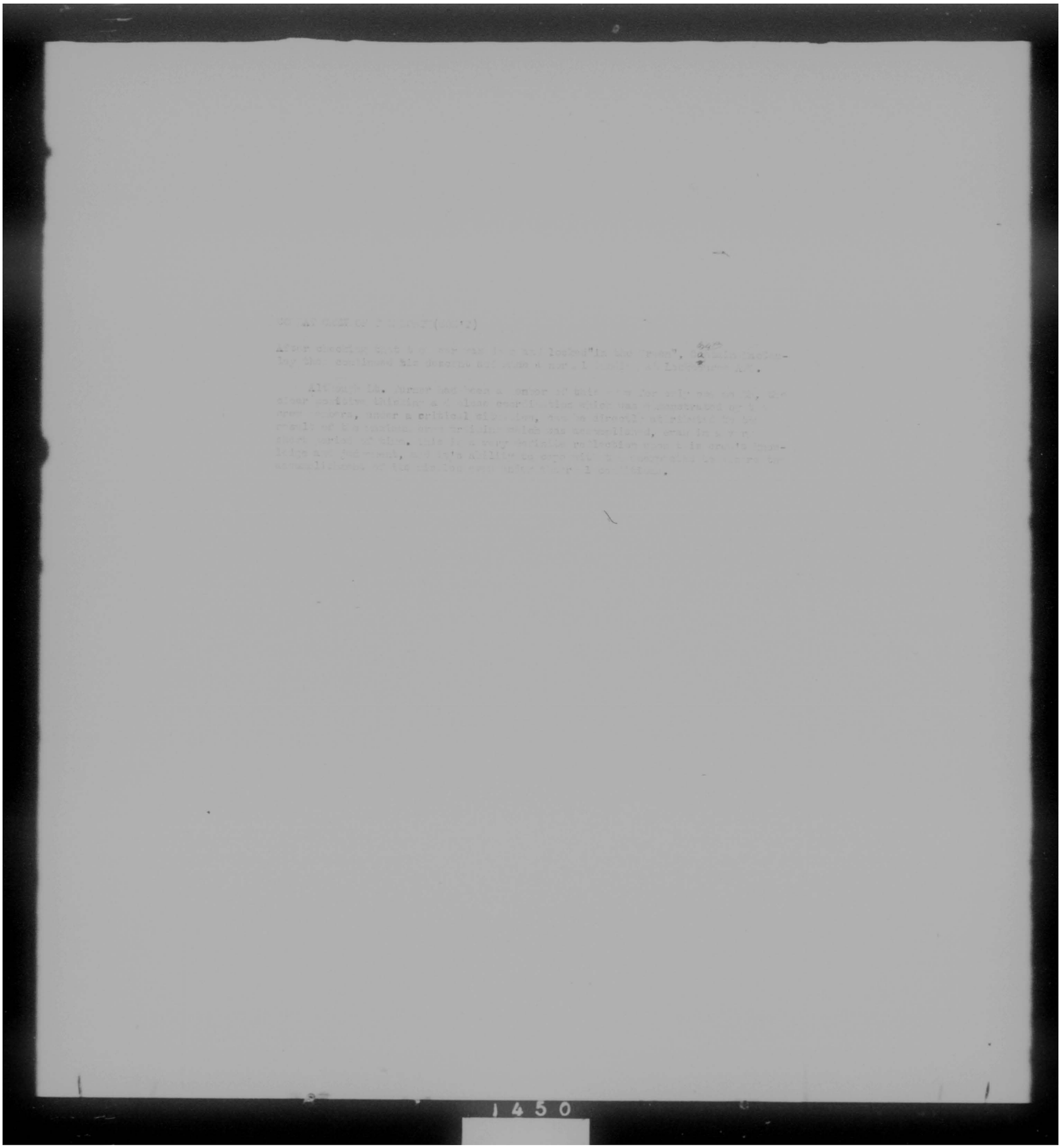
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Operations Order 114-55

HQ 91st STRAT RECON WG (M)
Lockbourne AFB
Ohio

EXHIBIT #11

1453

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
20 April 1955

(OPERATIONS ORDER)

NUMBER 114-55)

MAPS AND CHARTS: As required

TASK ORGANIZATIONS:

Hq Sq Sec 91SRW	Major Eugene A. Grauer
322d Strat Recon Squadron	Major James T. Chafin
323d Strat Recon Squadron	Major Arthur K. Alexander
324th Strat Recon Squadron	Lt Col John H. Archer
91st Air Refueling Squadron	Lt Col Clifford S. Hovik
91st Arm't and Elect Squadron	Lt Col Ernest C. Wade
91st Field Maint Squadron	Major Charles S. Graham
91st Periodic Maint Squadron	Major Thomas W. Broughton

1. GENERAL SITUATION: Lockbourne AFB is periodically threatened with severe weather phenomena such as high winds, thunder storms, hail storms, tornadoes, etc. It is necessary that all personnel of this command do everything to minimize damage to aircraft, buildings and equipment that may in anyway lessen the tactical capabilities of the 91SRW.

The skill and amount of observational data necessary to pinpoint a tornado to an area the size of an airfield are non-existent at the present time. The smallest area for which forecast results can be obtained is approximately 10,000 square miles. Thus the degree of probability of a tornado striking an Air Base located within a "Black" area is extremely limited. The cost of evacuation in terms of time, money, training lost, is usually prohibitive when balanced against the probability of a tornado

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

striking a particular Air Base. The policy of Strategic Air Command is to concentrate on protection of aircraft, and only very infrequently does protection against tornadoes include evacuation of aircraft.

This plan outlines sequential action to be taken as exemplified in paragraph 3, SAC Reg 55-32, dated 13 December 1954.

a. Intelligence: Omitted

b. Friendly Forces:

(1) Air Weather Service:

(a) Severe Weather Warning Center, Tinker AFB, Okla

(b) 26-5 Weather Detachment, Lockbourne AFB, Ohio

1. Insure that advisories issued by the Severe Weather Center and/or local forecast warnings are passed immediately to the 91SRW Control Room.

(2) 806th Air Division:

(a) Provide base facilities at Lake Charles AFB, La., for aircraft of this command that may be evacuated to Lake Charles AFB in accordance with provisions of this operations order.

(3) 813th Air Division:

(a) Provides base facilities at Pinecastle AFB, Fla., for aircraft of this command that may be evacuated to Pinecastle AFB in accordance with provisions of this operations order.

(4) 38th Air Division:

(a) Provides base facilities at Hunter AFB, Ga., for aircraft of this command that may be evacuated to Hunter AFB in accordance with provisions of this operations order.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(5) 340th Bomb Wing:

(a) Provides base facilities at Sedalia AFB, Mo., for aircraft of this command that may be evacuated to Sedalia AFB in accordance with provisions of this operations order.

(6) 8081st Air Base Group:

(a) Provides base support as required.

(b) Coordinates with Air Route Traffic Control Agencies for securing clearances as required (Base Operations).

2. MISSION: To minimize damage resulting from severe weather phenomena by:

a. Securing all ground equipment and facilities vulnerable to severe weather.

b. Evacuating flyable aircraft if such action is indicated.

3. TASKS FOR SUBORDINATE UNITS:

a. 322d SRS
323d SRS
324th SRS
91st ARS
Hq Sq Sec 91SRW

(1) Secure equipment and non-flyable aircraft.

(2) Implement procedures and activities as required by Phase I, II or III Alerts. Specific instructions pertaining to various stages of alerts are contained in Annex "A","B", and "C" of this order.

(3) Evacuate aircraft if directed.

(4) Maintain current evacuation folders for each assigned aircraft. Evacuation folders will specifically include the following items:

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2

(a) Flight Plans (no-wind).

(b) Loading lists.

(c) Weight and Balance Forms.

(d) Maps and Charts for all evacuation routes.

(e) Letdown instructions.

(f) Recall instructions.

(g) Partially completed clearance forms (DD-175).

(5) Insure that crews are briefed on the contents of this order at least once each 90 days.

b. 91st A&E Sq
91st FM Sq
91st PM Sq

(1) Secure equipment and non-flyable aircraft.

(2) Aid in preparing flyable aircraft for evacuation.

(3) Perform other tasks pertaining to Phase I, II or III Alerts as outlined in Annex "A", "B", and "C" of this order.

x. General:

(1) Upon receipt of "Severe Weather Warning Advisory" from Severe Weather Warning Center, and evaluating of local severe weather warnings, the Commander 801st Air Division shall direct the 91SRW to execute Phase I, II or III procedures. This does not preclude Commander, 91SRW (D/O) from evaluating conditions and taking what ever actions he deems necessary.

(a) Severe Weather Advisory. Those forecasts issued by the Severe Weather Warning Center, Tinker Air Force Base, Okla., the Offutt Weather Central, and/or the local base weather station. Advisories will normally be composed of two parts as follows:

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1. Black Area. Geographical areas for which one or more of the following elements are forecast:

   a. Tornadoes

   b. Hail of one-half inch diameter or more reaching the surface.

   c. Maximum surface wind gusts of 50 knots or more, accompanying severe thunderstorms which are expected as a result of frontal or squall line activity.

2. Red Area. Geographical areas for which one or more of the following are forecast:

   a. Forecasts of surface hail and thunderstorms of lesser intensity than those given for "Black" areas.

   b. Forecasts of hail and turbulence aloft.

   c. A summary of frontal and/or squall line activity in the areas affected by the Severe Weather Advisory.

(2) Non-flyable aircraft will be given priority on available hangar space.

(3) A minimum flight crew (aircraft commander and pilot -RB-47) (aircraft commander, pilot, flight eng or crew chief - KC-97) will be assigned to each non-flyable, unsheltered aircraft to aid the aircraft to ride out high winds by weather vaning the aircraft into the wind.

(4) Ground crew chief will accompany each RB-47 aircraft evacuated.

1458

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(5) KC-97 aircraft will be dispatched with the RB-47 aircraft on a 1 KC-97 to 2 RB-47 basis. Consistent with time available, KC-97 aircraft will evacuate with crew consisting of Pilot, Co-Pilot, Flight Engineer, two Scanners and Ground Crew Chief, other wise minimum crew as outlined in paragraph (3) above. If aircraft evacuate under minimum crew configuration, remaining crew members will be transported to evacuation base on succeeding KC-97 aircraft.

(6) The Senior KC-97 and RB-47 aircraft commander will be designated as Detachment Commanders for the respective type aircraft and personnel at each evacuation base, and will be responsible for aircraft maintenance and security, and will be in charge of all accompanying personnel to include messing and billeting. Each Detachment Commander will be required to have a copy of this order in his possession.

(7) Additional maintenance personnel and/or specialist support required in excess of evacuation base capabilities will be transported to evacuation base(s) utilizing first available airlift.

(8) Security:

Initial aircraft security will be accomplished by evacuating personnel. Additional requirements for security assistance that cannot be rendered by evacuation base will be airlifted by first available aircraft from resources of 801st Air Police Squadron. Minimum security requirements are one armed guard per two aircraft to maintain patrol at all times when maintenance or flight crew personnel are not present. Admittance to aircraft will be only by specific clearance

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

from Aircraft Commander or Crew Chief.

(9) The bases listed below will be utilized as evacuation bases in the event weather evacuation becomes necessary. The base to which aircraft will be evacuated will be assigned by the 2AF Controller at the time of evacuation, consistent with existing weather and number of bases evacuating:

(a) Lake Charles AFB, La.

(b) Hunter AFB, Ga.

(c) Pinecastle AFB, Fla.

(d) Sedalia AFB, Mo.

(10) All squadron commanders will insure that all personnel execute portions of Phase I procedures to include preliminary safeguards as mooring of aircraft, storage and stabilization of maintenance stands and equipment, and general policing of areas of responsibility prior to leaving duty stations at the completion of normal duty hours. Any equipment that could cause damage to other equipment, buildings or aircraft will be secured.

(11) The following data, extracted from TO 1-1-50, 13 June 1952, indicate the maximum velocities of surface winds or gusts which the listed aircraft can withstand while parked in unsheltered parking provisions:

Acft	Gross Weight	Max Wind Velocity (Kts)	Gross Weight	Max Wind Velocity (Kts)	Gross Weight	Max Wind Velocity (Kts)
RB-47	162,500#	140	125,000#	122	83,850#	100
KC-97	150,000#	80	120,000#	72	87,500#	61

(12) Reports:

(a) When decision to evacuate is made, 2AF Controller will be notified immediately of the ETD of first

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

departing aircraft, and thereafter will be advised of any change in the status of evacuation. 801st Air Division Director of Operations will be kept advised of action being taken.

(b) M-10, M-15, M-17, and M-27 reports will be submitted in accordance with SAC Manual 55-8G for aircraft evacuating.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. This order supersedes 91st SRW Operations Order 114A-53 which may be destroyed in accordance with AFR 205-1.

b. The following items will be carried aboard each aircraft:

(1) Down locks

(2) Wheel chocks

(3) Necessary navigation equipment

(4) Fuel to make return trip if possible.

(5) Mechanics tool kit

c. Spare parts will be furnished by Lockbourne when unavailable at evacuation base.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command:

(1) Normal

b. Communications:

(1) The SOCS system will be used whenever possible. In case of failure or unavailability of SOCS system, the following priority is established:

(a) Commercial telephone

(b) Military radio and teletype

(c) Commercial wire

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) UHF

(a) Normal Channelization

(b) Tactical Call Signs in accordance with SACCEI 2006.5 will be used.

(c) Normal CAA reporting will be effected.

(3) IFF in accordance with SAC Regulation 55-23, dated August 1954.

(4) Navigational Aids in accordance with Current Radio Facility Chart.

(5) Identification and Recognition in accordance with ACP 158 and SACCEI 2407.3C.

(6) Emergency Procedures in accordance with ACP 130, 135 and Current Radio Facility Chart.

(7) HF back-up frequency - 4270 kc.

ANNEXES
"A" Phase I Alert
"B" Phase II Alert
"C" Phase III Alert
Tab I - RB-47 Flight Plans
Tab II- KC-97 Flight Plans
Tab III-Weight & Balance Form (DD-365F) - RB-47
Tab IV -Weight & Balence Form (DD-365F) - KC-97

EISENHART
Colonel
Commander

DISTRIBUTION

CINC SAC	1	91SRW DO	1	Comdr 323SRS	5
Comdr 2AF	1	DOCO	3	Comdr 324SRS	5
Comdr 801ADiv	2	DOP	5	Comdr 91FM	2
Comdr 801ABGp	5	Historian	5	Comdr 91PM	2
Comdr 26-5 Wx Det	1	DM	5	Comdr 91A&E	2
Comdr 26SRW	2	Comdr 91ARS	5	Comdr Hq Sq Sec 91SRW	2
Comdr 91SRW	1	Comdr 322SRS	5	Comdr 806ADiv	1
Comdr 813ADiv	1	Comdr 38ADiv	1	Comdr 340 BWg	1

OFFICIAL:

Charles J. Adams, Maj

for WILLIAM G. TODD
Colonel USAF
Director of Operations

1462

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
20 April 1955

ANNEX A

TO

OPERATIONS ORDER

SERIAL NR 114-55

PHASE I ALERT

Annex "A" to
91SRW Opord 114-55
dtd 20 April 1955

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
20 April 1955

ANNEX A

TO

OPERATIONS ORDER

SERIAL NR 114-55

PHASE I ALERT

1. DEFINITION: Those actions which are required as preliminary safeguards due to seasonal or climatic occurances.

2. SEQUENTIAL ACTION AND RESPONSIBILITIES:

a. Lockbourne AFB automatically institutes Phase I Procedures at the end of each working day.

b. 26-5 Weather Detachment Advises 91SRW Control Room of any predicted changes in weather.

c. 91SRW Control Room maintain a current notification roster to include the following personnel. Roster will include names, duty and home telephone numbers. Personnel will be notified and kept advised of any predicted weather change in the priority indicated:

(1) Wing Commander

(2) Director of Operations

(3) Director of Material

(4) Commander, 322d SRS

Commander, 323d SRS

Commander, 324th SRS

Commander, 91st ARS

Commander, 91st Hq Sq Sec, 91SRW

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

d. 91st SRW Maintenance Control notifies and keeps advised the following personnel of predicted weather changes:

(1) Chief, Maintenance

(2) Commander, 91st FM Sq

(3) Commander, 91st A&E Sq

(4) Commander, 91st PM Sq

e. All Task Force Organizations (Comdrs: 322SRS, 323SRS, 324SRS, 91ARS, 91FMS, 91A&E, 91PMS, 91SRW Hq Sq Sec) will, prior to leaving duty stations at the end of normal duty day, insure that:

(1) All loose equipment such as maintenance stands, loading docks, trash cans, etc., are secured. This includes general policing of areas of responsibility for items that could cause damage in event of severe weather.

(2) Doors and windows are closed in all unoccupied buildings.

(3) All unit aircraft are secured, chocked, and control surfaces locked.

(4) Maintain a current personnel notification and recall roster.

1465

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
20 April 1955

ANNEX B

TO

OPERATIONS ORDER

SERIAL NR 114-55

PHASE II ALERT

Annex "B" to
91SRW Opord 114-55
dtd 20 April 1955

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
20 April 1955

ANNEX B

TO

OPERATIONS ORDER

SERIAL NR 114-55

PHASE II ALERT

1. DEFINITION: Those special actions which are required over and above Phase I actions to further protect aircraft and equipment from a specific existing threat.

2. SEQUENTIAL ACTIONS AND RESPONSIBILITIES:

a. Wing Commander or Director of Operations will direct:

(1) Phase II procedures be affected two (2) hours prior to the time that winds of sixty (60) knots or gusts to seventy-five (75) knots are predicted to arrive at the station.

(2) Establish command post in Wing Control Room.

(3) Insure that all duties specified in Phase I have been accomplished.

(4) Make initial report to 2AF Controller to include brief of progress and contemplated action. Significant changes will be reported as they occur. Upon completion 801st ADiv Director of Operations will be notified of contents of report.

b. All Task Force units:

(1) Institute personnel notification and recall plan.

(2) Man squadron command posts.

1467

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) Prepare all flyable aircraft for evacuation, including crew assignments, briefing, pre-flight, refueling and the accomplishment of clearances (DD-175).

(4) Place non-flyable aircraft in hangar in so far as space permits; those remaining will be headed into probable wind.

(5) Tactical Squadrons will report crews available for evacuation of aircraft to the Wing Control Room.

(6) Maintenance Control will report aircraft status to Wing Control Room.

(7) Wing Current Operations Officer will coordinate with tactical squadrons to assign crews to flyable aircraft. Squadrons will be responsible to assign required number of remaining crews to unsheltered, non-flyable aircraft to ride out the storm. Minimum crew requirements are:

(a) RB-47 aircraft: Aircraft commander and pilot.

(b) KC-97 aircraft: Aircraft Commander, Pilot, and/or Flight Engineer or Crew Chief.

If necessary #3 and #4 engines will be started to aid in keeping aircraft faced into the wind.

(8) Load equipment to be evacuated.

(9) Wing Current Operations Officer will provide Base Operations Officer with necessary data to secure block clearances.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
20 April 1955

ANNEX C

TO

OPERATIONS ORDER

SERIAL NR 114-55

PHASE III ALERT

Annex "C" to
91SRW Opord 114-55
dtd 20 April 1955

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
20 April 1955

ANNEX C

TO

OPERATIONS ORDER

SERIAL NR 114-55

PHASE III ALERT

1. DEFINITION: The evacuation of all flyable aircraft.

2. SEQUENTIAL ACTION AND RESPONSIBILITIES:

a. All duties indicated in Phase I and II will have been accomplished.

b. Wing Commander (Director of Operations) will direct evacuation of unit aircraft.

c. Tactical Organizations:

(1) Air crews are given final briefing and dispatched to assigned aircraft.

(2) All passenger personnel are loaded.

(3) Aircraft Commander will start engines and call tower for taxi and take-off instructions.

(4) Take-off instructions.

d. Evacuation base or bases to be utilized will be established by 2AF Controller.

e. Routes:

(1) Lockbourne to York OMNI to 38-00N 85-25W to Lake Charles AFB.

(2) Lockbourne direct to Sedalia AFB.

(3) Lockbourne to Hunter AFB via Greensboro VOR.

(4) Lockbourne to Pinecastle AFB via Greensboro VOR and Jacksonville VOR.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

f. Enroute Procedures:

(1) RB-47 aircraft

(a) Climb on course or as briefed at 96%.

(b) Cruise enroute at assigned altitude.

(2) KC-97 aircraft

(a) Climb 15° to right of direct course between Lockbourne and evacuation base at 195 IAS maintain this heading to level off at assigned altitude then fly course to evacuation base as indicated above.

(b) Cruise enroute at assigned altitude.

g. Let downs at evacuation bases will be in accordance with current Pilots Handbook.

h. Recall Procedures: Wing Director of Operations will evaluate current and forecast weather conditions and with the concurrence of Commander 801st Air Division will institute recall procedures. Airborne aircraft will receive recall instructions, "Return to Base", through Flight Service or ARTC. The SOCS system will be used to effect recall of those aircraft having landed at an evacuation base, in event of failure of SOCS system the following priority is established:

(1) Commercial telephone

(2) Military radio and teletype

(3) Commercial wire

1471

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
20 April 1955

TAB I

TO

ANNEX C

OPERATIONS ORDER

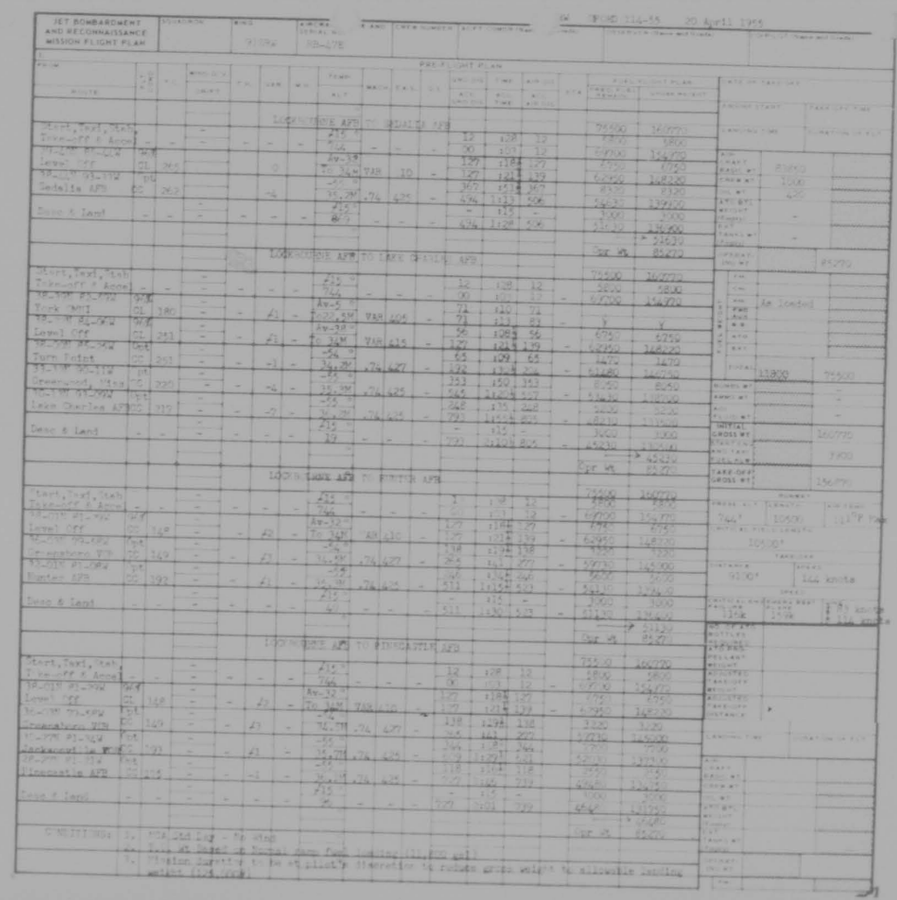
SERIAL NR 114-55

RB-47 FLIGHT PLANS

Tab I to
Annex "C" to
91SRW Opord 114-55
dtd 20 Apr 1955

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
20 April 1955

TAB II

TO

ANNEX C

TO

OPERATIONS ORDER

SERIAL NR 114-55

KC-97 FLIGHT PLANS

Tab II to
Annex "C" to
91SRW Opord 114-55
dtd 20 April 1955

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AIR FORCE NAVIGATOR'S LOG

913RW CF/ORD 114-55 26 Apr 55

PILOT NAVIGATION CREW NO. PLANE NO. ORGANIZATION TYPE DATE

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION

GASOLINE AT T. O. (U.S. GAL. AND LBS AT 6 LB.)	
ALTERNATE	
TIME TO ALTERNATE	HRS. M.
FUEL REQUIRED TO ALT.	GAL.

TAKE-OFF		LANDING		TIME FLIGHT	
MINS.	DATE	MINS.	DATE	H. M.	P. M.

Departure Lockbourne Destination Hunter Sedalia Pinecastle Lake Charles

OFFICIAL	NAVIGATOR
NAME	NAME

ALT. SETT.
DEP.
DEST.

WATER PASS. SHOW Plate No./Ser. GROSS LOAD

AT DIST. (DATE)

FLIGHT PLAN

FROM— TO—		TRUE COURSE	DRIFT	WIND D. / V.	TRUE HEADING	VAR	MAG. HEADING	TEMP. °C ALT.	IAS / TAS/M	G.S. (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
Lockbourne AFB (Climb 700 FPM)	(38-46N 82-32W)	164	-	-	164	#2	166	15M	185	185	65	:21			
Greensboro VOR	(36-03N 79-58W)	144	-	-	144	#2	146	15M	215	215	204	:57	1:18		
Jacksonville VOR	(30-27N (81-34W)	193	-	-	193	#1	194	15M	215	215	344	1:36	2:54		
Pinecastle	(28-27N 81-20W)	174	-	-	174	-1	173		205	205	119	:35	3:29		
											732				
		Lockbourne to Hunter													
Lockbourne AFB (Climb 700 FPM)	(38-46N 82-32W)	164	-	-	164	#2	166	15M	185	185	65	:21			
Greensboro VOR	(36-03N 79-58W)	144	-	-	144	#2	146	15M	215	215	204	:57	1:18		
Hunter	(32-01N 81-08W)	192	-	-	192	#1	193		210	210	248	1:11	2:29		
											517				
		Lockbourne to Lake Charles													
Lockbourne AFB, O (Climb 700FPM)	(38-46N 82-36W)	166	-	-	166	#2	168	15M	185	185	65	:21			
York OMNI	(38-39N 82-59W)	250	-	-	250	#1	251	15M	215	215	20	:06	:27		
Turn Point	(38-00N 85-25W)	251	-	-	251	-1	250	15M	215	215	121	:34	1:01		
Greenwood, Miss	(33-33N 90-11W)	220	-	-	220	-4	216	15M	215	215	353	1:38	2:39		
Lake Charles, La	(30-13N 93-09W)	217	-	-	217	-7	210		210	210	248	1:11	3:50		
											807				
		Lockbourne to Sedalia, Mo													
Lockbourne AFB (Climb 700FPM)	(40-00N 84-19W)	280	-	-	280	0	280	15M	185	185	65	:21			
	(39-40N 85-44W)	253	-	-	253	-1	252	15M	215	215	68	:19	:40		
Sedalia AFD, Mo	(38-44N 93-33W)	262	-	-	262	-4	258	15M	212	212	267	1:44	2:24		
											500				

1475

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

915RW OPORD 114-55 20 Apr 55

ENGINEER'S FLIGHT PLAN

DATE OF MISSION | TYPE(S) OF MISSION

WING | SQUADRON | AIRCRAFT: TYPE/MODEL/SERIES: EC-135G | COMPLETE SERIAL NO.

FIRST ENGINEER (Name and Grade) | SECOND ENGINEER (Name and Grade)

1. WEIGHT COMPUTATIONS

a. ACFT BASIC WT	89144
b. OIL, ENG (On Edg)	1100
c. OIL, JET	
d. CREW (@ 250)	2000
e. AMMO (50%)	-
f. CARGO	
g. MISC	
h. FUEL RESERVE	25685
i. MIN LANDING WT	117813
j. OFFLOAD FUEL	
k. AMMO (50%)	
l. BOMBS	
m. CHAFF	
n. OIL USED	100
o. FUEL EXPENDABLE	112247
p. TAKE-OFF GROSS WT	

2. DENSITY (Lbs)

6.7 per Gal

3. TAKE-OFF DATA

Unstick = 115 IAS
Acc & Stop Dist = 4800 ft
Unstick Dist = 2825 ft

4. TOTAL LOAD (Lbs)

37,700

5. REQUIRED (Lbs)

12,115*

6. RESERVE (Lbs)

25,585*

7. ON-LOAD (Lbs)

8. REMARKS * - Route #1

Rate/Dec - 395 ft/min Route #1
500 ft/min Routes 2,3 & 4

Route #1 Left to Hinson

Route #2 To Hinson

A	B	C	D	NO WIND PLAN E	F	G	H	I	WIND PLAN J	K	L
CONDITION	H_p OAT	BHP RPM	TOTAL FUEL FLOW*	Δ TIME	Δ FUEL USED	GROSS WEIGHT	KAS V_T (K)	AIR DIST	Δ TIME	Δ FUEL USED	GND DIST
	$\sqrt{\theta}$			TOTAL	TOTAL USED	130,047	GS	TOTAL	TOTAL	TOTAL USED	TOTAL
1. MTTO	744/1244	1500	M 268#/Min		750		-	-		+	
	15	2700	J 1359/Min	:39	2510	- 1,020	-				
	-	247	T	1:02	1020	129,027	-	-			
2. TO	1244/1500	2650	M				182	44		+	
	-8	2550	J 1258/Min	:14	1750	- 1,750	189				
	1.274	198	T	1:16	2770	121,277	-	44			
3.	35000	1560	M				197	215		+	
	-35	1885	J 2800	1:00	2800	- 2,800	215				
CR#1	1.261	158	T	1:16	5570	124,477	-	259			
4.	35000	1520	M				196	214		+	
	-35	1840	J 2720	1:00	2720	- 2,720	214				
CR#2	1.261	158	T	2:16	8290	121,757	-	473			
5.	35000	1490	M				195	140		+	
	-35	1800	J 2660	:39	1730	- 1,730	213				
CR#3	1.261	158	T	2:55	10020	120,027	-	613			
6.	35000/36000	1150	M				194	119		+	
	-3	1750	J 2020	:37	1245	- 1,245	193				
CR#1	1.246	112	T	3:33	11265	118,782	-	732			
7.	3000/36	-	M 600#/							+	
	-	2350	J 10 Min	:10	600	- 600		-			
TD	-	-	T	3:42	11865	118,182		-			
8.	36	-	M 25#/							+	
RT	-	-	J Min	:10	250	- 250		-			
	-	-	T	3:52	12115	117,932		732			
9.			M							+	
			J								
			T								
10.	15000	1560	M				197	215		+	
	-15	1885	J 2800	1:00	-	-	215				
CR#1	1.261	158	T	1:16	5570	124,477	-	259			
11.	15,000	1520	M				196	180		+	
	-15	1840	J 2720	:50	2270	- 2,270	214				
CR#2	1.261	158	T	2:06	7840	122,207	-	439			
12.	15000/36000	955	M				195	78		+	
	-3	1750	J 1740	:24	695	- 695	194				
CR#1	1.246	104	T	2:30	8535	121,512	-	517			
13.	3000/40		M 600#/							+	
			J 10 Min	:10	600	- 600		-			
TD			T	2:40	9135	120,912		-			
14.	40	-	M 25#/							+	
	-	-	J Min	:10	250	- 250		-			
RT	-	-	T	2:50	9385	120,662		517			

SAC FORM 316 (8 MAY 54) REPLACES SAC FORM 60-16, 1 AUG 51, WHICH IS OBSOLETE.

Air Force - SAC, OMAHA (2-12MAY54)

1476

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

LAFB TO LAKE CHARLES APT, LA

LAFB TO USFAA APT, MC

RT #6

	A	B	C	D	NO WIND PLAN E	F	G	H	I	WIND PLAN J	K	L
	CONDITION / ALT ft	M_E OAT V/F	BHP RPM ENG F/F	TOTAL FUEL FLOW	Δ TIME TOTAL	Δ FUEL USED TOTAL USED	GROSS WEIGHT	EAS V_T (K) GS	AIR DIST TOTAL	Δ TIME TOTAL	Δ FUEL USED TOTAL USED	GND DIST TOTAL
15.	15000			M								
	CR#2 -15			J -								
	1,261			T	2:16	9290	121,757	-	473			
16.	15,000	1485		M								
	CR#3 -15	1800		J 2650	1:12	9180	- 3,180	195 213	257			
	1,261	158		T	3:28	11470	118,577	-	730			
17.	15000/3000	940		M								
	-	1750		J 1720	:24	+ 690	- 690	194 193	77			
	DS#1 1,146	102		T	3:52	12160	117,887	-	807			
18.	3000/19	-		M 600#/	:10	+ 600	- 600	- -	-			
	LD -	2350		J 10 Min	4:02	12760	117,287	-	-			
	-	-		T								
19.	19	-		M 25#/	:10	+ 250	- 250	- -	-			
	RT -	-		J Min	4:12	13,010	117,037	-	807			
	-	-		T								
20.				M								
				J								
				T								
21.				M								
				J								
	CR#1 -	-		T -	1:16	5570	124,477	-	259			
22.	15000	1520		M								
	CR#2 -15	1840		J 2720	:46	+ 2085	- 2,085	196 214	163			
	1,261	158		T	2:02	7655	122,392	-	422			
23.	15000/3000	955		M								
	-3	1750		J 1740	:24	+ 695	- 695	195 194	78			
	DS#1 1,146	104		T	2:26	8350	121,697	-	500			
24.	3000/869	-		M 600#/	:10	+ 600	- 600	- -	-			
	-	2350		J 10 Min	2:36	8950	121,097	-	-			
	LD -	-		T								
25.	869	-		M 25#/	:10	+ 250	- 250	- -	-			
	-	-		J Min	2:46	9200	120,847	-	500			
	RT -	-		T								
26.				M								
				J								
				T								
27.				M								
				J								
				T								
28.				M								
				J								
				T								
29.				M								
				J								
				T								
30.				M								
				J								
				T								
31.				M								
				J								
				T								
32.				M								
				J								
				T								
33.				M								
				J								
				T								
34.				M								
				J								
				T								
35.				M								
				J								
				T								
36.				M								
				J								
				T								

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
20 April 1955

TAB III

TO

ANNEX C

TO

OPERATIONS ORDER

SERIAL NR 114-55

WEIGHT AND BALANCE FORM (DD-365F)

RB-47

Tab III to
Annex "C" to
91SRW Opord 114-55
dtd 20 April 1955

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

RESTRICTED (When filled in) SECURITY INFORMATION 91SRW CPORD 114-55 20 Apr 55

WEIGHT AND BALANCE CLEARANCE FORM F
TACTICAL
(USE REVERSE FOR TRANSPORT AND CARGO MISSIONS)

FOR USE IN AN 01-1B-40

DATE	AIRPLANE	FROM
	RB-47E	Lockbourne AFB, Ohio
MISSION	SERIAL NO.	TO Sedalia AFB, Mo Finecastle AFB, Fla Lake Charles AFB, La Hunter AFB, Ga

REMARKS
Duration of flight at pilot's discretion to reduce Gr Wt to max allowable landing weight. (125,000)

Init Gr Wt: 160770#
Max Ldg Wt: 125000#
Fuel Used: 35770#

Opr Wt: 85,270#
Fwd Main 12,000#
C. Main 12,000#
Aft Main 15,730
Land Wt 125000#

COMPUTER PLATE NO. (If used)

REF	ITEM	WEIGHT	INDEX OR MOM
1	BASIC AIRPLANE (From Chart C)	83800	420
2	OIL (56.4 Gal.) @ 7.5#/Gal	420	420
3	DISTRIBUTION OF LOAD		

COMPT.	CREW NO.	CREW WEIGHT	BAGGAGE	CARGO AND MISC.	WEIGHT	INDEX OR MOM
A	1	250			250	410
B	3	750			750	380

Pertinent instructions to the pilot for shifting load and crew during takeoff and landing should be noted above.

CORRECTIONS (Ref. 11)

COMPT.	ITEM	CHANGES (+ or −) WEIGHT	INDEX OR MOM
	Fwd Main	1300	+ 1.7
	Cntr Main	1300	− .4
	Aft Main	1300	− 2.9
	TOTAL WEIGHT REMOVED	− 3900	− 3.3
	TOTAL WEIGHT ADDED	+ 0	+ 1.7
	NET DIFFERENCE (Ref. 11)	−3900	−1.6

LIMITS

GROSS WEIGHT TAKEOFF (lb.) 185,000	GROSS WEIGHT LANDING (lb.) 125,000	
PERMISSIBLE C.G. TAKEOFF	FROM 16.2	TO (% M.A.C.) 32
PERMISSIBLE C.G. LANDING	FROM 10.5	TO (% M.A.C.) 32

4	AMMUNITION: COMPT. / ROUNDS / CALIBER		
5	OPERATING WEIGHT	85270	380
6	BOMBS, ROCKETS, ETC.: FORWARD Main 2954 Gal	18900	011
	CNTR Main 2874 gal	18390	050
	AFT Main 3445 gal	22045	758
	Fwd Aux 990 gal	6340	560
	~~EXTERNAL~~ Fwd B.B.00 gal	0000	560
	~~ROCKETS~~ Aft B.B.1017 gal	6510	608
7	FUEL: ~~BULLIN~~ (ATO Tk 520 Gal.)	3315	680
	~~BOMB BAY~~ (Total 11,800 Gal.)	75500	680
	EXTERNAL (Gal.)		
8	WATER INJ. FLUID (Gal.)		
9	JATO OR RATO		
10	TAKEOFF CONDITION (Uncorrected)	160770	680
11	CORRECTIONS (If required) St, Taxi, TO	3900	16
12	TAKEOFF CONDITION (Corrected)	156870	664
13	TAKEOFF C.G. IN % M.A.C. 25.3%		
14	LESS EXPENDABLES: JATO OR RATO		
	BOMBS		
	AMMUNITION		
	FUEL Used	35770	677
15	ESTIMATED LANDING CONDITION	125000	677
16	ESTIMATED LANDING C.G. IN % M.A.C. 27.5%		

COMPUTED BY 91SRW Tac Plans
WEIGHT AND BALANCE TECHNICIAN Capt [illegible] Layne
PILOT

1 Enter constant used.
2 Enter values from current applicable TO.
3 Applicable to gross weight (Ref. 12).
4 Applicable to gross weight (Ref. 15).

DD FORM 1 AUG 50 365F 16-67910-1 RESTRICTED (When filled in)

1479

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
20 April 1955

TAB IV

TO

ANNEX C

TO

OPERATIONS ORDER

SERIAL NR 114-55

WEIGHT AND BALANCE FORM (DD-365F)

KC-97

Tab IV to
Annex "C" to
91SRW Oporд 114-55
dtd 20 April 1955

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

RESTRICTED (When Filled in) SECURITY INFORMATION 913RW OPORD 114-55 20 Apr 55

WEIGHT AND BALANCE CLEARANCE FORM F
TRANSPORT AND CARGO
(USE REVERSE FOR TACTICAL MISSIONS)

FOR USE IN AN 01-1B-40

DATE | AIRPLANE: KC-97G | FROM: Lockbourne AFB Ohio
MISSION | SERIAL NO. | TO

PRELIMINARY ESTIMATE	WEIGHT
ALLOWABLE GROSS WEIGHT	175000
TOTAL AIRPLANE AND FUEL WEIGHT (Ref. 11)	130047
ALLOWABLE LOAD (Ref. 18)	44953

LIMITS

† GROSS WEIGHT TAKEOFF (lb.)	† GROSS WEIGHT LANDING (lb.)
175000	130000

* PERMISSIBLE C.G. TAKEOFF	FROM 18.5	TO (% M.A.C.) 30.5
* PERMISSIBLE C.G. LANDING	FROM 18.5	TO (% M.A.C.) 30.5

† Enter constant used.
* Enter values from current applicable TO.
* Applicable to gross weight (Ref. 15).
* Applicable to gross weight (Ref. 18).

ITEM		WEIGHT	† INDEX OR MOM
1	BASIC AIRPLANE (From Chart C)	89147	793
2	OIL (160 Gal.)	1200	759
3	CREW (No.) 8 @ 250	2000	678
4	CREW'S BAGGAGE		
5	STEWARD'S EQUIPMENT		
6	EMERGENCY EQUIPMENT		
7	EXTRA EQUIPMENT		
8	OPERATING WEIGHT	92347	6730
9	TAKEOFF FUEL (6500 Gal.)	37700	701
10	WATER INJ. FLUID (Gal.)		
11	TOTAL AIRPLANE AND FUEL WEIGHT	130047	701

REMARKS

Crew:
A-5
B-1
M-2

Fuel - 115/45
Inb - 17,700#
Out - 20,000#

12 DISTRIBUTION OF ALLOWABLE LOAD

UPPER COMPARTMENTS				LOWER COMPARTMENTS			
COMPT.	PASSENGERS NO.	PASSENGERS WEIGHT	CARGO	COMPT.	PASSENGERS NO.	PASSENGERS WEIGHT	CARGO

COMPUTER PLATE NO. (If used) E1035

CORRECTIONS (Ref. 14)

COMPT.	ITEM	CHANGES (+ or −) WEIGHT	† INDEX OR MOM
TOTAL WEIGHT REMOVED		−	−
TOTAL WEIGHT ADDED		+	+
NET DIFFERENCE (Ref. 14)			

13	TAKEOFF CONDITION (Uncorrected)	130047	701
14	CORRECTIONS (If required)		
15	TAKEOFF CONDITION (Corrected)	130047	701
16	TAKEOFF C.G. IN % M.A.C.	23.0%	
17	LESS FUEL 115/145 (4 hrs)	12111	692
18	ESTIMATED LANDING CONDITION	121832	692
19	† ESTIMATED LANDING C.G. IN % M.A.C.	22.2%	

COMPUTED BY: J.E. Bluford T/Sgt

WEIGHT AND BALANCE TECHNICIAN

PILOT

DD FORM 1 AUG 50 365F

RESTRICTED (When filled in)

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HISTORICAL REPORT

MAY 1955

91ST STRAT. RECON. WING

91st STRATEGIC RECONNAISSANCE WING

LOCKBOURNE AIR FORCE BASE

SECRET

S12528

9296

SL 2098

20 AF BARKSDALE AFB, LA. NOV. 52-8768

1486

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Classification: SECRET
Authority: Cdr, 91st Strat Recon Wg.
Initials: G.G. Brenner
Date: 2 Jul 55

SECRET

HISTORICAL REPORT

FOR

MAY 1955

91ST STRATEGIC RECONNAISSANCE WING (M)

LOCKBOURNE AIR FORCE BASE, OHIO

RSI
S12528

SECRET

SL 2058

3-2442-2A

1487

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TITLE PAGE

91st Strategic Reconnaissance Wing, Medium

(801st Air Division)

(Second Air Force)

Lockbourne Air Force Base, Ohio

For Period: 1 to 31 May 1955

Assigned Units:

Hq Sq, 91st Strategic Reconnaissance Wing, Medium
91st Tactical Hospital
91st Air Refueling Squadron, Medium
322nd Strategic Reconnaissance Squadron, Medium
323rd Strategic Reconnaissance Squadron, Medium
324th Strategic Reconnaissance Squadron, Medium
91st Field Maintenance Squadron
91st Periodic Maintenance Squadron
91st Armament and Electronics Maintenance Squadron

This Report Prepared by:

George A. Brimmer
GEORGE A. BRIMMER
Major, USAF
Historian

and

A/2C Walter P. Wagner
Historical Technician

This Report Approved by:

for Robert E. Brimmer
CHARLES M. BISEHART
Colonel, USAF
Commander

1488

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TABLE OF CONTENTS

Title Page.....I

Table of Contents.....II

Authority.....III

Glossary of Abbreviations Used.....IV

Narrative Section

Organization and Administration.....1

Personnel.....2

Operations and Training.....6

Mission Analysis.....16

Maintenance and Supply.....17

Bibliography of Sources.....18

Photographic Section.....19

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

AUTHORITY

This Historical Report is prepared in accordance with the following regulations and manuals:

SAC Regulation 210-1, dated 7 October 1952

SAC Manual 210-1, dated June 1951

2AF Regulation 210-1, dated 1 July 1954

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AWOL	Absent Without Leave
AB	Air Base
Amn	Airmen
Auth	Authorized
Col	Colonel
Cmdr	Commander
D/Opns Trg Sect	Director of Operations Training Section
D/Opns	Director of Operations
Dtd	Dated
Hqs	Headquarters
Lt Col	Lieutenant Colonel
Maint	Maintenance
(M)	Molium
Offs	Officers
Orgn	Organization
RB	Reconnaissance Bomber
Recn	Reconnaissance
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Strat	Strategic
2AF	Second Air Force
Wg	Wing

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary of Abbreviations Used (Continued)

Abbreviations Used in Aircraft Operations

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit . Only those crews which a unit commander would use for the actual combat operations will be used in this sense.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit,but which is capable of conducting operational training flights.

Potential Crew. A complete combat crew which can not be reported as combat ready or non-combat ready because of the limitations imposed by the definitions of crews. The number of crews considered in this category will represent the maximum number of crews which can be formed from the available resources of the unit excluding those crews reported as Table of Distribution staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters, Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade,or other factors,which make crew utilization unprofitable.

In-Commission. An aircraft is in commision when it is capable of performing normal flight operations.

Evaluation Missions. A mission which is flown to evaluate reconnaissance crew reconnoitering capability, to test new procedures and techniques,etc.

Long Range Tactical Mission. A mission of at least ~~12~~ 10 hours duration accomplished by an individual crew or crews, which emphasizes cruise control techniques and procedures, navigation under simulated tactical conditions aerial and radar scope photography,etc.,and is not to be considered as a unit or simulated combat mission.

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current Strategic Air Command tactical war plan or any assigned unit simulated combat mission of equal scope flown in accordance with training directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary Of Abbreviations Used (Continued)

Abbreviations Used in Photo Reconnaissance

Multi-Camera Station. This set id made up of four(4) K-38 cameras fitted with 36 inch lens cones. The cameras make photographs nine (9) by 18 inches, and are so mounted so that when the four(4) pictures are placed end to end, they make one(1) continuous photograph nine(9) by 72 inches. There is less th one (1) inch overlap on each of the prints. The multi-camera s make extremely large sc le photographs of any given target area and are used for detailed study of a target. The minute detail is of great value to intelligence offic

Tri-Metrigon Station. The tri-metrigon system is a combination of three(3) cameras of short focal length lenses. In the case of the 91st Wing, they are K-32s fitted with six(6) inch lens cones and are so mounted so that one unit shoots down and the other two make left and right hand oblique photos. They are mounted at 60 degrees, and when the three(3) pictures are placed together they make one (1) continuous print covering the area from horizon to horizon. The print size of each photo is nine (9) by nine(9) inches. Tri-metrigon photography plays an important role in photo r phy in that a strip of it can be made into a complete photomap. When used over new areas of enemy territory the Intelligence people can locate troop concentrations, installations, transt systems, and ferr t out many other items of value. The limitations of the information gained from this photography is in direct proportion to the qu lity of the photogr phs and the accuracy of the photo logs kept by the photo-navig tor.

Forward Oblique Camera Station. The forw rd oblique c mera position is a K-22 camera fitted with a 12 inch lens cone. The camera shoots forward of the aircraft and is depressed 45 degrees from horizontal. Photographs taken with this c camera position on an initial point to target run for example, will give a graphic presentation to a bombardier of just what he will see on his bombing run. The photographs taken with this camera are of special value to light bombardment and fighter-bomber units. From altitudes above 10,000 feet, entire airfields and large inst llations can easily be photographed. The picture taken in this position in conjunction with other two(2) installations give full and complete coverage of the target area.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ORGANIZATION AND ADMINISTRATION

Organizational Structure

The following units were assigned or attached to the 91st Strategic Reconnaissance Wing, Medium, at Lockbourne Air Force Base, Ohio as of 2359 hours, 31 May 1955:

Headquarters Squadron Section, 91st Strategic Reconnaissance Wing, Medium

91st Air Refueling Squadron, Medium

91st ~~Tactical~~ Tactical Hospital

322nd Strategic Reconnaissance Squadron, Medium

323rd Strategic Reconnaissance Squadron, Medium

324th Strategic Reconnaissance Squadron, Medium

91st Field Maintenance Squadron

91st Periodic Maintenance Squadron

91st Armament and Electronics Maintenance Squadron

Key Wing Personnel

There were no changes among key wing personnel in the month of May although there were many changes in the lower echelons. A large number of men were again lost to the 70th Strategic Reconnaissance Wing, which is being formed on this base. The reconnaissance squadrons are losing an especially large number of men and many of these are highly trained rated officers and crew members. The ~~affect~~ effect of this loss is bound to be felt within the wing in the near future.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

PERSONNEL

Personnel Strength

As of 2359 hours, 31 May 1955, a total of 1890 individuals was assigned to the 91st Strategic Reconnaissance Wing, Medium at Lockbourne Air Force Base, Ohio.[1] This figure did not include the 91st Tactical Hospital or the 801st Air Base Group. Of the 1890 individuals assigned to this command as of 31 May 1955, 376 were officers and 1514 were airmen.[2] These figures reflected the following changes over the number of personnel assigned as of the end of April 1955:[3] Fourteen (14) officers were lost and 19 airmen were gained for an overall gain of five (5) individuals.

The following is a comparison of authorized versus assigned strength of this wing as of 31 May 1955:[4]

	TOTAL AUTH	TOTAL ASGD
Officers	401	376
Airmen	1551	1514
Total	1952	1890

Roster of Key USAF Personnel

On the following page will be found a roster of key USAF personnel assigned to the Wing as of 2359 hours, 31 May 1955.[5] As will be noted, no changes took place from the previous month among these personnel.

1. Weekly Mean Strength Rpt, May'55, prep by Stat Svs, 801st ABGp
2. Ibid.
3. Rpt,"Status of Off & Amn",May'55, prep by 91SRWg DP
4. Ibid.
5. Rpt,"Roster of Key USAF Personnel", May'55, prep by 91SRWg DP

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ROSTER OF KEY USAF PERSONNEL OF THE 91ST STRATEGIC RECONNAISSANCE WING AS OF 31 MAY 1956

Wing Commander	EISENHART, CHARLES H.
Deputy Commander	BURKE, WILLIAM
Adjutant	BRENNER, GEORGE A.
Comptroller	ANDREWS, HARRIS C.
Director of Personnel	DOUGHTY, DAVID P.
Intelligence Officer	PETERSON, NILS G.
Director of Operations	TODD, WILLIAM E.
Director of Material	KELSAY, CLYDE B.
CO-322nd SRS	CHAVIN, JAMES T. Jr.
CO-323rd SRS	ALEXANDER, ARTHUR
CO-324th SRS	ARCHER, JOHN H., Jr.
CO-91st ARS	HOVIE, CLIFFORD S.
CO-91st Field Maintenance Squadron	GRAHAM, CHARLES S.
CO-91st Periodic Maintenance Squadron	PERRYMAN, CHARLES F.
CO-91st A&E Maintenance Squadron	WADE, ERNEST C.
Hq Sq Section, 91st SRWg-CO	GRAUER, EUGENE A.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SAC Rating System

The Personnel Portion of the SAC Rating System saw the following scores achieved by the 91st Strategic Reconnaissance Wing in the month of May 1955:[6]

The officer in required specialities prediction score was 50%. Withdrawl of officer personnel to man the 70th Wing, overseas assignments, and higher headquarters committments are limiting factors.

The airmen in req ired specialities of direct support score prediction was 30%, indirect support 40%. Shortage of trained personnel. OJT training is good. Upgrading is being emphasised.

- A vigorous reenlistment program is being emphasized, use is made of brochures, airmen interviews, and sales talks in briefing on career benefits. All officer personnel are being made aware of the reenlistment problem and suggestions are given to officers on specific ways each officer may assist in influencing airmen.

The ground ~~safety~~ safety score prediction was 25 percent for May 1955. Of 15 accidents for current rates quarter, 2 have been fatalities which will prevent the Wing from rising above 25 percent of score for the quarter.

6. "SAC Management Control Statement (RCS: 2AF-M2), May'55, Exh # 1

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OPERATIONS AND TRAINING SUMMARY

Tactical Operations Analysis

During May 1955, aircraft and crews of the ~~81st~~ 91st Strategic Reconnaissance Wing, operating from Lockbourne Air Force Base, recorded a total of 2000 hours of flying time, which was indicative of an increase of approximately five (5) hours over that recorded in April.[1] The end of this reporting period saw in possession of the 91st Wing, 67 tactical aircraft according to the following numbers and types:[2] eighteen (18) RC-97's and 49 KB-47B's. These planes were on hand 50,583 hours and were maintained in comission 44,721 hours, resulting in a monthly aircraft in commission rate of 88.4 percent, and a monthly percentage of time aircraft were flown of 4.5.[3]

The following is a comparison of operational data as recorded by this wing during the months of April and May 1955:[4]

	April	May
Number Aircraft on Hand	67	67
Number Aircraft Hours on Hand	47,738	50,583
Number Hours Aircraft in Comission	39,373	44,721
Number Hours Aircraft Flown	1995:10	2000
Percentage of Time Aircraft in Comission	82.5%	88.4%
Percentage of Time Aircraft Flown	5.1%	4.5%
Number of Hours Aircraft Out of Comission Due to Maintenance	5228	4357
Number of Hours Aircraft Out of Comission Awaiting Parts	1982	470
Number of Landings Made	800	774

1. Rpt, "Form 110A, Mo Rpt of A/C Opns," Apr & May '55, prep by Stat Svs, 301st ABGp
2. Ibid.
3. Ibid.
4. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Of the 2000 hours flown by assigned crews and aircraft of this wing in May, a total of 548 hours and 40 minutes was recorded by KC-97's and 1459 hours by RB-47E's.[5] A total of 186 RB-47 aircraft sorties was flown respectively, during this reporting period, accumulating 1936 hours of actual training time.[6] The following is a summary of training accomplishments as recorded by the RB-47 crews during the period 1 thru 31 May 1955:[7]

Radar IP-Target Runs

Attempted	116
Accepted	111

Large Scale Photo IP Target Runs RB-47

Attempted	184
Accepted	179

Tri-Metrigon Charting Strips of Photo

Attempted	79
Accepted	71

High Alt Night Photo Simulated Flash Runs

Attempted	176
Accepted	173

High Alt Night Photo Flash Runs

Attempted	72
Accepted	68

Low Altitude Daylight Photo

Attempted	81
Accepted	77

5. Rpt,"Form 110A, Mo Rpt of A/C Opns", May'55, prep by Stat Svs, 801st ABGp
6. "SAC Air Trng Rpt for Mo of May'55", prep by 915th Wg D/Opns & Trng.
7. Ibid.

1499

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Number Pilot Proficiency Missions 17

Radar Navigation Legs 16

Air Refueling

Rendezvous Attempted 47 Accepted 47

31st Air Refueling Squadron, Medium

Tanker crews and aircraft of the 31st Air Refueling Squadron, utilizing KC-97 type aircraft, and operating from Lockbourne Air Force Base, recorded in May, 548:40 hours of operational flying time.[8] This total represented a decrease of approximately 52 hours of flying time as compared with the operational record of this squadron on April.[9]

This unit, in addition to flying SAC Reg 50-8 training requirements, flew 170 hours accomplishing missions directed by higher headquarters. These missions and the hours directed to them were:[10]

2AF 34-55, Operation Stingray	152 hours
Ferrying Aircraft	13
Armed Forces Review	5
	170 hours

The following is a comparison of operational data as recorded by this unit in April and May 1955:[11]

	April	May
Number of Aircraft on Hand	18	18
Number of Hours Aircraft on Hand	13,112	13,776
Number of Hours Aircraft in Commission	10,388	11,925
Number of Hours Aircraft Flown	600:45	548:40
Percentage of Time Aircraft in Commission	79.2%	86.6%
Percentage of Time Aircraft Flown	5.8%	4.6%

8. Rpt,"Form 110A,Mo Rpt of A/C Opns, Apr & May'55" prep by Stat Svs, 801 ABGp.
9. Ibid.
10. Rpt,"Air Tng Rpt for Mo of May'55", prep by 91SRWg D/Oper & Tng.
11. Rpt,"Form 110A, Mo Rpt of A/C Opns, Apr & May'55", prep by Stat Svs, 801 ABGp

1500

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	April	May
Number of Hours Aircraft Out of Commission Due to Maintenance	1212	1404
Number of Hours Aircraft Out of Commission Awaiting Parts	1389	219
Number of Landings Made	227	269

During May, a total of 129 KC-97 sorties was flown for 542 hours of actual training time, whereas in April, 100 sorties were flown for 597 hours of flying time.[12]

A resume of training accomplished by the KC-97's in May is as follows:[13]

Night Cel Nav Legs	18
Day Cel Nav Legs	24
Radar Nav Legs	15
Grid Nav Legs	9
# Rendezvous Attempted (APN-11)	69
# Rendezvous Successful (APN-11)	69
Wet Hookups Attempted W/Bombers	81
Wet Hookups Successful W/Bombers	81
Dry Hookups Attempted	201
Dry Hookups Successful	201
Number of Pilot Proficiency Missions	8
Number of Long Range Missions	19
Total Sorties Flown	129
Total Flying Time	542
Total Gallons of Fuel transferred during the Month	250,500
Total Gallons of Fuel transferred to Date	6,302,594

12. Rpt,"Air Trng Rpt for Mo of May'55", prpe by 913AWg Oper & Trng.
13. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

322nd Strategic Reconnaissance Squadron, Medium

Crews and aircraft of the 322nd Strategic Reconnaissance Squadron, Medium, operating from Lockbourne Air Force Base, with RB-47E's, recorded in May, 479 hours and 15 minutes of flying time as compared with 469 hours and 35 minutes in April.[14]

A comparison of the operational and maintenance data as recorded by this organization in April and May 1955 is as follows:[15]

	April	May
Number of Aircraft on Hand	15	15
Number of Hours Aircraft on Hand	11,715	11,370
Number of Hours Aircraft in Commission	10,248	9,879
Number of Hours Aircraft Flown	468:35	479:15
Number of Hours Aircraft Out of Commission Awaiting Parts	120	147
Number of Hours Aircraft Out of Commission Due to Maintenance	905	778
Percentage of Time Aircraft in Commission	87.8%	86.9%
Percentage of Time Aircraft Flown	4.0%	4.2%
Number of Landings Made	291	181

323rd Strategic Reconnaissance Squadron, Medium

RB-47E crews and aircraft of the 323rd Strategic Reconnaissance Squadron, operating from Lockbourne Air Force Base, recorded in May, a total of 496 hours and 15 minutes of operational flying time as compared with 451 hours and 35 minutes in April.[16] As will be noted, the figure for May increase over that recorded in April.

14. Ibid.
15. Ibid.
16. Ibid.

1502

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

A comparison of the operational data recorded by this organization during April and May is as follows:[17]

	April	May
Number of Aircraft on Hand	17	17
Number of Hours Aircraft on Hand	11,533	12,640
Number of Hours Aircraft in Commission	9,689	11,397
Number of Hours Aircraft Flown	451:35	496:40
Number of Hours Aircraft Out of Commission Awaiting Parts	120	---
Number of Hours Aircraft Out of Commission Due to Maintenance	1183	1011
Percentage of Time Aircraft in Commission	84%	90.1%
Percentage of Time Aircraft Flown	4.7%	4.4%
Number of Landings Made	149	123

324th Strategic Reconnaissan e Squadron, Medium

Utilizing RB-47B's and operating from Lockbourne Air Force Base, Ohio, crews and the aircraft of the 324th Strategic Reconniassance Squadron recorded 474 hours and 55 minutes of operational flying time in May.[18]

The following is a statistical comparison of the operational data recorded by the aircraft of this squadron in April and May 1955:[19]

	April	May
Number of Aircraft on Hand	17	17
Number of Hours Aircraft on Hand	11,378	12,788
Number of Hours Aircraft in Commission	9,046	11,520
Number of Hours Aircraft Flown	473:15	474:55
Number of Hours Aircraft Out of Commission Due to Maintenance	1947	1104

17. Ibid.
18. Ibid.
19. Ibid.

1503

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

	April	May
Number of Hours Aircraft Out of Commission Awaiting Parts	383	104
Percentage of Time Aircraft in Commission	79.5%	90.1%
Percentage of Time Aircraft Flown	5.2%	4.1%
Number of Landings Made	193	201

Flying Safety Activities for the Month of May, 1955

During the month of May spcial emphasis was placed upon the maintenance activities. Squadron Flying Safety Officers closely monitored T.O. compliance rates, M.D.'s for possible danger trends and all phases of aircraft ground operation. The main topic for discussion at the Wing Flying Safety Meeting was the method, possibilities and extent of foreign object damage to the jet engine. Two films were shown, one showing what happens to a jet engine when an object is drawn into the intake. The second film entitled "Jet Indigestion" was just recently released by the National Advisory Committee for Aeronautics. This film showed the results of tests conducted by the NACA to determine the possibilities and by what means foreign objects are drawn into the jet engine. Two significant facts were brought out. First, that all objects of sufficient size to cause damage are projected upward by vortices formed between jet engine intake and ground surfaces. The exact mechanism of the vortex is unknown. However, it is believed that as the vortex passes over the object a pressure differential between upper and lower surfaces is created. The resultant force projects the object upward into the jet engine inlet region and is drawn in by the high velocity air-inlet stream. The second significant fact brought out was that objects lodged

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

in surface cracks and broken areas are more likely to be projected into the air than those exposed on a smooth surface.

The Wing Flying Safety Meeting was attended by 88 percent of all rated and supervisory maintenance personnel.

A total of nine (9) incident reports was submitted during the month of May. This was the same number as was submitted in April.

Combat Crew of the Month

The following Jet Air Crew of the 322nd Strate ic Reconnaissance Squadron, Medium has been selected as the Combat Crew of the Month for the 91st Strategic Reconnaissance Wing, Medium for the month of May 1955:[20]

Captain Richard Banister	Aircraft Commander	322nd SRS
Captain Marion Wohland	Pilot	322nd SRS
Captain Morris Burney	Photo-Navigator	322nd SRS

This lead crew has been selected for nomination because of the consistently aggressive attitude and high professional ability they have displayed in the preparation and execution of their training missions. In the interest of advancing their technicial and professional ability, Captains Banister and Wohland conducted a great deal of study and research into the problems of formation refueling and night formation flying. This crew also planned several formation flights and refuelings conduted by the 322nd SRS. In addition, they conducted the briefings relative to both the routes flown and the techniques employed in the execution of these missions.

This crew has been recognized for their professional and instructional ability by ~~their~~ designation as a SI-19 instructional crew. Their thorough mastery of photo-techniques is further attested to by their

20. Rpt, "Flying Safety Officers Mo Rpt," May'55, prep by 91SRWg Fly Saf Off.

1365

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

designation as the Squadron Standardization Board Crew.

Captain Banister has accumulated over 4500 hours while serving as an instructor, transport and troop carrier pilot, and aircraft commander in both the RB-45 and the RB-47E. Captain Vohland was orginally a navigator and radar observer logging a total of 1100 hours in these specialities. Since adding the rating of pilot to his other capabilities, he has accumulated 1500 hours to his record as a pilot. Captain Burney has long been a keen student of navigation techniques, having started early in World War II by flying 13 missions in B-24's before being shot down. He also completed 43 B-29 missions over Korea and has flown over 2,000 hours as a navigator and a radar observer during his career.

This crew has consistently completed all training in excess of the required minimum and always in less time then required. This crew has distinguished itself not only by its consistently fine record but also by its constant effort to improve its capabilities and develop new and improved techniques. It is a highly dependable and effective combat team of the highest professional caliber and is nominated with pride and without reservation to be the "Combat Crew of the Month."

Squadron Flying Safety Officer of the Month

Major Joseph R. Petsko, Flying Safety Officer of the 324th Strategic Reconnaissance Squadron has been chosen as the Squadron Flying Safety Officer of the Month for the 91st Strategic Reconnaissance Wing,(M).[21]

Since his assignment as Squadron Flying Safety Officer, Major Petsko has taken a very active interest in promoting flying safety in his squad-

21. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ron as well as in the Wing. In his visits to other SAC bases he has observed their flying safety programs and as a result has submitted several suggestions which have benefited his and the Wing's program. Typical of these was a method to score various flight safety items activities. This should create a competitive spirit and a more active participation in flying safety throughout the Wing.

Major Petsko continually stresses the importance of incident reports and throughout his efforts the number of reports submitted by his squadron has steadily increased. He keeps a constant check on T.O. compliance and those affecting operation of aircraft are posted in the pilots information file in operations.

Major Petsko's effort as squadron flying safety officer comes as an additional duty. Most of his time is spent maintaining proficiency as an RB-47E aircraft commander and as such is one of the select combat crews of SAC

Maintenance Man of the Month

The 91st Strategic Reconnaissance Wing, Medium has selected Airman First Class William T. Taylor, 91st Field Maintenance Squadron as the Maintenance Man of the Month for May 1955.[22]

Airmen Taylor is now completing four (4) years of active service. He was first assigned to Sampson Air Force Base in July 1951 for basic training and then assigned to Northrop Aero Institute in California for Sheet Metal School. Upon completion of this, he went to Amarillo, Texas for an Instructors Course.

22. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

In July 1952, the Air Force overseas quota soon had Airman Taylor on his way to FEAF where he served two (2) years, one in FEAMCOM and one in the 374th Field Maintenance Squadron at Tachikawa AFB, Japan.

Airman Taylor has been a member of the 91st Field Maintenance Squadron since September 1954 and is at present a very valuable asset to this organization.

This Airman is thoroughly trained in the three phases of Sheet Metal Maintenance, Flight Line, Shop, and Periodic Dock Inspections. At present he is on the Dock Crew where all Sheet Metal repairs are accomplished.

Airman Taylor has on occasions held supervisory positions. He has been called on at various times to work overtime and at no time has he hesitated to fulfill his moral and duty obligations.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MISSION ANALYSIS

Summary

Tactical crews and aircraft of this command flew 2000 hours in May 1955, of which 548 hours and 40 minutes were flown by the tankers and the remaining 1451 hours and 20 minutes by the reconnaissance aircraft.[1] Of these totals, 150 hours and 30 minutes were flown by the RB-47E's in the performance of missions directed by higher headquarters, with the KC-97's flying 170 hours on missions of this nature.[2] A breakdown of this time by mission is as follows:[3]

RB-47--	3908th SES --	124:05
	Ferry Acft --	2:00
	ECM Project(WADC)	6:10
	Armed Forces Day	4:15
	Project 55-P-1	14:00
	TOTAL	150:30

KC-97--	2AF-34-55, Operation Stingray --	152:00
	Ferry Acft --	13:00
	Armed Forces Day Review --	5:00
		170:00

Comments of the Wing Commander on the T-12.

Two(2) transition missions were cancelled and seven sorties were incomplete because of weather conditions at this station or along the planned route of the mission. Total time lost because of this was 19 hours.[4]

The loss of highly trained personnel by this organization in the month of May hindered the mission of the wing. Two(2) complete crews were transferred to the 70th Strategic Reconnaissance Wing that is being formed on the base. Twenty-one (21) aircraft commanders, four (4) co-pilots and twenty-two(22) observers were also transferred to the 70th Wing. These crew members were assigned to the wing but never manned crews.

1. Rpt,"Wg Cmdr's Remarks , Part V of Air Trng Rpt" for Mo of May'55, & "Wg Cmdr's Remarks, Part I of Air Trng Rpt for Mo of May'55, Exh # 3 & 4.
2. Ibid.
3. Ibid.
4. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Tactical Maintenance Summary

This wing possessed as of the end of May, 1955, a total of 67 tactical aircraft as compared with the same number in April.[1] They were on hand for 50,583 hours and were maintained in commission for 44,721 hours during the month, as against 39,373 hours in April.[2] The monthly aircraft in commission percentage was 88.4 and a total of 4.5 percent of the time aircraft were flown was recorded by this command in May, whereas in the previous month, they were in commission for a rate of 82.5, and a monthly percentage of time they were flown of 5.1.[3]

The following is a statistical ~~tactical~~ comparison of the aircraft operational and maintenance data as recorded by this organization during the months of April and May, 1955:[4]

	April	May
Number of Aircraft on Hand	67	67
Number of Hours Aircraft on Hand	47,738	50,583
Number of Hours Aircraft in Commission	39,373	44,721
Number of Hours Aircraft Flown	1995:10	2000
Percentage of Time Aircraft in Commission	82.5%	88.4%
Percentage of Time Aircraft Flown	5.1%	4.5%
Number of Hours Aircraft Out of Commission Due to Maintenance	5226	4357
Number of Hours Aircraft Out of Commission Awaiting Parts	1932	470
Number of Landings Made	800	774

1. Rpt,"Form 110A, Mo Rpt of A/C Opns", Apr & May'55, prep by Stat Svs,301 ABGp
2. Ibid.
3. Ibid.
4. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

BIBLIOGRAPHY OF SOURCES

1. Special Orders File, 91SEWg
2. General Order File, 91SWWg
3. Regulation File, 91SWWg
4. Correspondence File, 91SWWg
5. General Order File, Second Air Force
6. General Order File, 3Olst Air Division
7. Special Order File, 3Olst Air Division
8. Statistical Reports, 91SWWg
9. The Skyhawker, Lockbourne Air Force Base
10. Regulations, Strategic Air Command
11. Regulations, Second Air Force
12. General Orders, Strategic Air Command
13. 91st SWWg Historical Report, April 1958
14. 91st SWWg Director of Operations
15. 91st SWWg Director of Material
16. 91st SWWg Comptroller
17. 91st SWWg Director of Personnel
18. Adjutant. 91SEWg
19. 3Olst Air Base Group Statistical Services Office
20. 3Olst Air Base Group Testing Office

THIS PAGE IS DECLASSIFIED IAW EO 13526

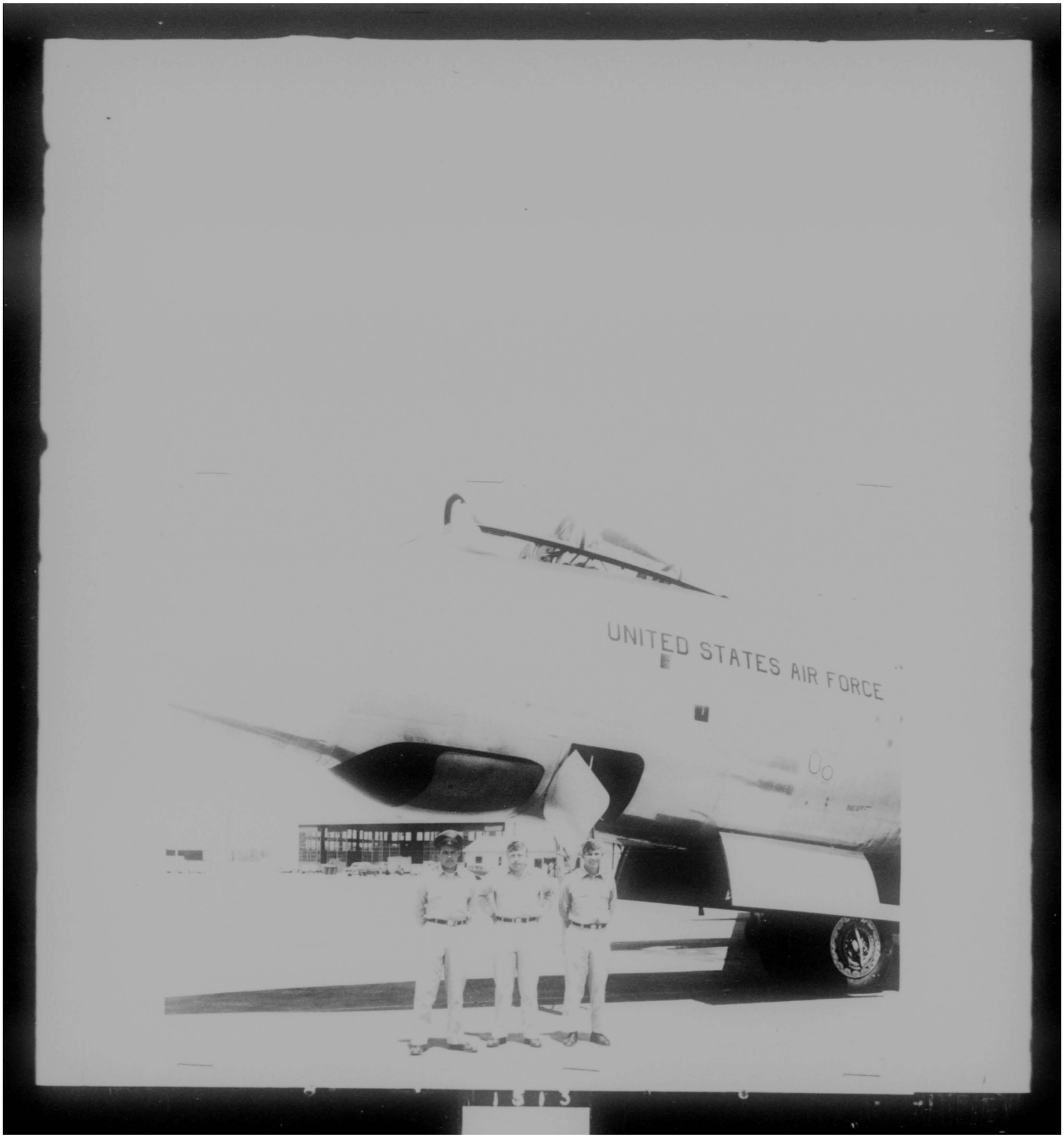
THIS PAGE IS DECLASSIFIED IAW EO 13526

On the following picture will be seen the 91st Strategic Reconnaissance Wing's Combat Crew of the Month for May. From the 322nd SRS they are left to right:
A/C, Capt. Richard Banister, Pilot, Capt Marion Vohland, Photo-Navigator, Capt. Morris Burney.

1512

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Pictured herewith is the Squadron Flying Safety Officer of the Month of May for the 91st Strategic Reconnaissance Wing, Medium, Major Joseph R. Petsko, 324th SRS.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

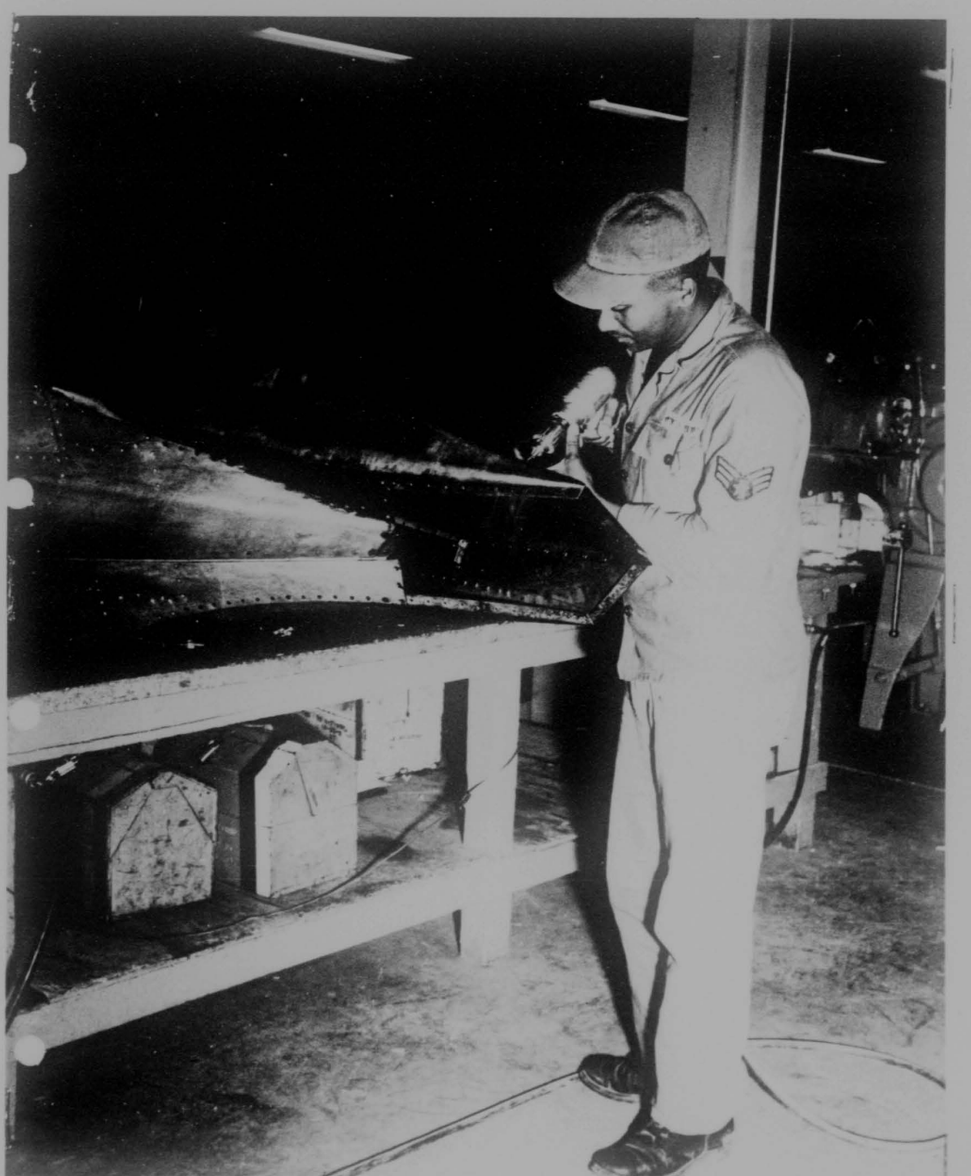
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Pictured herewith is the Maintenance Man of the Month for the 91st Strategic Reconnaissance Wing for the Month of May, A/1C William T. Taylor, 91st Field Maintenance Squadron.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



1317

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
301ST AIR DIVISION
Lockbourne Air Force Base
Columbus 17, Ohio

91CR 11 June 1955

SUBJECT: SAC Management Control Statement (RCS: 2AF-02)

TO: Commander
Second Air Force
ATTN: Comptroller Directorate
Barksdale Air Force Base
Louisiana

1. Inclosed herein is 2AF Form 44 (Management Control System Data) as of 31 May 1955 for the 91st Strategic Reconnaissance Wing.

2. Areas of weakness are listed below with explanations and corrective actions being taken.

a. Manning in Required Specialities.

(1) Officers: Score prediction 30%. Withdrawl of officer personnel to man the 70th Wing, overseas assignments, and higher headquarters commitments are limiting factors.

(2) Airmen: Score prediction, Direct Support 30%, Indirect Support 40%. Shortage of trained personnel. OJT training good. Upgrading emphasized.

b. Reenlistment Rate: Vigorous reenlistment program being emphasized. Use is made of brochures, airmen interviews, and sales talks in briefing airmen on career benefits. All officer personnel are being made aware of the reenlistment problem and suggestions are given to officers on specific ways each officer may assist in influencing airmen to reenlist.

c. Ground Safety: Score prediction 23%. Of 15 accidents (as of 10 June) for current rates quarter, 2 have been fatilities which will prevent the Wing from rising above 25% of score for the quarter.

d. Physiological conditioning SAC ratio. This item in March official scores. Increased noted in Ground Training under SAC Reg 50-24 and changes in the scoring criteria are expected to improve score over last quarter.

Form 44

1518

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

91ST STRATEGIC RECONNAISSANCE WING
Flying Safety Officer's Monthly
Campaign Progress Report

1. Monthly Theme.

During the month of May special emphasis was placed upon the maintenance activities. Squadron Flying Safety Officers closely monitored T.O. compliance rates, U.R.'s for possible danger trends and all phases of aircraft ground operation.

The main topic of discussion at the Wing Flying Safety Meeting was the method, possibilities and extent of foreign object damage to the jet engine. Two films were shown, one showing what happens to a jet enginewhen an object is drawn into the intake. The second film entitled "Jet Indigestion" was just recently released by the National Advisory Committeefor Aeronautics. This film showed the results of tests conducted by the NACA to determine the possibilities and by what means foreign objects are drawn into the jet engine. Two significant facts were broughtout. First, that all objects of sufficient size to cause damage are projected forward by vortices formed between jet engine intake and [redacted] ground surfaces. The exact mechanism of the vortex is unknown. However, it is believed that as the vortex passes over the object a pressure differential between upper and lower surfaces is created. The resultant force projects the object forward into the jet engine inlet region and is drawn in by the high velocity air-inlet stream. The second significant fact brought out was that objects lodged in surface cracks and broken areas are more likely to be projected into the air than those exposed on a smooth surface.

2. Eighty-five percent of all rated and supervisory maintenance personnel attended the Wing Flying Safety Meeting.

3. A total of nine incident reports were submitted during the month of May.

4. 91st Strategic Reconnaissance Wing nominates for the month of May the following:

Crew of the Month

Capt Richard Banister, A/C, 322nd SRS
" Marion Vohland, Pilot, 322nd SRS
" Morris Burney, [redacted], 322nd SRS

Squadron Flying Safety Officer of the Month

Major Joseph R. Petako, 324th SRS

Maintenance Man of the Month.

A/1C William T. Taylor, 91st Field Maintenance Squadron

EXHIBIT 2

1319

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

C

Combat Crew of the Month

The 801st Air Division nominates the following Jet Air Crew, from the 322nd Strategic Reconnaissance Squadron, 91st Strategic Reconnaissance Wing(M) for the "SAC Combat Crew of the Month" for May 1955.

Captain Richard Banister	Aircraft Commander
Captain Marion Vohland	Pilot
Captain Morris Burney	Photo-Navigator

This lead crew has been selected for nomination because of the consisently aggressive attitude and high professional ability they have displayed in the preparation and execution of their training missions. In the interest of advancing their technicial and professional ability, Captains Banister and Vohland conducted a great deal of study and research into the problems of formation refueling and night formation flying. This crew also planned several formation flights and refuelings conducted by the 322nd SRS. In addtion, they conducted the breifings relative to both the routes flown and the techniques employed in the execution of these missions.

This crew has been recognized for their professional and instructional ability by their designation as a 51-19 instructional crew. Their through mastery of photo-techniques is further attested to by their designation as the Squadron Standardization Board Crew.

Captain Banister has accumulated over 4500 hours while serving as an instructor, transport and troop carrier pilot, and aircraft commander in both the RB-45 and RB-47E. Captain Vohland was orginally a navigator and radar observer logging atotal of 1100 hours in these specialities. Since adding the rating of pilot to his other capabilities, he has accumulated1500 hours to his record as a pilot. Captain Burney has long been a keen student of navigation techniques, having started early in World War II by flying 13 missions in B-24's before being shot down. He also completed 43 B-29 missions over Korea and has flown over 2,000

1520

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

hours as a navigator and radar operator during his career.

This crew has consistently completed all training in excess of the required minimum and always in less time than required. This crew had distinguished itself not only not only by its consistently fine record but also by its constant effort to improve its capabilities and develope new and improved techniques. It is a highly dependable and effective combat team of the highest professional caliber and is nominated with pride and without reservation to be the"Combat Crew of the Month".

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Squadron Flying Safety Officer of the Month

The 801st Air Division nominates Major Joseph S. Petsko, 324th Strategic Reconnaissance Squadron, 91st Strategic Reconnaissance Wing(M), as SAC Squadron Flying Safety Officer of the Month.

Since his assignment as Squadron Flying Safety Officer Major Petsko has taken a very active interest in promoting flying safety in his squadron as well as in the Wing. In his visits to other SAC bases he has observed their flying safety programs and as a result has submitted several suggestions which have benefited his and the Wings program. Typical of these was a method to score various flightsafety items which are used as a basis for rating the tactical squadrons each month on their flying safety activities. This should create a competitive spirit and a more active participation in flying safety throughout the Wing.

Major Petsko continually stresses the importance of incident reports and throughout his efforts the number of reports submitted by his squadron has steadily increased. He keeps a constant check on T.O. compliances and those affecting operation of aircraft are posted in the pilots information file in operations.

Major Petsko's effort as squadron flying safety officer comes as an additional duty. Most of his time is spent maintaining proficiency as an RB-47E aircraft commander and as such is one of the select combat crews of SAC.

1522

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Maintenance Man of the Month

The 91st Strategic Reconnaissance Wing,Medium has selected Airman First Class William T. Taylor, 91st Field Maintenance Squadron as the Maintenance Man of the Month of May 1956.

Airman Taylor is now completing four years of active service. He was first assigned to Sampson Air Force Base, in July 1951 for basic training and then assigned to Northrop Aero Institute in California to Sheet Metal School. Completing this, he was sent to Amarillo, Texas for an Instructors Course.

July of 1952 the Air Force overseas quota soon had Airman Taylor on his way to PEAF where he served two (2) years, one in FEAMCOM and one in the 374th Field Maintenance Squadron at Tachikawa AFB, Japan.

Airman Taylor has been a member of the 91st Field Maintenance Squdron since September of 1954 and is at present a very valuable asset to this organization.

This Airman is thoroughly trained in the three phases of Sheet Metal Maintenance, Flight Line, Shop and Periodic Dock Inspections. At present he is on the Dock Crew wheer all Sheet Metal repairs are accomplished.

Airman Taylor has on occasions held supervisory positions. He has been called on at various times to work obertime and at no time has he ebsitated to fulfill his moral and duty abligations.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

WING COMMANDERS REMARKS

4-SAC-T12

PART III

AIR TRAINING REPORT FOR THE MONTH OF MAY 1955

Concur with Squadron Commander's Remarks.

CHARLES M. EISENHART
Colonel, USAF
Commander

CONFIDENTIAL

1524

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

91ST AIR REFUELING SQUADRON (M)
SQUADRON COMMANDERS REMARKS
AIR TRAINING REPORT MONTH OF MAY

1 June 1955

(a) Hours flown performing missions ordered by higher headquarters?
(1) 2 AF 34-55 (STINGRAY)_____ 152 hours

(2) SAC TWX DOOPF-7870 17 May 55 (Ferry)_____ 13

(3) 2 AF 121-55 22 April 55 (Armed Forces Review)____ 5
170 hours

(b) Weather and local conditions:
(1) None

(c) Restrictive directives:
(1) None

(d) Combat crew member gains and losses:
(1) Crew members gained
(a) One (1) pilot
(b) Five (5) in-flight refueling technicians

(2) Crew members lost:
(a) Two (2) pilots, Reassigned-Little Rock AFB B-47 school
(b) One (1) navigator - Reassigned - Headquarters USAFIT - Wright AFB
(c) One (1) flight engineer - Discharged.
(d) One (1) radio operator - Discharged
(e) One (1) in-flight refueling technician - Discharged

(e) Crew member changes:
(1) One (1) co-pilot
(2) Five (5) navigators
(3) Four (4) in-flight refueling technicians
(4) Two (2) assistant in-flight refueling technicians

(f) New crews:
(1) None

(g) Crew Status changes:
(1) M-92 to T-92 24 May 55 Crew declared combat ready.
(2) M-89 to T-89 10 May 55 Crew declared combat ready.

(h) Standardization board crew:
(1) T-57

(i) Additional material and personnel problems
(1) None

CONFIDENTIAL

1525

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(j) SAC minimum training requirements not accomplished:
(1) SAC training minimums were accomplished.

(k) Non-combat ready crews capable of deploying:
(1) One (1) M-90

(l) Non-combat ready crews training:
(1) Crew M-89 15 hours
(2) Crew M-92 24 hours

(m) Flying Time differences:
(1) None

(n) Special training month remarks:
(1) Not applicable.

(o) Comments or recommendations of the Squadron Commander:
(1) Reference SAC Regulation 51-19, Suppl IX, paragraph 5 (a) and (b), dated 25 April 1955,

The administration of advanced survival and combative measures training as established by paragraph 5 (a) and (b) Suppl IX, SAC Regulation 51-19, dated 25 April 1955, will retard the check-out program for NCR crews by approximately two months.

If this training is administered to NCR crews subsequent to their assignment to an organization from HTTU, and prior to their 51-19 flying phase training, much of the knowledge gained at HTTU is forgotten.

The high personnel attrition rate within an Air Refueling Unit further magnifies the problems associated with compliance with these pre-check out requirements.

It is recommended that advanced survival and combative measures training be given to personnel prior to their HTTU course, or that the provisions of SAC Regulation 51-19, Suppl IX, paragraph 5 (a) and (b) be waived.

(2) Reference standby alert aircraft. It is recommended that the further use of alert aircraft be deleted on Saturdays, Sundays, and holidays, when no B-47 type aircraft are scheduled for operation in this area.

Clifford S Hovik

CLIFFORD S HOVIK
Lt A.., USAF
Commander

SAR 54-77
Copy of 27 copies
Page 2 of 2 pages

CONFIDENTIAL

1526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

WING COMMANDER'S REMARKS

PART V

AIR TRAINING REPORT FOR THE MONTH OF MAY 1955

RCS: 3-SAC-T12

a. Hours flown performing missions ordered by higher headquarters:

(1)	Aircraft Assigned to 3908th SES	124:05
(2)	Ferrying Aircraft	2:00
(3)	ECM Project (WADC)	6:10
(4)	Armed Forces Day Flyover	4:15
(5)	Project 55-P-1	14:00
	TOTAL	150:30

b. Flying hours lost due to adverse weather and local conditions:

(1) Two transition missions were cancelled, and seven sorties were incomplete because of weather conditions at this station or along the planned route of the mission. Total time lost: 19:00 hours.

c. Restrictions imposed by ANC or SAC restricting normal training: None.

d. Combat crew members gains and losses:

(1) Crew members gained: None.

(2) Crew members lost:

(a) Two complete load crews transferred to 70th SRW.

(b) Twenty-one (21) aircraft commanders, four (4) co-pilots and twenty-two (22) observers transferred to 70th SRW. These crew members were assigned to the 91st but never slated to fill 91st crew vacancies.

e. Crew member changes:

(1) Four (4) co-pilots.

(2) Two (2) observers.

Confidential

1527

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

f. New crews formed:

(1) IN43 - 7 May 55

(2) IN49 - 15 May 55

g. Crew status changes:

(1) N18 to R18, 4 May 55, upgraded.

(2) N24 to R24, 2 May 55, upgraded.

(3) N25 to R25, 16 May 55, upgraded.

(4) N27 to R27, 15 May 55, upgraded.

(5) N97 dissolved 17 May 55. Crew members transferred to other crews to fill vacancies.

h. Standardization Crews:

(1) S76 - 91st SRW.

(2) L09 - 322nd SRS.

(3) S20 - 323rd SRS.

(4) S70 - 324th SRS.

i. Material and Personnel problems affecting training:

(1) The transfer of key operational type personnel from this wing has greatly curtailed the ability of this wing to maintain 45 crews. Examples: Capt Miner A/C S08 transferred to USAFITA; Maj Burrough 1525F, Squadron Observer transferred to Headquarters USAF. Transfer of two lead crews to 70th SRW. Major Adams, Wing Deputy Director of Operations transferred to Hq SAC. To date, replacements have not been received from outside resources. The only available personnel to fill these vacancies are experienced aircraft commanders and photo-observers. Usually these people are found only on lead and select crews.

j. SAC minimum training requirements not accomplished: Not applicable.

k. Non-combat ready crews capable of deploying:

(1) N crews: None.

(2) IN crews: Three; IN29, IN43 and IN44.

Confidential

1528

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

91st SRW - 3-SAC-T12 - Wing Commanders Remarks - May 55

l. Non-combat ready crew training: None; see 3-SAC-T12 part I for report of time flown by individuals assigned to IN crews.

m. Rescinded.

n. Field Training Operations: Not applicable.

o. Special Training Month Remarks: Not Applicable.

p. Comments of the Wing Commander:

(1) The lowering of the altitude for record work for 50-8 accomplishment to 33,000 feet was a step in the right direction. However, it is recommended that the altitude for record work for Strategic Reconnaissance units be lowered to 30,000 feet. At the Reconnaissance Conference held in December 1954 it was proposed and agreed upon by the conferees that the altitude for record work be lowered to 25,000 feet. Crews undergoing evaluation at SES have been permitted to do record work at 25,000 feet when weather has prevented their accomplishment of the missions at higher altitude. In addition to the weather factor there is a definite safety of flight hazard at the higher altitudes due to the increased number of jet aircraft at 33M and above.

(2) Supplement XIII to SAC Reg 51-19 dated 6 May 55 requires that crew members undergo advance survival and combative measures (15 hours) prior to initial checkout. Accomplishment of this training will prolong initial checkouts, two to three months.

(a) The following recommendations are submitted for consideration:

(1) IN crews be permitted to solo after completion of the minimum flying training requirements of SAC Reg 51-19, and a crew standardization check, with the proviso that such crews will not be declared combat ready until completion of advanced survival training.

(2) That combative measures not be required as part of the initial checkout, but that it will be accomplished during the block training program as required by Supplement I, SAC Reg 50-24, dated 13 April 55.

(3) That advanced survival and combative measures training be given to personnel prior to their CCTS course or that provisions of SAC Reg 51-19, Supplement XIII, paragraph 5(a) and (b) be waived.

Confidential

1329

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

p. Comments of the Wing Commander

(2) (b) Request clarification of the following items:

(1) Status of personnel holding medical exemption for combative measures and advanced survival.

(2) Crew status of Ready, Lead and Select crews that have individuals who have not completed combative measures or advanced survival.

(3) This headquarters still feels that a true capability for actual photo flash bombing is unacceptable for EWP requirements at the present time utilizing the K-37 camera. Results, from test runs flown utilizing the K-36 camera, indicates that aircraft modified with the new equipment (K-36 cameras) will definitely increase this capability. In the month of May the following actual photo flash runs were flown:

(a) 15 sorties - 60 runs, 20 acceptable - 33% acceptability (K-37).

(b) 3 sorties - 9 runs - 9 acceptable - 100% acceptability (K-36).

(4) In accordance with 2AF message DOTB [illegible] dated 23 February 55, the following information (relative to maximum load gunnery missions flown at SES) is submitted:

(a) L59 - 700 - 700 - 100

(b) S31 - 700 - 700 - 100

(c) L08 - 700 - 700 - 100

(d) S75 - 700 - 700 - 100

(e) L28 - 700 - 350 - 50

CHARLES M. EISENHART
Colonel, USAF
Commander

1330

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HISTORICAL REPORT

91st STRAT. RECON. WING

91st STRATEGIC RECONNAISSANCE WING

LOCKBOURNE AIR FORCE BASE

SECRET

10851

13193

2D AF BARKSDALE AFB, LA. NOV. 52-8768

1535

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

13193

1536

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TITLE PAGE

91st Strategic Reconnaissance Wing, Medium

(901st Air Division)

(Second Air Force)

Lockbourne Air Force Base, Ohio

For Period: 1 to 30 June 1955

Assigned Units:

Hq Sq Section, 91st Strategic Reconnaissance Wing, Medium
91st Tactical Hospital
91st Air Refueling Squadron, Medium
322nd Strategic Reconnaissance Squadron, Medium
323rd Strategic Reconnaissance Squadron, Medium
324th Strategic Reconnaissance Squadron, Medium
91st Field Maintenance Squadron
91st Periodic Maintenance Squadron
91st Armament and Electronics Maintenance Squadron

This Report Prepared by:

George A. Brenner
[illegible]
Major, USAF
Historian

and

A/2C Walter [illegible] Wagner
Historical Technician

This Report Approved by:

Charles M. Eisenhart
CHARLES M. EISENHART
Colonel, USAF
Commander

SECRET

1537

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

TABLE OF CONTENTS

Title Page.....I
Table of Contents.....II
Authority.....III
Glossary of Abbreviations Used.....IV
Narrative Section
Organization and Administration.....1
Personnel.....3
Operations and Training.....6
Mission Analysis.....19
Maintenance and Supply.....21
Bibliography of Sources.....22
Photographic Section.....23

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

AUTHORITY

This Historical Report is prepared in accordance with the following regulations and manuals:

SAC Regulation 210-1, dated 7 October 1952

SAC Manual 210-1, dated June 1951

SAC Regulation 210-1, dated 1 July 1954

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AWOL	Absent Without Leave
AB	Air Base
Amn	Airmen
Auth	Authorized
Col	Colonel
Cmdr	Commander
D/Opns Trg Sect	Director of Operations Training Section
D/Opns	Director of Operations
Dtd	Dated
Hqs	Headquarters
Lt Col	Lieutenant Colonel
Maint	Maintenance
(M)	Medium
Offs	Officers
Org	Organization
RB	Reconnaissance Bomber
Recon	Reconnaissance
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Strat	Strategic
2AF	Second Air Force
Wg	Wing

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary of Abbreviations Used (Continued)

Abbreviations Used in Aircraft Operations

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit . Only those crews which a unit commander would use for the actual combat operations will be used in this sense.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit,but which is capable of conducting operational training flights.

Potential Crew. A complete combat crew which can not be reported as combat ready or non-combat ready because of the limitations imposed by the definse crews. The number of crews considered in this category will represent the maxof crews which can be formed from the available resources of the unit excluding those crews reported as Table of Distribution Staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters,Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade,or other factors,which make crew utilization unprofitable.

In-Commission. An aircraft is in commision when it is capable of performing normal flight operations.

Evaluation Missions. A mission which is flown to evaluate reconnaissance crew reconnoitoring capability, to test new procedures and techniques,etc.

Long Range Tactical Mission. A mission of at least ~~12~~ 10 hours duration accomplished by an individual crew or crews, which emphasizes cruise control techniques and procedures, navigation under simulated tactical conditions aerial and radar scope photography,etc.,and is not to be considered as a unit or simulated combat mission.

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current Strategic Air Command tactical war plan or any assigned unit simulated combat mission of equal scope flown in accordining directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary Of Abbreviations Used (Continued)

Abbreviations Used in Photo Reconnaissance

Multi-Camera Station. This set is made up of four(4) K-38 cameras fitted with 36 inch lens cones. The cameras make photographs nine (9) by 18 inches, and are so mounted so that when the four(4) pictures are placed end to end, they make one(1) continuous photograph nine(9) by 72 inches. There is less than one (1) inch overlap on each of the prints. The multi-cameras make extremely large scale photographs of any given target area and are used for detailed study of a target. The minute detail is of great value to intelligence offic

Tri-Metrigon Station. The tri-metrigon system is a combination of three(3) cameras of short focal length lenses. In the case of the 91st Wing, they are K-32s fitted with six(6) inch lens cones and are so mounted so that one unit shoots down and the other two make left and right hand oblique photos. They are mounted at 60 degrees, and when the three(3) pictures are placed together they make one (1) continuous print covering the area from horizon to horizon. The print size of each photo is nine (9) by nine(9) inches. Tri-metrigon photography plays an important role in photography in that a strip of it can be made into a complete photomap. When used over new areas of enemy territory the Intelligence people can locate troop concentrations, installations, transt systems, and ferret out many other items of value. The limitations of the information gained from this photography is in direct proportion to the quality of the photographs and the accuracy of the photo logs kept by the photo-navigator.

Forward Oblique Camera Station. The forward oblique camera position is [illegible] camera fitted with a 12 inch lens cone. The camera shoots forward of the aircraft and is depressed 45 degrees from horizontal. Photographs taken with this camera position on an initial point to target run for example, will give a graphic presentation to a bombardier of just what he will see on his bombing run. The photographs taken with this camera are of special value to light bombardment and fighter-bomber units. From altitudes above 10,000 feet, entire airfields and large installations can easily be photographed. The picture taken in this position in conjunction with other two(2) installations give full and complete coverage of the target area.

SECRET

1342

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

ORGANIZATION AND ADMINISTRATION

Organizational Structure

The following units were assigned or attached to the 91st Strategic Reconnaissance Wing, Medium, at Lockbourne Air Force Base, Ohio as of 2359 hours, 30 June 1955:

Headquarters Squadron Section, 91st Strategic Reconnaissance Wing, Medium.

91st Air Refueling Squadron, Medium

91st Tactical Hospital

322nd Strategic Reconnaissance Squadron, Medium

323rd Strategic Reconnaissance Squadron, Medium

324th Strategic Reconnaissance Squadron, Medium

91st Field Maintenance Squadron

91st Periodic Maintenance Squadron

91st Armament and Electronics Maintenance Squadron

Changes in Key Wing Personnel

Several changes took place among the key USAF personnel of the 91st Strategic Reconnaissance Wing in June. Colonel Robert H. Pimmel, 1977A, replaced Colonel William Burke, 4950A, as Deputy Commander of the Wing.[1] Colonel Burke assumed the Command of the 70th Strategic Reconnaissance Wing that is being formed on this base at this time in preparation for the move to Little Rock, Arkansas.

Lt. Colonel John A. Archer Jr., 12013A, relieved Colonel William E. Todd, 4502A as Director of Operations for the Wing.[2] Colonel Todd will soon leave to take an overseas assignment. Lt. Colonel Archer was formerly Squadron Commander of the 324th Strategic Reconnaissance Squadron, Medium.

1. 91SWG G.O. # 4, dated 28 June 1955
2. 91SWG G.O. # 3, dated 21 June 1955

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

SECRET

1344

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Personnel Strength

As of 2359 hours, 30 June 1955, a total of 1852 individuals was assigned to the 91st Strategic Reconnaissance Wing, Medium at Lockbourne Air Force Base, Ohio.[1] This figure did not include the 91st Tactical Hospital or the 501st Air Base Group personnel who are attached to the wing. Of the 1852 individuals assigned to this command as of 30 June 1955, 371 were officers, and 1481 were airmen.[2] These figures reflect the following changes over the number of personnel assigned as of the end of May 1955:[3] Five (5) officers were lost and 33 airmen were lost for an overall loss of 38 individuals.

The following is a comparison of authorized versus assigned strength of this wing as of 30 June 1955:[4]

	TOTAL AUTH	TOTAL ASSD
Officers	401	371
Airmen	1551	1481
Total	1952	1852

Roster of Key USAF Personnel

On the following page will be found a roster of key USAF personnel assigned to the 91st Strategic Reconnaissance Wing, Medium. Several changes took place among these personnel in June. Colonel Robert E. Kimmel, 1977A, replaced Colonel William Burke, 4950A, as Deputy Wing Commander.[5] Colonel Burke assumed the duties of Wing Commander of the 70th SRWg that is being formed on this Base at the present time. Lt. Colonel John W. Archer Jr., 12013A assumed the duties of Director of Operations for the

1. Weekly Mean Strength Rpt, Jun'55, prep by Stat Svs, 501ABGp.
2. Ibid.
3. Rpt, "Status of Off & Amn, Jun'55, prep by 91 SRWg D/P.
4. Ibid.
5. 91 SRWg G.O. # 4, dated 25 June 1955.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

POSTER OF KEY USAF PERSONNEL OF THE 91ST STRATEGIC RECONNAISSANCE WING AS OF 30 JUNE 1958

Wing Commander	[illegible], [illegible]	Colonel
Deputy Commander	[illegible], [illegible]	Colonel
Adjutant	[illegible], [illegible] A.	Major
Comptroller	[illegible], [illegible] J.	1/Lt.
Director of Personnel	[illegible], [illegible] F.	Captain
Intelligence Officer	[illegible], [illegible]	Lt. Colonel
Director of Material	[illegible], [illegible]	Colonel
Director of Operations	[illegible], [illegible] H. Jr.	Lt. Colonel
CO-322nd Strategic Reconnaissance Squadron (M)	[illegible], [illegible] T. Jr.	Major
CO-323rd Strategic Reconnaissance Squadron (M)	[illegible], [illegible]	Major
CO-324th Strategic Reconnaissance Squadron (M)	[illegible], [illegible]	Major
CO-91st Air Refueling Squadron, Medium	[illegible], [illegible]	Lt. Colonel
91st Field Maintenance Squadron-CO	[illegible], [illegible]	Major
91st Periodic Maintenance Squadron-CO	[illegible], [illegible] L.	Major
91st A & R Maintenance Squadron-CO	[illegible], [illegible]	Lt. Colonel
Hq Sq Section, 91SRG-CO	[illegible], [illegible] A.	Major
Chief of Maintenance	[illegible], [illegible]	Lt. Colonel

SECRET

1546

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

wing, Colonel William E. Todd, 4502A relieved. Colonel Todd is currently awaiting assignment for overseas shipment. Major Hugh P. Marohl took over the job vacated by Lt. Colonel Archer, that of Squadron Commander of the 324th Strategic Reconnaissance Squadron. 1/Lt. Stanley J. Peck, assumed the duties of Wing Comptroller when Lt. Colonel Harris C. Andrews left to become Base Comptroller at Plattsburg, New York.

SAC Rating System

The Personnel Portion of the SAC Rating System saw the following scores achieved by the 91st Strategic Reconnaissance Wing in the month of June 1955:[7]

The officer in required specialities prediction score was 40 percent. Loss of officer personnel to the 70th Wing, overseas assignment and higher headquarters committments limit score in this item.

The airmen in required specialities of direct support score prediction was 30 percent, indirect support 10 percent. Shortages of trained airment limit the score. OJT IS good. Upgrading is being accomplished as quickly as airmen become qualified.

The reenlistment score prediction for June was [illegible] percent. Although a slight improvement in reenlistments was made in June, this area continues to be a problem. Continued emphasis upon reenlistment of airmen is being made. The number of interviews with airmen is being increased. All officer personnel are made aware of this problem.

The ground Safety score prediction was 15 percent for June. There were 21 ground accidents as of June for a cost this quarter of $132,665. Four (4) private vehicle accidents fatilities have cost $126,000 of total cost.

6. 91SRWg G.O.# 3, dated 21 June 1955.
7. SAC Management Control Statement (MCS: 2A - 2), June'55, Exh # 15.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

OPERATIONS AND TRAINING

Tactical Operations Analysis

During June 1955, aircraft and crews of the 91st Strategic Reconnaissance Wing, operating from Lockbourne Air Force Base, recorded a total of 2200 hours and 45 minutes of flying time, which was indicative of an increase of approximately 210 hours over that recorded in May.[1] The end of this reporting period saw in the possession of the 91st Wing, 72 tactical aircraft according to the following types and numbers:[2] nineteen (19) KC-97's and 53 RB-47H's. These planes were on hand for 50,000 hours and were maintained in commission for 42,536 hours, resulting in a monthly aircraft in commission rate of 84.2 percent and a monthly percentage of time aircraft were flown of 5.2.[3]

The following is a comparison of operational data as recorded by this wing during the months of May and June 1955:[4]

	May	June
Number of Aircraft on Hand	67	72
Number of Hours Aircraft on Hand	[illegible],532	50,500
Number of Hours Aircraft in Commission	44,721	42,536
Number of Hours Aircraft Flown	[illegible]	22[illegible]:45
Number of Hours Aircraft Out of Commission Due to Maintenance	4387	6777
Number of Hours Aircraft Out of Commission Awaiting Parts	47[illegible]	238
Number of Landings Made	774	696
Percentage of Time Aircraft in Commission	[illegible].4%	84.2%
Percentage of Time Aircraft Flown	4.5%	5.2%

1. Rept, "Form 110A, No Rpt of A/C Opns", May & Jun'55, prep by Stat Svs, 801 RSp.
2. Ibid.
3. Ibid.
4. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Of the 2209:45 hours flown by assigned aircraft and crews of this wing in June 1955, a total of 702 hours and 50 minutes was recorded by KC-97's and 1506 hours and 55 minutes by RB-47B's.[5] A total of 187 RB-47 aircraft sorties was flown during this reporting period, accumulating 1133 hours of actual training time.[6] The following is a summary of training accomplishments as recorded by the RB-47 crews during the period 1 thru 30 June 1955:[7]

Radar IP Target Runs	
Attempted	188
Accepted	180
Large Scale Photo IP Target Runs	
Attempted	67
Accepted	55
Tri-Metrigon Charting Strips of Photo	
Attempted	35
Accepted	32
High Altitude Night Photo Simulated Flash Runs	
Attempted	25
Accepted	43
High Altitude Night Photo Runs	
Attempted	[illegible]
Accepted	43
Low Altitude Daylight Photo	
Attempted	[illegible]
Accepted	[illegible]

5. Rpt,"Norm 110A, No Rpt of A/C Opns, Jun'55", crew by Stat Svs, SCLASOp
6. "SAC Air Eng Rpt for No of Jun'55", crew by 910 Eng D/Opns & Eng
7. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Photo Flash RBS Run

Attempted	27
Accepted	27
Number of Pilot Proficiency Missions	14
Night Celestial Legs	49q
Day Celestial Legs	49
Radar Navigation Legs	21
Air Refueling	
Rendezvous Attempted 76 Accepted 76	

91st Air Refueling Squadron, Medium

Tanker crews and aircraft of the 91st Air Refueling Squadron, utilizing KC-97 type aircraft, and operating from Lockbourne Air Force Base, recorded in June, 702 hours and 50 minutes of operational flying time.[8] This was an increase of approximately 155 hours of flying time as compared with the operational record of this squadron in May.[9]

This unit, in addition to flying SAC Regulation 50-8 training accomplishments, flew 172 hours on missions directed by higher headquarters. These missions and the hours directed to them are as follows:[10]

ZAF Operations Order 127-55, [illegible] --- 172:00

The ~~fa~~ Following is a comparison of the operational data as recorded by this unit in May and June 1955:[11]

	May	June
Number of Aircraft on Hand	18	18
Number of Hours Aircraft on Hand	13,776	13,755
Number of Hours Aircraft in Commission	11,225	11,661
Number of Hours Aircraft Flown	748:40	702:50
Percentage of Time Aircraft in Commission	83.0%	84.3%
Percentage of Time Aircraft Flown	4.6	6.0%

8. Rpt"Form 11A, No Rpt of A/C Cons, ay [illegible] Jun'55, prep by Staff Svs, SOLADCp
9. Ibid.

SECRET

1550

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

	May	June
Number of Hours Aircraft Out of Commission Due to Maintenance	1404	1310
Number of Hours Aircraft Out of Commission Awaiting Parts	219	80
Number of Landings Made	269	269

During June, a total of 155 KC-97 sorties was flown for 705 hours of actual training time, whereas in May 1955, 127 sorties were flown for 542 hours of flying time.[12]

A resume of training time accomplished by the KC-97's in May is as follows:[13]

Night Celestial Navigation Legs	45
Day Celestial Navigation Legs	45
Radar Navigation Legs	20
Number Rendezvous Attempted (AFR-11)	52
Number Rendezvous Successful (AFR-11)	52
Number Rendezvous Attempted (AFR-12)	53
Number Rendezvous Successful (AFR-12)	53
Wet Hookups Attempted W/Bombers	60
Wet Hookups Successful W/Bombers	60
Dry Hookups Attempted	[illegible]
Dry Hookups Successful	[illegible]
Number of Pilot Proficiency Missions	2[illegible]
Number of Long Range Missions	29

12. Rpt, "Air Tng Rpt for No of Jun'55", prep by [illegible] Over [illegible] Tng.
13. Ibid.

SECRET

1551

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

323rd Strategic Reconnaissance Squadron, [illegible]

[illegible]-47D crews and aircraft of the 323rd Strategic Reconnaissance Squadron, operating from Lockbourne Air Force Base, Ohio, recorded in June, a total of 435 hours and 10 minutes of operational flying time as compared with 420 hours and 40 minutes in May.[17] As will be noted, the figure for June remained approximately the same as the previous month.

A comparison of the operational data as recorded by this organization during the months of May and June[17] is as follows:

	May	June
Number Aircraft on Hand	17	18
Number of Hours Aircraft on Hand	14,[illegible]13	13,[illegible]35
Number of Hours Aircraft in Operation	11,207	10,196
Number of Hours Aircraft Flown	[illegible]:47	435:10
Number of Hours Aircraft Out of Operation Awaiting Parts		106
Number of Hours Aircraft Out of Operation Due to Maintenance	1011	2040
Percentage of Time Aircraft in Operation	80.1	8[illegible].7
Percentage of Time Aircraft Flown	4.7	[illegible].7
Number of Landings Made	173	100

16. Ibid.
17. [illegible].

SECRET

1353

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

324th Strategic Reconnaissance Squadron, Medium

Utilizing RB-47E's and operating from Lockbourne Air Force Base, Ohio, crewsand aircraft of the 324th Strategic Reconnaissance Squadron recorded 464 hours and 15 minutes of operational flying time in June.[18]

The following is a statistical comparison of the operational data recorded by the aircraft of this squadron in May and June 1955:[19]

	May	June
Number of Aircraft on Hand	17	18
Number of Hours Aircraft on Hand	12,789	12,396
Number of Hours Aircraft in Commission	11,520	11040
Number of Hours Aircraft Flown	474:58	464:15
Number of Hours Aircraft Out of Commission Due to Maintenance	1164	1336
Number of Hours Aircraft Out of Commission Awaiting Parts	104	26
Percentage of Time Aircraft in Commission	90.1%	90.1%
Percentage of Time Aircraft Flown	4.1%	4.2%
Number of Landings Made	201	137

Flying Safety Activities for the Month of June, 1955

During the month of June the subject of airdrome hazards was stressed with special emphasis placed upon airfield construction presently being accomplished on this base. Daily inspections of the runways, ramps, taxi strips, aircraft parking areas and construction areas were conducted. Existing hazards were removed and potential hazards were eliminated whenever possible. Constant check, day and night, insured that existing hazards, due to construction on the airfield, were properly marked, and the operating units were advised accordingly. As an

18. Ibid.
19. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

added precaution against foreign object damage resulting from this construction, a procedure was instituted to have all engines covered by screens while taxiing. The cleanliness of ramps, taxiways, and runways, and destruction hazards and progress, was a constant theme in all squadron flying safety meetings and in the Wing Flying Safety committee discussion. In addition, building hazards and their effect on aircraft operation were constantly discussed in daily crew briefings. The problem is and will continue to be, under constant study and surveillance until the construction is completed.

All squadrons conducted scheduled flying safety meetings during the month of June with an overall average of 86 percent of all aircrew members present. Timely topics were discussed with emphasis upon airfield construction and hazards to ground operation of aircraft. The Wing Flying Safety Officer participated in these meetings. Increased enthusiasm and participation by aircrew members in these meetings is in evidence.

The Wing Flying Safety Meetings were held in the Base Theatre with 91 percent attendance of all aircrew personnel. The guest speaker at this successful meeting was Mr. Earle [illegible] Hinkley of the AIR MATERIEL COMMAND, Wright Patterson AFB, Ohio. Thunderstorm flying was thoroughly covered with respect to the duties and reactions of the pilot. Slides were used very effectively which showed the highlights of the subject.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

The results of the emphasis placed upon incident reports is reflected in the submission of ten reports this month, an increase over the month of May. Not only is this given Command and Wing Staff attention, but is also effectively processed and reviewed by squadron flying safety officers at daily roll calls and briefings. All incidents, reported on the Sortie Interrogation form, are followed up by the Wing Director of Safety.

Combat Crew of the Month

The following Combat Crew of the 323rd Strategic Reconnaissance Squadron has been chosen as the Combat Crew of the Month for the month of June for the 91st Strategic Reconnaissance Wing, Medium:[20]

Captain Joseph G. Tolbert	Aircraft Commander
2/Lt John [illegible]. Hosley	Pilot
2/Lt. Jack [illegible]. Normazin	Photo-Navigator

The demonstration of outstanding achievement in the professional handling of an inflight emergency that occured on 21 June 1955 in which superior ~~judgement~~ judgement, skill, knowledge and performance was portrayed, has resulted in the designation of Captain Tolbert and crew as the Crew of the Month for the 91st SRW (M).

After completing a thorough preflight inspection, the crew took off from Lockbourne Air Force Base on their scheduled training mission. Shortly after takeoff, while in the climb, a loud unusual noise was heard by all crew members. Captain Tolbert ordered a crew compartment check of all stations but this revealed no indications of any malfunctions.

20. Rpt,"91SRW Fly Saf Rpt for Mo of Jun'55", prep by 91SRW Fly Saf Officer.

SECRET

1556

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The mission continued according to flight plan and on the first photo run which was attempted, the vertical prime camera door open failed to illuminate. After rechecking the check list to insure that proper procedure had been followed, a check of the hydraulic control panel showed that the aircraft hydraulic system was rapidly losing fluid and pressure.

Complete hydraulic failure was the result with only trapped pressure in the main and emergency brake line remaining. After evaluating the seriousness of the situation, Captain Tolbert wisely elected to abort the mission and alerted the crew to the possibility which might arise from this condition.

They returned to Loelbourne Air Force Base local flight area, and advised the Air Base of the emergency condition giving them an expected time for landing. The crew then continued to practice simulated visual photo runs, and instrument flying while consuming fuel to get down to the proper gross weight for landing.

Captain Tolbert, aware of the fact that the landing would have to be made without nose wheel steering authority, and minimum braking power, was consulted and a complete briefing was held with each man reviewing his crew duties and procedures for landing with reliance on the brake chute. In addition, a review of crash landing procedure was also accomplished.

Advising the tower that he was preparing to make a full stop landing Captain Tolbert requested that crash equipment stand by, and entered a GCA pattern. By strict adherence to the emergency procedures outlined

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

in ten dash one he was able to bring the aircraft to a complete stop safely on the runway within 6,000 feet of the landing end without incident.

Postflight inspection of the aircraft revealed that the main camera compartment door had been lost in flight severing the hydraulic lines and actually the camera door switches had caused complete loss of hydraulic fluid. Skillful handling of the emergency and strict adherence to published SOP's helped to insure the safety of the crew and the aircraft.

The positive thinking and close crew coordination which was demonstrated by Captain Tolbert and crew under pressure was a very definite reflection upon this crew's superior knowledge and judgement, and it's ability to cope with the unexpected to insure the accomplishment of their mission even under abnormal conditions.

Maintenance Man of the Month

Technical Sergeant Carl Byerly Jr., of the 324th Strategic Reconnaissance Squadron, Madison, was selected as the Maintenance Man of the Month for the 801st Air Division.[21]

Sergeant Byerly has been serving as a crew chief on B-47 aircraft for the past two years, in which time he has applied himself with such a high degree of diligence and aggressiveness t at he has won the acclaim and respect of both his superior officers and his subordinates.

Throughout his Air Force career he has set the highest standards for himself, which has made him a shining example of an outstanding

21. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

airman. Sgt. Byerly was graduated from the A & E Course at Sheppard AFB, Texas, the J-47 Jet Engine Specialist Course at Chanute AFB, Ill., the B-45 M.T.O. Course at Lockbourne AFB and the B-47 Medium Bomber Course at Amarillo AFB, Texas. He completed and compiled and enviable record at all of these schools, always completing the course among the leaders in his class.

As an indication of his value to the squadron, all aircraft that have been under his supervision have constantly been high in flying time and through his constant checking and coordination with the flight crews, has kept the abort rate and late take-offs on his aircraft the lowest in the Wing.

The result of the instruction he has given his subordinates has been responsible for the efficiency demonstrated by the crews in solving complex problems of maintenance. He has made difficult situations look easy. He gives unselfishly of his time and effort and has been a major contributor to the high esprit'de corps among his associates.

By his rigid attention to duty, Sgt. Byerly has made many contributions to the flying end of flying and ~~ground~~ ground safety programs. His determination to enforce safety procedures, augmented by his system of cross-checking pre-flight check lists, ~~has~~ has enchanced the safety program of the Wing.

Additional examples of his outstanding achievements are: the T.O.C. rate on his aircraft which is always above the Wing average, the cleanliness of his aircraft and surrounding areas, and the repeated comments of aircraft commanders ~~praising~~ praising his supervision of the ground crew and equipment.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

By his insistance upon the highest maintenance standards and his continual emphasis on good safety procedures, Sgt. Byerly has earned for himself the plaudits of his Squadron and Wing, and the honor of being selected as the "Maintenance Man of the Month" for the 801st Air Division.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MISSION ANALYSIS

Summary

Tactical crews and aircraft of this command flew 2209 hours and 45 minutes in June 1955, of which 702 hours and 50 minutes were flown by the tankers and the remaining 1506 hours and 55 minutes by the reconnaissance aircraft.[1] Ofthese totals, 599 hours and 05 minutes were flown by the RB-47E's in the performance of missions directed by higher headquarters, with the KC-97's flying 172 hours on missions of this nature.[2] A breakdown of this time by mission is as follows:[3]

RB-47

3942th SES	23:35
2AF Oper Order 127-55	421:00
Ferry Acft	11:00
SAC/2AF/91/86-55 "AIRBLAST"	101:35
Project 55 S-2	23:05
Project 91-55-6	16:45
TOTAL	599:05

KC-97

2AF Oper Order 127-55	172:00

As will be seen the number of hours flown this month in accordance with directives from higher headquarters greatly increased over the previous month. June was a good month with only 17 hours and 30 minutes being lost due to weather and local conditions.

Unit Simulated Combat Mission Operations Order 127-55, BOLD GUY

The USCM that was flown by the 91SRWg in June was designed to afford the 91SRWg training in the execution of its EWP mission.

The 91st Air Refueling Squadron flew 47 sorties for 172 hours of flying time in accomplishing their part in this exercise. The tankers

1. Rpt, "Wg Cmdr's Remarks, Part V of Air Tng Rpt", for Mon of Jun'55, & "Wg Cmdr's Remarks, Part I of Air Tng R pt for Mo of Jun'55, Exh # 12 & 13
2. Ibid.
3. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

accomplished 38 refuelings and 17 dry hookups during this time.

The reconnaissance aircraft accomplished 51 sorties for 421 hours of flying time during this exercise. The assigned E/P mission for the 913Wg was again given the necessary dress rehearsal designed to bring the forces of this command to a peak of efficiency.

1362

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Tactical Maintenance Summary

This wing possessed as of the end of June 1955, a total of 72 tactical aircraft as compared with 67 in May.[1] They were on hand for 50,500 hours and were maintained in commission for 42,536 hours during the month as against 44,721 hours in May.[2] The monthly aircraft in commission percentage was 84.2 percent and a total of 5.2 percent of the time aircraft were flown was recorded by this command in June, whereas in the previous month, they were in commission for a rate of 88.4 percent and a monthly percentage of time they were flown of 4.5 percent.[3]

The following is a statistical comparison of the aircraft operational and maintenance data as recorded by this organization during the months of May and June 1955:[4]

	May	June
Number of Aircraft on Hand	67	72
Number of Hours Aircraft on Hand	50,583	50,500
Number of Hours Aircraft in Commission	44,721	42,536
Number of Hours Aircraft Flown	3000	2208:46
Percentage of Time Aircraft in Commission	88.4%	84.2%
Percentage of Time Aircraft Flown	4.5%	5.2%
Number of Hours Aircraft Out of Commission Due to Maintenance	4357	6,777
Number of Hours Aircraft Out of Commission Awaiting Parts	470	230
Number of Landings Made	774	696

1. Rpt"Form 110A, Mo Rpt of A/C Comd," May & Jun'55, prep by Stat Svs, 301ABGp
2. Ibid.
3. Ibid.
4. Ibid.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DISPLACEMENT OF [illegible]

1. Special Order File, 91SWg
2. General Order File, 91SWg
3. Regulation File, 91SWg
4. Correspondence File, 91SWg

General Order File, Second Air Force

6. General Order File, 601st Air Division
7. Special Order File, 601st Air Division
8. Statistical Reports, 91SWg
9. The Skyhawker, Lockbourne Air Force Base
10. Regulations, Second Air Force
11. Regulations, Strategic Air Command
12. General Orders, Strategic Air Command
13. 91SWg Historical Reports, May 1955
14. 91SWg Director of Operations
15. 91SWg Director of Material
16. 91SWg Comptroller
17. 91SWg Director of Personnel
18. 91SWg Adjutant
19. 601st Air Base Group Statistical Services Office
20. 601st Air Base Group Testing Office

SECRET

1564

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Pictured here is the SAC Combat Crew of the Month for the 91st Strategic Reconnaissance Wing, Medium for the month of June 1956. They are from left to right: 2/Lt John T. Pooley, Pilot; Captain Joseph S. Colbert, A/C; 2/Lt Jack T. Germain, Photo-Navigator.

1365

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1566

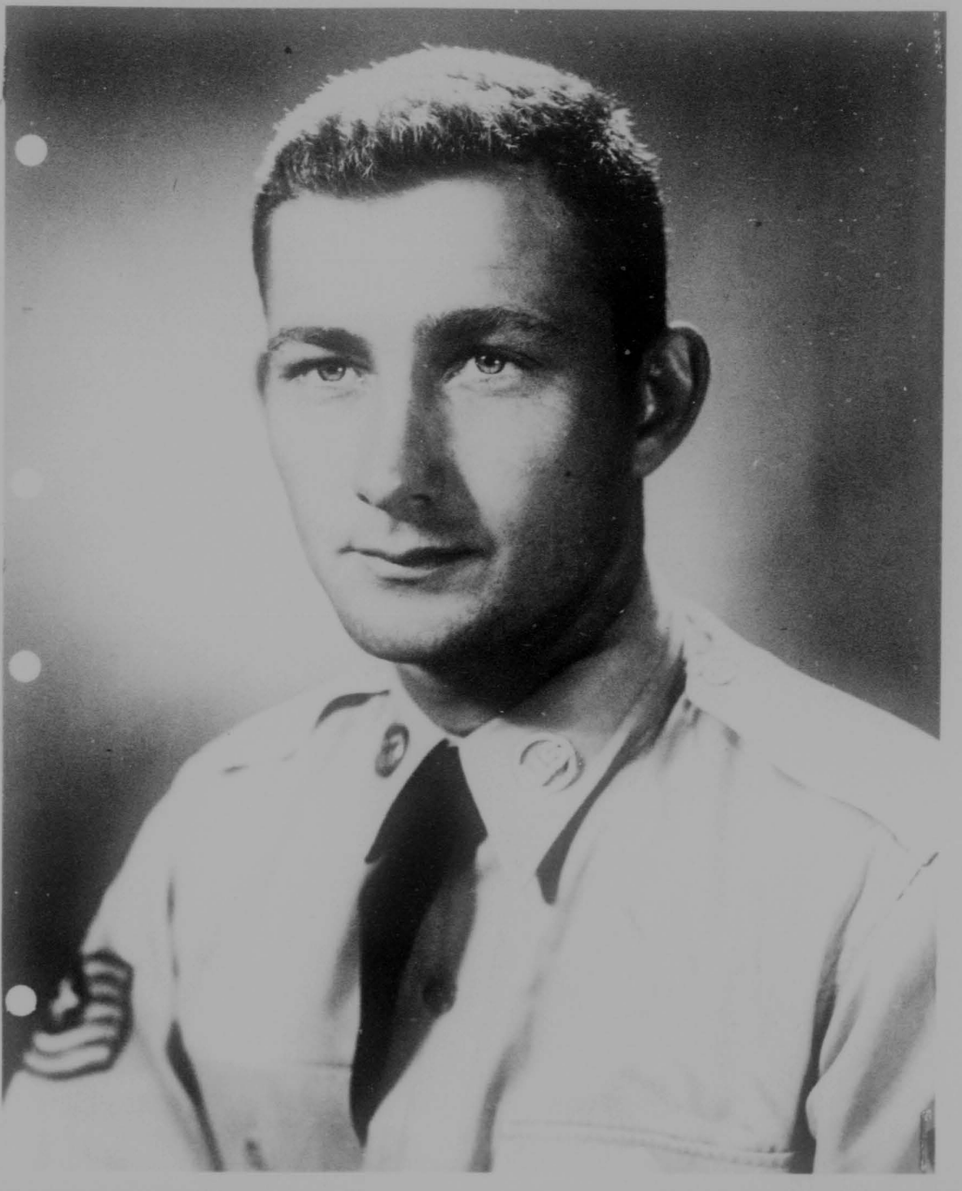
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Pictured here is the Maintenance Man of the
Month of June 1955 for the 91st Strategic
Reconnaissance Wing, Medium, Technical
Sergeant Carl Byerly Jr., of the 324th SRS.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



1568

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

91st Wing Receives 'Gold Broom' For Very Little Damage

Col. Eisenhart Accepts Award At 2-AF Conference

Maj. Gen. Frank A. Armstrong, 2-AF commander, presented the "Gold Broom" to the 91st Strategic Reconnaissance Wing a week ago today.

The 91st Wing placed first among all the wings in the command in SAC's "New Broom" contest. Col. Charles M. Eisenhart, 91st commander, received the award at the 2nd Air Force Commander's Conference held in Columbus last week.

This contest covers a 4 month period in which the wing that experienced the least amount of foreign object damage to engines is awarded a "Gold Broom", while the wing that suffered the poorest record, that is, the one which lost the most engines for the period, receives a "Black Broom".

There is considerable rivalry among the wing commanders for the coveted "Gold Broom" for this denotes a successful accident prevention program, the most efficient operation of men and equipment, and a large contribution to the overall SAC drive to reduce operating expenditures.

On the basis of figures compiled and submitted by the director of material, 2-AF, the 91st Wing had the best record of all the wings in the command. In the report, for the period February through May which consisted of records of 13 wings, the 91st Wing stood first, having lost only 2 engines due to foreign object damage while compiling 946 sorties for a total of 5,885 flying hours.

This is a most enviable record by comparison with the "Black Broom" Wing which lost 36 engines while flying 61 less sorties. This represents a loss of 1800 per cent more engines than the 91st Wing.

All the wings in 2-AF lost a combined total of 167 engines by foreign object damage. This represents a monetary loss of over 8 million dollars, enough money to cover the complete cost of operating Lockbourne AFB for two and one half months, or enough to pur-

be accomplished if the wing retains the top position in the standings for 2 more consecutive reporting periods.

A replica of the "Gold Broom" award is on display in the 91st Strat Recon Headquarters.

Col. Eisenhart had this to say about the award:

The "Gold Broom" is a tribute to the spirit, initiative, and devotion to duty of every man in the wing. It is a symbol, a measure of recognition to the determination of every maintenance man, and every crew member to keep the 91st Wing the leader in SAC. This award is a first for Lockbourne and it is significant that it was won by the 91st. This is a typical example of what our officers and airmen can and do accomplish.

"In accepting the 'Gold Broom' for the wing, I want to thank each and every member of the organization and offer my congratulations for a job well done".

35.9; Walker, 35.1; Pinecastle, 33.9; Altus, 33.3; and Campbell, 33.3.

Those bases below the SAC av-

1569

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

91st Wing Receives 'Gold Broom' For Very Little Damage

Col. Eisenhart Accepts Award At 2-AF Conference

Maj. Gen. Frank A. Armstrong, 2-AF commander, presented the "Gold Broom" to the 91st Strategic Reconnaissance Wing a week ago today.

The 91st Wing placed first among all the wings in the command in SAC's "New Broom" contest. Col. Charles M. Eisenhart, 91st commander, received the award at the 2nd Air Force Commander's Conference held in Columbus last week.

This contest covers a 4 month period in which the wing that experienced the least amount of foreign object damage to engines is awarded a "Gold Broom", while the wing that suffered the poorest record, that is, the one which lost the most engines for the period, receives a "Black Broom".

There is considerable rivalry among the wing commanders for the coveted "Gold Broom" for this denotes a successful accident prevention program, the most efficient operation of men and equipment, and a large contribution to the overall SAC drive to reduce operating expenditures.

On the basis of figures compiled and submitted by the director of material, 2-AF, the 91st Wing had the best record of all the wings in the command. In the report, for the period February through May which consisted of records of 13 wings, the 91st Wing stood first, having lost only 2 engines due to foreign object damage while compiling 946 sorties for a total of 5,885 flying hours.

This is a most enviable record by comparison with the "Black Broom" Wing which lost 26 engines while flying 61 less sorties. This represents a loss of 1800 per cent more engines than the 91st Wing.

All the wings in 2-AF lost a combined total of 167 engines by foreign object damage. This represents a monetary loss of over 8 million dollars, enough money to cover the complete cost of operating Lockbourne AFB for two and one half months, or enough to purchase all motor transportation vehicles for 30 SAC bases. Considering these facts, the relative contribution and outstanding achievement of the 91st Strat Recon Wg can be appreciated.

Col. Eisenhart indicated that the 91st will make every effort to retain permanent ownership of the "Gold Broom". This can be accomplished if the wing retains the top position in the standings for 2 more consecutive reporting periods.

A replica of the "Gold Broom" award is on display in the 91st Strat Recon Headquarters.

Col. Eisenhart had this to say about the award:

The "Gold Broom" is a tribute to the spirit, initiative, and devotion to duty of every man in the wing. It is a symbol, a measure of recognition to the determination of every maintenance man and every crew member to keep the 91st Wing the leader in SAC. This award is a first for Lockbourne and it is significant that it was won by the 91st. This is a typical example of what our officers and airmen can and do accomplish.

"In accepting the 'Gold Broom' for the wing, I want to thank each and every member of the organization and offer my congratulations for a job well done."

1370

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

A GOLD BROOM for the best wing in the 2-AF, Col. Charles M. Eisenhart, 91st Strat Recon Wing commander, (center) makes a symbolic presentation of the gold broom to the men of the wing who made the presentation possible. It was one of the last moves Gen. Armstrong of the 2-AF made here. Master Sergeants in the picture are H. A. Russell, NCOIC of jet engine buildup in the 91st FMS; W. R. Shelton, line chief of the 322nd SRS; L. E. Able, line chief of the 324th SRS; and H. D. Borden, line chief of the 91st FMS. Not in the picture is M-Sgt. L. H. Ellis, line chief at the 323rd SRS.

1371

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

T SGT. CARL BYERLY, Jr. (center) is presented a letter from Maj. High P. Marohl, 324th Squadron commander signifying his winning the "Maintenance Man of the Month Award for June. Col. Charles M. Eisenhart, wing commander, looks on. Byerly got a 3-day pass and a flight to any SAC base of his choice in the United States.

Sgt. Byerly Chosen 91st Wing 'Maintenance Man' For June

T-Sgt. Carl Byerly, Jr., 324th Strat Recon Squadron, was selected the 26th Wing's "Maintenance Man of the Month" for June. Col. Charles M. Eisenhart, wing commander, made the announcement. Byerly has been serving as a crew chief on the RB-47 aircraft for the past two years.

He was graduated from the A&E course at Sheppard AFB, Tex. the J-47 jet engine specialist course at Chanute, the B-45 MTD course here and the B-47 medium bomber course at Amarillo AFB, Tex.

All aircraft that have been under Byerly's supervision have been high in flying time, and through his checking and coordination wi the flight crews, he has kept [illegible] abort rate and late takeoffs on [illegible] aircraft the lowest in the wing.

He was cited for his "rigid attention and devotion to duty". The flying safety officer said: "Sgt. Byerly has made many contributions to the flying and ground safety programs. His determination to enforce safety procedures, augmented by his system of cross-checking preflight lists, has enhanced the safety program of the wing."

"The TOC rate on his aircraft which is always above the wing average, the cleanliness of his aircraft and surrounding area, and the repeated comments of aircraft commanders praising his supervision of the ground crews and equipment."

1372

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FIELD HOSPITAL — Members of the base hospital staff packed up their gear and headed for the open wilds last month to better acquaint themselves of the problems of a field hospital. Above, the doctors and corpsmen prepare themselves for a simulated surgery. Left to right, they are 1-Lt. Leo J. Scanlon, A-2C Robert E. Ritter, S-Sgt. Francis W. Boal, and Lt. Col. Charles B. S. Evans. Dr. Evans is base surgeon. (ISO Photo Lab)

IN ONE OF THE TENTS, Capt. George Puryear checks slides while utilities man S-Sgt. Roy Hammon removes a tray from the refrigerator. At the site, the hospital unit was completely self-supporting, with electrical generator, water purification and messing facilities and other necessary items for operating a field hospital.

1373

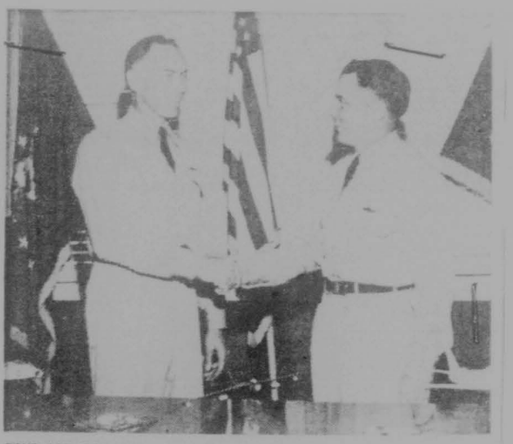
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DENTAL WORK was part of the 4-day bivouac held along the Olentangy River 11 miles north of Delaware last month. Dentist Capt. Raleigh S. Callion checks 'patient' S-Sgt. Francis W. Boal's teeth. Assistant A-3C James A. Dunn stands by.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THE AIR FORCE'S newest general, Brig. Gen. Joseph Preston (left) a former Lockbourne commander, receives the congratulations of Brig. Gen. Hewitt T. Wheless, 801st Air Division commander. (ISO Lab photo)

Gen. Preston New AD Commander

Will Go To Little Rock AFB; Col. Burke To Command 70th SRW

Brig. Gen. Joseph Preston, one of the Air Force's newest generals, and formerly commander of the 91st Strat Recon Wing here, has been named commander of the 835th Air Division at Little Rock, Ark., and Col. William Burke, deputy commander of the 91st

Col. Burke

Gen. Preston

Wing, will command the 70th Wing, now being organized here, SAC disclosed last month.

Gen. Preston, commander of the 91st here before transferring to the National War College, flew

The first B-52 was delivered late last month to SAC's 92nd Bomb

compared with the atmost 8 years it took to reach the first million.

the Service since 1940. During World War II, he commanded a B-24 wing in Europe, and was shot down over Austria while on his 29th mission and spent the remainder of the war as a prisoner of the Germans.

Since the war's end, he has been connected with the San Francisco Search and Rescue Center at Hamilton AFB, Cal., the Atomic Energy Commission, and the Plans Group of NATO stationed outside of Paris.

Brig. Gen. H. R. Sullivan, commander of the 26th Strat Recon Wing, reported in the Skyhawker last week to move to the air division post at Forbes AFB, Kan. July 7, has been given an extension here. The new date for his departure has not been given.

1375

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

324 Strat Recon Bids Farewell To Col. Archer

By CAPT. MURRAY MARKS
Special To The Skyhawker

"Operation Guzzle" a mission which was accomplished as briefed was termed a huge success by all participants.

Last Friday, officers of the 324th Strat Recon Squadron converged en masse upon the Officer's Club to bid farewell to their commander, Lt. Col. John H. Archer Jr., who moved up to the position of director of operations, 91st Strategic Reconnaissance Wing.

Joining the men of the 324th in honiring Lt. Col. Archer were Col. Charles M. Eisenheart, 91st wing commander; Col. Wm. Burke, 91st deputy wing commander; Maj Hugh P. Marohl, 324th SRS commander; Lt. Col. James T. Chafin, C. O. 322nd; and Maj. Arthur K. Alexander, C. O. 323rd. Although Gen. Wheless could not attend, he sent his best wishes to the new D. O. of the 91st Wing.

The theme of the party, which was treated as an operational mission, was complete with an Operations Order, planned and written by Maj. Henry P. Florsheim and Capt. Murray Marks.

Maj. Marohl, the new commander of the 324th, started the festivities with a short talk which outlined some of the highlights in the career of his predecessor. In addition to the party, and as a complete surprise to Lt. Col. Archer, the officers of the 324th presented him with an engraved silver ice bucket as a further token of their appreciation of his leadership of the squadron.

Lt. Col. Archer was visibly moved in accepting the gift and gave his thanks to the officers and airmen of the 324th, who, he stated, were responsible for the success of the squadron.

He further stated, "No one man can take credit for the success of an organization. Rather, it is the combined spirit, initiative, and desire of each member of the squadron to do his best. It is the devotion to duty of each and every pilot, copilot, and observer, the men who crew the ships, the chiefs and their assistants, and the men who work in the shops, all pitching in and pulling together who make for the success of the squadron."

In closing, Lt. Col. Archer also stated that he felt sure that Maj. Marohl would be given the same support and cooperation he enjoyed as commander, and that Major Marohl would "continue to lead the 324th onward to future glory."

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

'Safety Zone'

RB-47 Got Back, But Close Call...

By CAPT. MURRAY MARKS
Safety Director, 91st SRW

(EDITOR'S NOTE: This is the first of a series of articles which will appear in "Safety Zone" written by Capt. Murray Marks, Director of Safety, 91st Strategic Reconnaissance Wing. The series will consist of articles describing incidents in which crew members or maintenance personnel have distinguished themselves in the performance of their duties and any items that are related to Flying Safety or Ground Safety.

We would appreciate it if all personnel, both officers and airmen would make use of this column to bring such items of interest to the attention of all concerned.

(Please send these items to Capt Marks, Safety Director, 91st Strat Recon Wg, Room 206.)

Capt. Joseph S. Tolbert, 323rd SRS, reported the following incident which involved his crew in an in flight emergency.

On the basis of crews outstanding performance in the handling of this incident, Capt. Tolbert's Crew has been named "Safety Zone's Crew of the Month."

After a complete pre-flight inspection, they departed on a normal training mission. Shortly after take off, they heard a loud noise like a dull thump which was of unusual nature. A crew check was made for indications of a malfunction but none was found and the mission was continued.

On the first photo run the prime vertical camera door open light failed to illuminate. A check of the hydraulic control panel showed that the system was losing fluid and pressure rapidly. Complete hydraulic failure was the result with only trapped pressure in the main and emergency brake lines available.

The landing would have to be made without nose wheel steering authority and minimum breaking power. The mission was therefore aborted and they returned to the local flying area continued to practice photo procedures until the fuel load was reduced to the proper landing weight.

Before descent, the T. O. was consulted and complete briefing was held on crew duties and procedures for landing with reliance on brake chute. In addition crash landing procedures were reviewed.

Flying out of a GCA pattern, Capt. Tolbert guided the aircraft to a touchdown 800' down the runway. By following the T. O. emerwas brought to a complete stop in 6,000 feet.

After landing, it was discovered that the main camera compartment door had been lost in flight, severing the hydraulic lines. Actuation of the camera door switches had caused complete hydraulic failure.

Skillful handling of the emergency and strict adherence to published S.O.P. helped to insure safety of aircrew and aircraft.

Subsequent investigation revealed that after the flight crew completed its pre-flight inspection and secured the hatches and compartments, a member of the ground camera crew re-entered the camera compartment without notifying the pilot. In closing the door he did not give the pilot an opportunity to check if the door was properly locked.

This is contrary to safety procedures and must be discontinued. Maintenance personnel should be aware of their responsibility to the pilot and under no circumstances should they reopen any door, panel, or compartment which has been secured, without first advising the pilot.

Under slightly different circumstances this incident might have been a major accident. Situations like these are avoidable and such wanton disregard for safety procedures on the part of the camera maintenance man should not go unnoticed.

We are all a part of the team, aircrew members and maintenance personnel. If we all play our positions properly, we can eliminate such hazards to safe flying. "Safety is everybody's business."

1377

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[redacted] STRATEGIC RECONNAISSANCE WING (M)
WING SAFETY OFFICER'S MONTHLY
CAMPAIGN PROGRESS REPORT

4 July 1955

1. Monthly Theme.

During the month of June the subject of airdrome hazards was stressed with special emphasis placed upon airfield construction presently in progress on this base. Daily inspection of the runways, ramp, taxi stripe, aircraft parking areas, and construction areas were conducted. Existing hazards were removed and potential hazards were eliminated whenever possible. Constant check, day and night, insured that existing operational hazards, due to construction on the airfield, were properly marked, and the operating units were advised accordingly. As an added precaution against foreign object resulting from this construction, a procedure was instituted to have all engines covered by screens while taxiing. The cleanliness of ramps, taxiways, and runways, and construction hazards and progress, was a constant theme in all squadron flying safety meetings and in the Wing flying safety committee discussion. In addition, existing hazards and their effect on aircraft operation are constantly discussed in daily or w briefings. The problem is an will continue to be, under constant study and surveillance until the construction is completed.

2. Flying Safety Meetings.

All squadrons conducted scheduled flying safety meetings during the month of June with an overall average of 80% of all aircrew members present. Timely Topics were discussed with emphasis placed on airfield construction and hazards to ground operation of aircraft. The Wing Flying Safety Officer participated in these meetings. Increased enthusiasm and participation by aircrew members in these meetings is in evidence.

The Wing Flying Safety Meetings was held in the Base Theater with 95% attendance of all aircrew personnel. The guest speaker at this successful meeting was Mr. Earle T. Hinckley of the All Weather Testing Section, Wright Patterson Air Force Base, Ohio. Thunderstorm flying was thoroughly covered with respect to the pilots duties and reactions. Slides were used very effectively which illustrated the highlights of the subject.

3. The 91st Strategic Reconnaissance Wing Flying Safety Committee Meeting.

a. The following items which were previously discussed were reevaluated for follow-up action:

(1) Dipstick fuel tanks. Visual inspection of fuel tanks and dipsticking of intermediate fuel loads is now incorporated in the S.C.I. Compliance with the S.C.I. is rigidly being monitored.

EXHIBIT #1

1578

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Oxygen Equipment Inspection. Inspection of squadron personnel equipment sections are frequently made. Records indicate 100% compliance with T.O. 18X-1-1.

(3) Airfield Inspection. Due to the heavy construction presently being accomplished, procedures were outlined for rigid daily inspections of the areas, with detailed briefings to operating personnel on the conditions.

(4) Smoking Control. The provisions of the regulation governing smoking on the airfields were revised for necessary action and to reemphasis on the program.

b. The following new items were discussed:

(1) Flying Safety Meeting for July. The program for the next meeting was discussed and formulated. Responsibility for the physical presentation was divided among the tactical squadrons and wing standboard. The subjects to be covered are personnel equipment, summer flying hazards, airfield construction, incident reports and trends as accident prevention method, and aerial refueling procedures.

(2) External Engine Screens. The problem of installation and removal of external engine screens for all ground operation of aircraft before take-off and after landing was discussed. This will be an item of special interest throughout the construction period.

(3) Crash and Fire Fighting Procedures. (a) The procedure is presently being revised, and upon its completion, necessary S.O.'s for the sections involved will be completed.

(b) Procedure is being initiated to use the aircraft parking area identification symbol (each spot has a designation symbol eg. D-4 or C-3) as an aid to the fire department to speed up the location of future ground fires in parked aircraft.

(4) Aircraft Commander's Comments. The aid of the committee was solicited in an attempt to revitalize interest in the aircraft commander comments on the sortie interrogation form as a source of information for the Wing Flying Safety Officer in his program to prevent recurrence of items that are conducive to aircraft accidents.

(5) Publications. A weekly column entitled "Safety Zone" will be prepared by the Wing Director of Safety in which timely topics will be discussed. In addition, any item that has impact on the safety program will be included.

(c) The following projects will be worked on in July:

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) The installation of adapters in VHF equipment on RB-47E aircraft to accomodate the use of new type helmets. It is a constant corrent of aircraft commanders who fly in the few aircraft where the old style helmet has to be used, that this is a safety hazard due to the poor reception and discomfort experienced.

(2) The installation of a red light in the co-pilots VHF radio control box. This is a necessity during night flights.

(3) The repainting of taxi lines, which are being reported by pilots as inadequate.

4. The SAC Aircraft Incident Reporting Program.

The results of the emphasis placed on incident reports is reflected in the submission of ten reports this month, an increase over the month of May. Not only is this given Command and Wing Staff attention, but is also effectively processed and reviewed by squadron flying safety officers at daily roll calls and briefings. All incidents, reported on the Sortie Interrogation form, are followed up by the Wing Director of Safety.

5. Nominations.

Nominations for 91st Strategic Reconnaissance Wing Crew of the Month and Maintenance Man of the Month are seperate inclosures. A Squadron Flying Safety Officer of the Month was not nominated.

6. Compliance with FSO Checklist for June.

All items were checked and complied with. In view of the present airfield construction, particular emphasis was attached to the questionaire.

7. Special Project UCM.

Special attention was given to the Unit Simulated Combat Mission accomplished this month in which every effort was made to insure that all safety precautions were exercised. The Wing Commander personally briefed all crews of the paramount importance of their rigid compliances with safety procedures.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

COMBAT CREW OF THE MONTH

The 001st Air Division nominated the following Jet Air Crew from the 323rd Strategic Reconnaissance Squadron (M), 91st Strategic Reconnaissance Wing (M), for the "SAC Combat Crew of the Month" for June 1955

Captain	Joseph S. Tolbert	Aircraft Commander
2/Lt	John [illegible]. Meeley	Pilot
2/Lt	Jack N. Kermazin	Photo-Navigator

The demonstration of outstanding achievement in the professional handling of an inflight emergency that occurred on 21 June 1955 in which superior judgement, skill knowledge and performance was portrayed, has resulted in the designation of Captain Tolbert and Crew as the "Crew of the Month" of the 91st Strategic Reconnaissance Wing (M).

After completing a thorough preflight inspection, the crew took off from Lockbourne Air Force Base on their scheduled training mission. Shortly after departure while in the climb, a loud unusual noise was heard by all crew members. Captain Tolbert ordered a crew compartment check of all stations but this revealed no indications of any malfunctions.

The mission continued according to flight plan and on the first photo run which was attempted, the prime vertical camers door open door failed to illuminate. After rechecking the check list to insure that proper procedure had been followed, a check of the hydraulic control panel showed that the aircraft hydraulic system was rapidly losing fluid and pressure.

Complete hydraulic failure was the result with only trapped pressure in the main and emergency brake line remaining. After evaluating the seriousness of the situation, Captain Tolbert wisely elected to abort the mission and alerted the crew to the possibilities which might arise from this condition.

They returned to Lockbourne Air Force Base local flight area, and advised the Air Base of the emergency condition giving them an expected time for landing. The crew then continued to practice simulated visual photo runs, and instrument flying while consuming fuel to get down to the proper gross weight for landing.

Captain Tolbert, aware of the fact that the landing would have to be made without nose wheel steering authority, and minimum braking power, was consulted and a complete briefing was held with each man reviewing his crew duties and procedures for landing with reliance on the brake chute. In addition, a review of crash landing procedure was also accomplished.

1581

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

01SFWg Combat Crew of the Month Con't.

Advising the tower that he was preparing to make a full stop landing Captain Tolbert requested that crash equipment stand by, and entered a GCA pattern. By strict adherence to the emergency procedures outlined in teh dash one he was able to bring the aircraft to a complete stop, safely on the runway within 6,000 ft. from the landing end without incident.

Postflight inspection of the aircraft revealed that the main camera compartment door had been lost in flight severing the hydraulic lines, and actually the camera door switches had caused complete loss of hydraulic fluid. Skill ful handling of the emergency and strict adherence to published SOP helped to insure the safety of the crew and the aircraft.

The positive thinking and close crew coordination which was demonstrated by Captain Tolbert, Lt Feeley, and Lt Karmazin under pressure of a critical crew training which was accomplished. This is a very definite reflection upon this crew's superior knowledge and judgement, and it's ability to cope with the unexpected to insure the accomplishment of it's mission even under abnormal Conditions.

1582

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

[redacted]

Technical Sergeant Carl Dyerly Jr. of the 324th Strategic Reconnaissance Squadron, 91st Strategic Reconnaissance Wing (H) has been selected as the Maintenance Man of the Month for the 801st Air Division.

Sergeant Dyerly has been serving as a crew chief on the B-47 aircraft for the past two (2) years in which time he has applied himself with such a high degree of diligence and aggressiveness that he also won the acclaim and respect of both his superior officers and his subordinates.

Throughout his Air Force Careers he also set the highest standards for himself, which has made him a shining example of an outstanding airman. Sgt. Dyerly was graduated from the A & E course at Sheppard AFB, Texas, the B-47 Jet Engine Specialist Course at Chanute AFB, Ill., the B-47 T.E.D. course at Lockbourne AFB and the B-47 Medium Bomber Course at Amarillo AFB, Texas. He completed and compiled an enviable record at all these schools, always completing the course among the leaders in his class.

As an indication of his value to the Squadron, all aircraft that have been under his supervision have consistently been high in flying time and through his constant checking and coordination with the flight crews, he has kept the abort rate and late take-offs on his aircraft, the lowest in the Wing.

The result of the instruction he has given his subordinates has been responsible for the efficiency demonstrated by the crews in solving complex maintenance problems. He has made difficult situations look easy. He gives unselfishly of his time and effort and has been a major contributor to the high esprit'de corps among his associates.

By his rigid attention to duty, Sergeant Dyerly has made many contributions to the flying and ground safety programs. His determination to enforce safety procedures, augmented by his system of cross-checking preflight check lists, has enchanced the safety program of the Wing.

Additional examples of his outstanding achievements are: the T.O.D. rate on his aircraft which is always above the Wing average, the cleanliness of his aircraft and surrounding areas, and the repeated comments of aircraft commanders praising his supervision of the ground crew and equipment.

By his insistance upon the highest maintenance standards and his continual emphasis on good safety procedures, Sgt. Dyerly has earned for himself the plaudits of his Squadron and Wing, and the honor of being selected as the "Maintenance Man of the Month."

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (H)
Lockbourne Air Force Base
Columbus 17, Ohio

WING COMMANDERS REMARKS

PART V

AIR TRAINING REPORT FOR THE MONTH OF JUNE 1955

RCS: 3-SAC-T12

a. Hours flown performing missions ordered by higher headquarters:

(1)	Aircraft assigned to 3942nd SES	23:35
(2)	Operations Order 2AF 127-55 (USCM)	421:00
(3)	Ferrying Aircraft	11:05
(4)	SAC/2AF/91/86-55 (AIR BLAST)	101:35
(5)	Project 55 S-2	25:05
(6)	Project 91-55-6 (Orlando, Fla)	16:45
	Total	599:05

b. Flying hours lost due to adverse weather and local conditions:

(1) Two pilot proficiency missions and one transition mission were cancelled due to low ceilings and thunderstorms in local area: 11:00.

(2) One 50-8 training mission was cancelled due to runway being closed (Aircraft accident): 6:30.

(3) Total time lost: 17:30.

c. Restrictions imposed by AMC or SAC headquarters: None.

d. Combat crew members gains and losses:

(1) Gains:

(a) One observer, CCTS Wichita.

(2) Losses:

(a) One aircraft commander, transferred to TAFTA.

(b) One aircraft commander, upgraded to Squadron Operations Officer.

CONFIDENTIAL

1586

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(c) One aircraft commander, grounded indefinitely.

(d) One aircraft commander, transferred to Wing Staff.

(e) One aircraft commander, discharged; expiration term of service.

(f) One photo-navigator transferred PCS, USAF.

(g) Two photo-navigators upgraded to Squadron Observer vacancy.

e. Crew member changes:

(1) Two aircraft commanders.

(2) Ten co-pilots.

(3) Six observers.

f. New crews:

(1) IN52 - 1 June 55.

(2) IN53 - 15 June 55.

(3) IN47 - 17 June 55.

g. Crew status changes:

(1) N05 - dissolved - 1 June 55.

(2) R02 - dissolved - 15 June 55.

(3) L63 - dissolved - 13 June 55.

(4) R41 to L41 - upgraded - 1 June 55.

h. Standardization crews: S76, L09, ~~S30~~ S32 and S70.

i. Remarks on material and personnel problems which adversely affect training accomplishments other than those included in d, e, f, and g above: None.

j. SAC minimum training: Complete.

k. Non-combat ready crews capable of deploying: Not applicable

l. Non-combat ready crew training: See page 4, part I, 3-SAC-T12 for June 1955.

m. Rescinded.

n. Not applicable.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HQ 91SRW - WING COMMANDERS REMARKS FOR JUNE 1955 - RCS: 3-SAC-T12

o. Wing Commanders comments:

(1) Reference paragraph 6c(4) SAC Reg 50-26, dated 16 June 1955, (Rejections, due to weather, moved to practice). An incentive is provided for jet reconnaissance crews to attempt maximum record photo training during marginal weather conditions. Rejections like weather, beyond the control of the crew, do not reflect upon the record proficiency capability of the crew. Therefore, it appears that the requirement in paragraph 6c(1) (initial camera malfunction on record runs being charged against the crew) is in conflict with the policy of not penalizing crews for photo rejections beyond their control. Unlike the RB-36 crews, who have camera technicians assigned, the RB-47 crews have no relationship with their camera equipment other than that during pre-flight inspections. All camera equipment is inaccesable to the crew in flight and the crew seldom flies with the same camera equipment twice. This policy in effect restricts record activity. Crews who have their minimum training accomplished are hesitant of attempting additional photo training because a malfunction beyond their control, may create an unjust reflection upon their proficiency level.

(2) Reference 91st SRW, Unsatisfactory Report 55-720 dated 21 June 1955 and 91st SRW Incident Report 55-25 dated 21 June 1955. Only two aircraft this wing are capable of maximum external refueling because of metal fatigue due to improper external tank seals. Seals arrived on 24 June 55 and are currently being installed. 19 maximum external missions were lost since 22 June, as a direct result of this situation.

(3) Request that paragraph 7i(2)a, Supplement XI, SAC Reg 50-8, dated 16 June 55, be changed to agree with paragraph 5d(3), SAC Reg 50-26 dated 16 June 55; subject: minimum number of bombs necessary for acceptable actual night high altitude photography. Stereo coverage of the target can be obtained with two bombs with two exposures.

(4) As directed by 2AF message DOTG 5293, dated 24 June 55, the following information is submitted: 27 crew members have sustained injuries resulting from judo training. The severity of the injuries range from stiff necks (one day non-effective) to dislocated back (permanent injuries - although only two months non-effective crew member time). It is difficult to establish a non-effective time average because of the range of non-effective days that are involved. Injuries sustained in Judo training are only a small part of the judo training problem. Injuries suffered elsewhere and of many years standing can excuse an individual from this type of training. For instance, as of 30 June 55, 27 crew members had current medical excuses from judo within the 91st Wing. This headquarters has voided all of these excuses as of 1 July 55. All crew members who feel they

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

should be excused from judo have been scheduled for physical examinations prior to 15 July. How many of the 27 previously excused crew members will have their excuses renewed by the flight surgeon is unknown at this time.

CHARLES H. EISENHART
Colonel, USAF
Commander

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

WING COMMANDERS REMARKS

4-SAC-T12

PART III

AIR TRAINING REPORT FOR THE MONTH OF ~~MAY~~ JUNE 1955

Concur with Squadron Commander's Remarks.

CHARLES M. EISENHART
Colonel, USAF
Commander

Confidential

1590

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

91ST AIR REFUELING SQUADRON (M)
SQUADRON COMMANDERS REMARKS
AIR TRAINING REPORT MONTH OF JUNE

1 July 1955

(a) Hours flown performing missions ordered by higher headquarters:
(1) 2 AF OPS. ORDER 127-55 (BOLD GUY)_____ 172 hours

(b) Weather and local conditions:
(1) None

(c) Restrictive directives:
(1) None

(d) Combat crew member gains and losses:
(1) Crew members gained
(a) One (1) pilot
(b) One (1) in-flight refueling technician

(2) Crew members lost:
(a) Four (4) aircraft commanders, transferred-one 323rd. Strat Recon Sq
one 90th. Strat Recon Sq
Forbes AFB
one 91st Wing
one PCS. Mather AFB
(b) One (1) pilot, reassigned-91st Maintenance Sq.
(c) Two (2) navigators, one reassigned-Meteorological Survey, Offutt AFB
one reverting to inactive duty status
(d) One (1) radio operator, transferred PCS, 1703rd. Air Traffic Sq.
(e) One (1) assistant in-flight refueling technician-discharged
(f) Two (2) in-flight refueling technicians-one discharged
one transferred PCS

(e) Crew member changes:
(1) Four (4) aircraft commanders
(2) Six (6) co-pilots
(3) Two (2) navigators
(4) Five (5) flight engineers
(5) One (1) radio operator
(6) Three (3) assistant in-flight refueling technician
(7) Two (2) in-flight refueling technician

(f) New crews:
(1) None

(g) Crew Status Change
(1) T-47 dissolved 24 June 55 AC and PO transferred PCS
(2) T-92 to IM-92 6 June 55 AC being transferred
(3) T-77 to IM-77 6 June 55 AC transferred to crew T-30
(4) IM-77 to IM-93 17 June 55 Three primary crew members changed during month of June.

(h) Standardization board crew:
(1) T-57

CONFIDENTIAL

1591

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

SQUADRON COMMANDER'S REMARKS CONT'D 91ST ARSPS 1 JULY 1955

(i) Additional material and personnel problems
(1) None

(j) SAC minimum training requirements not accomplished:
(1) SAC training minimums were accomplished.

(k) Non-combat ready crew capable of deploying:
(1) Three (3) IM-90, IM-91, IM-92

(l) Non-combat ready crew training:
(1) No NCR crews, See part IV, 4 SAC T-12 for IM training accomplishment

(m) Flying time differences:
(1) None

(n) Special training month remarks:
(1) Not applicable

(o) Comments or recommendations of the Squadron Commander:
(1) None

3 R 54-77
Copy of 27 copies
Page 2 of 2 pages

CLIFFORD J LOVIK
Lt Col., USAF
Commander

Confidential

1592

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

CLAS: SECRET
AUTH: Comdr 91SRW
DATE: 4 June 55
INIT: Chambers

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING(M)
Lockbourne air force base, Ohio
4 June 1955

AMENDMENT NR. 1)

OPERATIONS ORDER)

SERIAL NO. 127-55)

ITEM 1: Basic Order, page 4, paragraph (12) (c) 1 : Change to read "three hours".

ITEM 2: Basic Order, page 5, paragraph (12) (d) 1: Change to read "0830EST".

ITEM 3: Annex "A", page 8, add paragraph (2) (a) 5:"Overwater gear will be worn on all flights on CO CA route".

ITEM 4: Annex "A", App I, Change Sioux City to read, "Sioux Falls".

ITEM 5: Annex "B", page 2, paragraph 2 b, delete: "weather reconnaisaince aircraft".

ITEM 6: Annex "B", page 2, add paragraph 2 c to read: "weather reconnaisance aircraft will be furnished from RB-47 resources of the 91st SRW".

ITEM 7: Annex "B", page 4, paragraph d (4), change coordinates to read: "from 35-12N 82-43W direct to 38-10N 83-11W".

ITEM 8: Annex "B", page 5, paragraph e (7), change to read; "one RB-47 aircraft".

ITEM 9: Annex "B" page 7, paragraph d, change to read: "all wingmen switch to initial contact frequency".

ITEM 10: Annex "B", page 12, Delete paragraph (e).

ITEM 11: Annex "B", AppII, Delete "O'Brien".

ITEM 12: Annex "B", App III, page 1, change HHCP coordinates to read: "37-31N 94-00W".

ITEM 13: Annex "B", App III, page 2, change HHCP coordinates to read "37-31N 94-00W".

ITEM 14: Annex "B", App III, page 1, insert Paducah Ky as an entry immediately preceding HHCP.

Amnd #1 to
91SRW Operd 127-55
dtd 1 June 1955

F-13/A

SECRET

EXHIBIT # 4

1593

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ITEM 15: Annex "B", App III, page 2, insert Paducah Ky as an entry immediately preceding HHGP.

ITEM 16: Annex "B", App III, page 3, delete enemy territory 29-00N substitute Leesburg Fla.

ITEM 17: Annex "B", App III, page 3, delete Gainseville Fla substitute, substitute depart enemy territory 29-00N 81-55W.

ITEM 18: Annex "B", App III, remove Master Day and Night strike flight plans #1, #2, #3, & #4 and insert new flight plans.

ITEM 19: Annex "B", add App IV, " SORTIE ASSIGNMENTS".

EISENHART
COLONEL
Commander

OFFICIAL:

William E. Todd
WILLIAM E. TODD
Colonel USAF
Director of Operations

DISTRIBUTION

CINC SAC	3
Comdr 2AF	2
Comdr 8AF	1
Comdr 801 ADiv	1
Comdr 801 ABGp	2
Comdr 26-5 Wx Det	2
91 SRW	
Comdr	1
DO	8 (DO 1, DOI,1 DOCO,1 DOR 1, DOP 2, DOC 1)
DM	3
DS	1
CR	1
Comdr 91 A&E	1
Comdr 91 PM	1
Comdr 91 FM	1
Comdr 322 SRS	4
Comdr 323 SRS	4
Comdr 324 SRS	4
Comdr 91 ARS	2
Comdr 801 RTS	2
Historian 91 SRW	4

Annd #1 to
91SRW Operd 127-55
dtd 1 June 1955

SECRET

1594

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

OPERATIONS ORDER

SERIAL NR 127-55

91SRW Opord 127-55
dtd 1 June 1955

SECRET

F-13

1395

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

TABLE OF CONTENTS

BASIC PLAN

ANNEX "A" - INTELLIGENCE

App I - Target Assignment and Materials

ANNEX "B" - AIR OPERATIONS

App I - Communications and Air Refueling Flimsy

App II - Refueling Formations

App III - Routes and Flight Plans

ANNEX "C" SECURITY

91SRW Onord 127-55
dtd 1 June 1955

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

CLAS: SECRET
AUTH: Comdr 91SRW
DATE: 1 June 1955
NAME: Chambers

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

OPERATIONS ORDER)

NUMBER 127-55)

CHART OR MAP REFERENCES: As required

TASK ORGANIZATIONS:

322d Strategic Recon Squadron	Lt Col James T. Chafin
323d Strategic Recon Squadron	Major Arthur K. Alexander
324th Strategic Recon Squadron	Lt Col John H. Archer
91st Air Refueling Squadron	Lt Col Clifford S. Hovik
91st Field Maint Squadron	Major Charles S. Graham
91st Arm't & Elect Squadron	Lt Col Ernest C. Wade
91st Periodic Maint Squadron	Major Charles L.F. Perryman

1. GENERAL SITUATION: The 91SRW is required to periodically perform a Unit Simulated Combat Mission to evaluate planning factors, reporting procedures and wing capability to perform its assigned war mission.

a. Enemy Forces: See Annex "A", Intelligence

b. Friendly Forces:

(1) 31st Air Division, Fort Snelling, Min
33d Air Division, Tinker AFB, Okla
35th Air Division, Dobbins AFB, Ga

(a) Provide fighter interception during that portion of mission that penetrates each area of responsibility.

(2) 8031st Air Base Group

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

(3) 8031st Reconnaissance Technical Squadron

(a) Process and evaluate all radar and aerial film.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) Submit R-51 reports on all sorties.

(c) Submit R-53 reports (significant installation report) where applicable. Telephoto transmission of stereo-reports is not required.

(d) Submit RT-55 reports (airfield reports) on all airfields photographed.

(e) Final disposition of radar film will be in accordance with SAC Manual 200-3. A list of acceptable visual film will be forwarded to 2d Reconnaissance Technical Squadron for further screening and possible inclusion in the 2AF Central Film Library.

(4) 26-5 Weather Detachment

(a) Prepare necessary forecasts and conduct weather briefings as required.

2. MISSION: To accomplish radar and aerial photography of assigned targets within a simulated enemy territory.

3. TASKS FOR SUBORDINATE UNITS:

a. 322d Strat Recon Sq:
323d Strat Recon Sq:
324th Strat Recon Sq:

(1) Provide required RB-47 aircraft and combat ready crews to accomplish specified reconnaissance mission as outlined in Annex "B" of this order.

(2) Conduct target study as necessary to prepare crews for their assigned mission.

(3) Provide required ground spare RB-47 aircraft.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. 91st Armt and Electronics Squadron:
91st Field Maint Squadron:
91st Periodic Maint Squadron:

(1) Strike prepare required number of RB-47 aircraft to meet schedule contained in Annex "B" of this order.

(2) Prepare KC-97 aircraft to accomplish aerial refueling as outlined in Annex "C" of this order.

c. 91st Air Refueling Squadron:

(1) Provide KC-97 aircraft and crews to accomplish aerial refueling tasks indicated in Annex "C".

(2) Provide daily weather reconnaissance aircraft.

(3) Provide required ground spare KC-97 aircraft.

x. General Instructions:

(1) Nickname for this exercise is "BOLD GUY". In accordance with SACCEI, this nickname is assigned the meaning "SAC/2AF/91SRW Operations Order 127-55".

(2) X-Day for this exercise is 6 June 1955.

(3) All times are GCT unless specified otherwise.

(4) Flying Safety will take precedence over all other objectives.

(5) In accordance with the policy of Commander 2AF, all crews the Wing Commander considers capable of flying this mission will be scheduled to participate.

(6) Weather minima: Local regulations or AFR 60-16 whichever is higher.

(7) Recall: Recall code word for this exercise is "ONE STEP". Upon receipt and proper authentication, all participating aircraft will alter course to avoid populated areas, obtain in-flight clearances and proceed to home station by most expeditious means.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(8) Contents of this order remain classified; however, routes, aircraft movements and messages pertaining thereto will be treated as unclassified solely for clearance purposes and necessary coordination.

(9) ISO: A press release will not be made unless authorized release is furnished by SAC or 2AF normal ISO channels. If queried Lockbourne ISO may state that the 91SRW is engaged in a brief training exercise.

(10) Reports: See paragraph 3c, Annex "A".

(11) Current AF/SAC/91SRW regulations, manuals and directives apply except as modified herein.

(12) Briefing and critique:

(a) General briefing:

1. 0900EST, 3 Jun, 91ARS Briefing Room.
2. All RB-47 and KC-97 crews (ac, pilot, navigator, flight engineer).
3. SAC Manual 50-15 will apply.

(b) Specialized Briefings:

1. Conducted upon completion of general briefing.
2. RB-47 ac's and pilots, KC-97 crews - 91ARS Briefing Room.
3. RB-47 observers - Rm 304, Bldg #802 (Base Ops).

(c) Pre-take off briefings:

1. Conducted ~~four~~ three hours prior to planned take-off time of each increment of aircraft.
2. Complete RB-47 crews will attend.
3. Room 304, Bldg #802 (Base Ops).

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(d) Critique:

1. ~~0900~~ 0835EST, 14 June, 91ARS Briefing Room.

(13) Except as required for record or reference purposes copies of this order may be destroyed in accordance with AFR 205-1 30 days after completion of this exercise.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Omitted.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command:

(1) Strategic Air Command, Offutt Air Force Base, Omaha, Nebraska.

(2) Second Air Force, Barksdale Air Force Base, Shreveport, La.

(3) 801st Air Division, Lockbourne Air Force Base, Ohio:

(a) Monitor preparation for and execution of mission assigned to 91SRW.

(4) 91st Strategic Reconnaissance Wing, Lockbourne Air Force Base, Ohio:

(a) Commander, 91st SRW will issure the order of execution for each wave 12 hours prior to scheduled departure of first cell of each daily wave. Order of execution will specify target route to be flown on day strikes.

b. Communications:

(1) JANAP's, ACP's, SACCEI, SAC Manuals 55-8, 55-8A and 55-8G, radio facility charts, supplementary flight information documents and other existing procedures apply, as supplemented herein.

1601

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Identification, recognition and IFF will normally be in accordance with SACCEI 2407.3, except that IFF will be in standby from end A/R to HHCP, unless emergency arises.

(3) Emergency procedures in accordance with ACP 130, 135, JANAP 300, current radio facility charts and supplementary flight information documents.

(4) HF frequencies and channelization will be normal.

(5) VHF frequencies and channelization in accordance with SACCEI and current radio facility charts.

(6) UHF frequencies and channelization in accordance with SACCEI, current radio facility charts, and as prescribed in air refueling flimsy.

(a) 243.0 mcs will be monitored at all times for recall instructions, etc.

(7) HF Communications Control Station for strike reports:

(a) Primary: Loring Airways.

(b) Secondary: Andrews Airways.

(c) Alternate: MacDill Airways.

(d) Non HF equipped aircraft will pass strike report to HF equipped aircraft for relay to HF Control Station.

(8) HF Communication Control Station for Air Refueling Reports:

(a) Tankers:

1. Loring Airways - Primary

2. Andrews Airways - Secondary

(b) Last Resort: Any AACS Station

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(9) Air/Ground Reporting:

(a) Procedure ALFA, SAC Manual 55-8C, applies.

(b) Air Refueling reports will be addressed to "RED GRANGE" and "FROGMAN".

(c) Strike reports will be addressed to "RED GRANGE" and "FROGMAN".

(10) Unit Communications Officers will comply with SACCEI 2101.4(a) in briefing crews on proper use of frequencies and frequency propagation data.

(11) Call Signs:

(a) Aircraft tactical call signs will be used for Air/Ground communications.

(b) Air/Air call signs in accordance with SACCEI and Annex "B" hereto.

(12) Air refueling frequencies and rendezvous settings as prescribed in air refueling flimsy.

ANNEXES

"A" - Intelligence
App I - Tgt Asgm't and Mat
"B" - Air Operations
App I - Com and A/R Flimsy
App II - Refueling Formations
App III - Routes and Flight Plans
"C" - Security

EISENHART
Colonel
Commander

91SRW Opord 127-55
dtd 1 June 1955

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

DISTRIBUTION

CINC SAC	3
Comdr 2AF	2
Comdr 8AF	1
Comdr 801ADiv	1
Comdr 801ABGp	2
Comdr 26-5 Wx Det	1
91SRW	
Comdr	1
DO	8 (DO 1, DOI 1, DOCO 1, DOR 1, DOP 2, DOT 1, DOC 1)
DM	3
DS	1
CR	1
Comdr 91A&E	1
Comdr 91PM	1
Comdr 91FM	1
Comdr 322SRS	4
Comdr 323SRS	4
Comdr 324SRS	4
Comdr 91ARS	2
Comdr 801RTS	2
Historian 91SRW	4

OFFICIAL:

William E. Todd
WILLIAM E. TODD
Colonel USAF
Director of Operations

1604

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 127-55

INTELLIGENCE

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 127-55

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) During the past year the Soviet Union increased its global efforts toward extension of Communist power and distruption of the unity and alliances of the free world. The Soviets in preparing their forces for a future world conflict have developed a powerful and well integrated air defense system. This system presents an offensive capability against Strategic Air Command operations.

(2) Air Defense Forces will simulate an aggressive, well directed, enemy fighter force and will attempt to make interceptions, day or night, simulating gun and rocket attacks.

(3) In the event of hostilities, the success of retaliatory missions by our forces will be directly affected by the quality of intelligence available that will enable our forces to locate, evaluate and destroy Soviet targets.

(4) Exercise "BOLD GUY" has been designated to afford the 91SRW training in the execution of its EWP mission.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(5) Enemy territory is the area West and South of a line running 48-00N 95-00W south to 29-00N 95-00W, east to 29-00N 78-00W.

(a) For Combat Intelligence purposes all penetration tracks in the 30th Air Division area will also be considered enemy territory, so that all fighter interceptions will be considered as hostile.

b. Enemy Order of Battle.

(1) Aircraft Order of Battle

(a) Disposition of aircraft as follows:

Rapid City, S.D.	26 F-86D
Souix City, Iowa	32 F-86D
Denver, Colo	8 F2H
Lincoln, Nebr	7 F-80
Wichita, Kans	9 F-80
Tulsa, Okla	11 F-80
Oklahoma City, Okla	10 F-80
Albuquerque, N.M.	12 F-80
	15 F-86B
Dallas, Texas	11 F-80
Houston, Texas	10 F-80
Miami, Fla	25 F4U
	2 F2H
	3 F3D
	2 F7F
	35 F-86D
Key West	13 F3D
	5 F2H
	1146 Total

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Radar Order of Battle

(a) The radar order of battle consists of token type radars which are used for GCI and Early Warning. GCI range is 80 nautical miles and EW range is approximately 170 nautical miles.

(b) Radar sites are located as follows:

TOKEN TYPE RADAR SITES	EW
Alexandria, S. D.	45-53N 95-25W
Aberdeen, S. D.	45-31N 98-20W
Pierre, S.D.	44-34N 100-17W
Rapid City, S. D.	44-02N 103-01W
Souix City, Iowa	42-29N 96-23W
Grand Island, Iowa	41-00N 98-18W
Lincoln, Nebr	40-52N 96-47W
Victoria, Kans	38-52N 99-05W
Kans	37-56N 98-36W
Dodge City, Kans	37-44N 99-58W
Enid, Okla	36-22N 97-52W
Clinton, Okla	35-31N 98-59W
Shawnee, Okla	35-24N 96-58W
Childress, Texas	34-22N 100-18W
Lubbock, Texas	33-38N 101-50W
Dallas, Texas	32-52N 96-42W
Wink, Texas	31-44N 103-13W
Waco, Texas	31-35N 97-13W

Annex "A" to
91SRW Opord 127-55
dtd 1 June 1955

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

San Angelo, Texas	31-24N 100-24W
Houston, Texas	29-34N 95-07W
San Antonio, Texas	29-29N 99-17W
Palm Beach, Fla	26-42N 80-10W
Fla	26-14N 81-48W
Miami, Fla	25-50N 80-18W
Homestead AFB, Fla	25-28N 80-28W

(3) Anti-Aircraft Artillary Order of Battle

(a) Omitted

c. Capability of Enemy Forces:

(1) Aircraft performance as follows:

Acft	Speed at 40M	Ceiling	Arm't
F-86D	540	55000	24 2.75 Rkts
F2H	440	49000	4 x 20MM
F-80	429	40300	6 x .50
F4U		330/37000	4 x 20MM
F3D		350/32000	4 x 20MM
F7F		330/32000	4 x 20MM 4 x .50

(2) Radar

(a) Under favorable conditions, the enemy forces are believed capable of successful interception during daylight hours. However, interception at night will be dependent on the number of AI equipped aircraft and the effectiveness of ground controlled intercepts. The F-86D, F3D, F2H and F7F are quipped with AI radar.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) In addition to an effective radar networks, the enemy is belivered to have a ground observer corps. The effectiveness of this observer corps is unknown but is believed to be only 75 per cent manned. High altitude penetrations will also diminish the capabilities of observers.

(3) AAA

(a) Omitted.

2. INTELLIGENCE REQUIREMENTS:

a. The 91SRW will submit R-23 reports based on actual intercepts accomplished by Air Defense Force aircraft.

b. Essential Elements of Information:

(1) Where were initial interceptions accomplished?

(2) Was any jamming encountered along the route?

(3) What tactics did the enemy fighters employ?

(4) Did fighters shown any evidence of afterburners?

(5) How effective were the fighter interceptions?

c. Means of obtaining EEI:

(1) Interrogation of Combat Crews

(a) Combat crews will be interrogated in the 91SRW Target Study Rooms immediately after crews have landed. Interrogation will be conducted by 91SRW Intelligence Section augmented by squadron intelligence personnel.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

d. Means of Reporting Information:

(1) Reports will be submitted in accordance with procedures outlined in paragraph 3c below.

(2) Information not transmitted in accordance with SAC Manual 55-8 and the existing regulations will be forwarded as expeditiously as possible on AF Form 112 (Air Intelligence Information Report) in accordance with USAF Intelligence Collection Instructions.

3. INTELLIGENCE ACTIVITIES:

a. Targets and Target Materials:

(1) Target materials, maps, charts and radar photography utilized in both navigation and target study will be limited to type and scale presently availabel on the majority of EWP targets in order to realistically accomplish the mission as required under the EWP.

(2) Target assignments are listed in Appendix I, this Annex.

(3) Target materials production is not required. For submission of R-51, RT-53 and RT-55 reports, refer to paragraph 1b(4), basic order.

b. Survival Intelligence:

(1) Routes:

Primary

(a) The entire area west of the front lines lies in a low population belt. The great majority of people are ranchers and stockman and their political leanings during wartimes are unknown. It is recommended that no contact be made unless absolutely necessary and in this case the blood chit should be used.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) Only one pick-up area has been designated by the rescue squadron. The field is located two miles south of Hay Springs 42-35N 102-40W, and can be identified by a leaning silo at the southwest corner. This field will be safe for use only three days after X Day. If rescue attempts fail during this period, proceed to the mountains south of Medicine Bow 41-50N 106-10W, this is the primary sterile area.

(c) The enemy is known to have a strong security force using light planes and heliocopters to search out downed crews.

Secondary:

(a) The same general situation exists along the secondary route except the populace are known to be hostile toward evaders.

(b) Most favorable route is outhwest to Mexico. Extreme caution should be exercised in the border area.

(c) Full utilization of the URC-4 radio is recommended to expedite aerial recovery.

(d) If rescue attempts fail, proceed to Senora, 30-35N 100-45W, contact Jose' Smith at the Roadside Inn north of the village. Jose' will put you in contact with a band of border runners. A word of caution one of the band is a female, the wife of the leader.

Night Mission:

(a) The natives in the Lake Okeechobee region are fanatically anti Red and will help any downed people. Place yourselves in their hands and follow instructions

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

closely. Make certain your survival kit is complete and your personal equipment in good order before take-off on this mission. Fighting is fierce along the battle line and it should be avoided at all costs.

(2) Equipment:

(a) Special Equipment

1. Sustenance Kit, Type E-1 or E-2, when available, will be issued to combat crew members prior to each simulated combat mission.

2. Simulated appropriate blodd chits. These chits will be numbered and picked up at interrogation, to determine the number of chits that may be recovered.

3. Crew members will be apprised of other available aids, such as cloth charts, phrase booklets and information booklets.

4. URC/4 radio will be distributed on the basis of one per crew member, when available.

5. Overwater gear will be worn on all flights on COCA route

(3) Forced Landings:

(a) Forced landing procedures will be outlined in Strategic Air Command Regulation 200-8.

(4) Guide for Conduct of Captured Personnel:

(a) Guide for the conduct of Strategic Air Command Personnel in the event of captured will be outlined in Volume I, Section VI, BIPG.

(5) Measures for Handling Captured Documents:

(a) Omitted

1613

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

c. Reports and Distribution:

(1) The following reports will be submitted in accordance with the SAC Manual 55-8 series and Second Air Force Supplementary Reporting Instructions dated 1 May 1955.

(a) Reconnaissance Missions:

1. Distribution A:

R-3, R-11, R-16, R-17, R-21, R-22, R-81 and reports required by par 5c SAC Manual 55-8G.

2. Distribution B: R-27

(b) Air Refueling Missions:

1. Distribution A:

T-2, T-10, M-11, T-15, T-17, M-18, T-21, T-22, T-23, T-81 and reports required by par 5c SAC Manual 55-8G.

(c) 801st Reconnaissance Technical Squadron:

1. Distribution A: R-51 and RT-53

(d) Special Instructions:

1. Commander 8th Air Force will be an info addressee on all reports.

2. R-11, M-11 and M-18 reports will be addressed RED ORANGE FROGMAN.

3. Include wave or increment number in par 1 of all reports. Tanker reports will indicate in par 1 the number of increment or wave supported.

4. Tanker and Target Task Forces will be identified and reported in accordance with par 11, SAC Manual 55-8. Each reconnaissance sortie will be considered a separate target task force.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

5. R/T-81 reports will be consolidated and submitted at the end of the exercise. However, reports will be broken down to reflect pertinent information for each days mission.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

APPENDIX I

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 127-55

TARGET ASSIGNMENTS AND MATERIALS

App I to Annex "A" to
91SRW Opord 127-55
dtd 1 June 1955

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

APPENDIX I

TO

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 127-55

TARGET ASSIGNMENTS AND MATERIALS

TARGET	TGT REF NR	APPRX COORDS	TYPE RECON	
*Sioux ~~City~~ Falls Airport	908	43-35N 96-44W	Pre-strike Analysis	Sectional, Sioux City (V-5) 28th Ed June 1954
Aberdeen Airport	901	45-27N 98-26W	Pre-strike Analysis	Sectional, Aberdeen (W-5) 27th Ed June 1954
Belle Fourche Reservor	902	Area inclosed by a circle w/12 mi radius fr 44-44N 103-40W	Search	Sectional, Rapid City (W-4) 28th Ed October 1954
McCook	905	40-11N 100-36W	Pre-strike Analysis	Sectional, Lincoln (U-5) 32d Ed November 1954
*Brownwood Airport	903	31-47W 98-57W	Pre-strike Analysis	Sectional, Austin (P-5) 39th Ed February 1955
Mathis Airport	904	31-20N 100-32W	Pre-strike Analysis	Sectional, Austin (P-5) 39th Ed February 1955
Red Bluff Reservor	907	Area inclosed by a circle w/12NM radius fr 31-54N 103-55W	Search	Sectional, El Paso (P-4) 32d Ed September 1954
Pampa	906	35-31N 100-58W	Pre-strike Analysis	Sectional, Oklahoma City (R-5) 36th Ed August 1954
*Avon Park Bomb Range	900	27-37-48N 81-14-18W	Pre-Strike Analysis	0525-0002-500 1st Ed January 1950

* Evaluation Target

App I to Annex "A" to
91SRW Opord 127-55
dtd 1 June 1955

SECRET

1617

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 127-55

AIR OPERATIONS

Annex "B" to
91SRW Opord 127-55
dtd 1 June 1955

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 127-55

AIR OPERATIONS

1. GENERAL:

a. Strikes will be launched in three cells daily for the duration of the exercise. Two cells of each daily striking force are scheduled to be in the target area during daylight hours. The final cell of each daily strike force is scheduled to penetrate simulated enemy territory under cover of darkness.

b. All strikes will attack targets non-stop using air refueling in the "BEARD" refueling area and post strike staging at Lockbourne Air Force Base.

c. Non-effective strike aircraft may be rescheduled at the discretion of the Wing Commander; any aircraft so rescheduled will be considered an addition to the minimum sortie requirement of the next scheduled wave and will be so reported for USGM purposes.

d. No sortie will be launched 30 minutes after last planned take-off time for last wave.

e. All strike aircraft will be assembled into a cell formation pertaining to phase of activity (ie IFR/Night route, refueling, penetration) from take-off through penetration of simulated enemy territory. Sortie will be individual after arriving at common point within enemy territory.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. FORCE COMPOSITION:

a. RB-47 and KC-97 aircraft:

(1) X / 1

(a) First Cell - 4 RB-47s and 4 KC-97s

Second Cell- 4 RB-47s and 4 KC-97s

Third Cell - 4 RB-47s and 4 KC-97s

(2) X / 2

(a) First Cell - 4 RB-47s and 4 KC-97s

Second Cell- 4 RB-47s and 4 KC-97s

Third Cell - 4 RB-47s and 4 KC-97s

(3) X / 3

(a) First Cell - 4 RB-47s and 4 KC-97s

Second Cell- 3 RB-47s and 3 KC-97s

Third Cell - 4 RB-47s and 4 KC-97s

b. In addition to the above KC-97 commitment 91ARS will supply ~~a weather reconnaissance aircraft and~~ one airborne tanker to support each cell of strike aircraft.

c. weather reconnaissance acft will be furnished from RB-47 resources of the 91st SRW

3. NAVIGATION:

a. Routes:

(1) Routes have been planned as common routes in so far as possible from refueling rendezvous point throughout duration of mission dependent upon day or night strikes.

(2) Day strikes have been planned to use either of two target areas as determined by predicted weather.

(3) For detailed route information see Appendix I, this annex, and Flight Plans.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Timing:

(1) HHCP

(a) Day strikes 38-04N 94-00W

(b) Night strikes 31-11N 83-47W

(2) Master HHCP times for each wave will be 1600 GCT.

(3) Flight plans contained in this order are computed utilizing wind/temperature factors taken from 2AF Manual 55-1 to make good specified HHCP times; however, pre take-off adjustments to the flight plans will be made from latest meteorlogical data to make good planned arrival times at "BEARD" refueling area rendezvous point rather than HHCP times.

c. Take-off and assembly:

(1) RB-47 aircraft:

(a) Take-offs will be at two minute intervals with the lead aircraft being the first aircraft to take-off. Remaining aircraft will take-off in the sequence corresponding to formation position.

(b) All altimeters will be set at 29.92 HG prior to take-off.

(c) Aircraft will turn on course (20° bank) exactly two minutes after releasing brakes for start of take-off roll.

(d) Lead aircraft will accelerate to 280 knots IAS and maintain 280 kts IAS with 92% until the formation is assembled or the normal climb speed is 280 kts. Succeeding aircraft will utilize 98% power and close into trail formation as soon as possible. Lead aircraft will utilize A-5 Fire Control System to direct wing

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

aircraft into position. If formation is not completed during climb phase leader will reduce speed to .70 Mach at cruise altitude and wing men will accelerate as necessary to gain formation position. Wing aircraft observers will assist in formation join up by utilizing station keeping techniques.

(e) Aircraft will assemble into refueling formation at least 200 miles prior to rendezvous point.

d. Traffic Control:

(1) SAC Reg 55-3 applies.

(2) 91SRW representative will be in place at Indianapolis ARTCC not later than 1700Z X minus 1.

(3) Routes are UNCLASSIFIED for clearance purposes.

(4) Following statement will be entered in the remarks section of DD Form 175 for all RB-47 aircraft scheduled for a night strike: "PASS TO ATLANTA ARTCC. Request corridor 20 miles either side of course extending from ~~36-13N 84-22W~~ 35-12N 82-43W direct to ~~37-12N 85-53W~~ 38-10N 83-11W".

(5) Civil position reports will be normal throughout mission except from HHCP to withdrawal from simulated enemy territory, ea., "St Louis Radio this is Frogman 25, Bold Guy, 20 south, etc". Position reports from HHCp to withdrawal of simulated enemy territory will be as follows: "St Louis Radio this is Frogman 25, exercise Bold Guy - Do not pass to air defense radar, etc".

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

e. Aerial Refueling:

(1) Section III, SAC Manual 55-3 and SAC Manual 55-10 apply except as modified herein.

(2) KC-97 take-offs will be scheduled to permit tanker aircraft to arrive at orbit point 30 minutes earlier than planned arrival of receiver force.

(3) Rendezvous point and refueling track:

(a) Refueling area code word is "BEARD".

(b) Rendezvous point: 39-17N 80-19W

(c) Refueling track: 255°

(4) Off Load: Each tanker will be prepared to off load 45000# of fuel.

(5) Refueling altitudes: See Refueling Flimsy, App III, this annex.

(6) Air to air voice call signs:

(a) Receivers: Wing tactical call sign with cell color code, ee., "Frogman Red". Leader will suffix call sign with the word Leader and wing aircraft will use suffix corresponding to formation position.

(b) Tankers: Refueling area and code word of cell being refueled, ee., "Beard Red". Leader will suffix call sign with the word Leader and wing aircraft will use suffix corresponding to formation position.

(7) Weather reconnaissance: One ~~KC-97~~ RB-47 aircraft will furnish continous weather reconnaissance two hours prior to scheduled arrival of first scheduled wave of RB-47 aircraft until completion of refueling.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(8) Rendezvous:

(a) Receiver leader will call tanker leader as far from the rendezvous point as possible to give receivers altitude, ground speed and ETA to the rendezvous point. Tanker navigator will utilize this information to compute descent range based on this latest information. Descent range will be computed for receiver aircraft to level off 500' below refueling altitude and 7 miles in trail of tanker formation.

(b) Lead tanker navigator will monitor rendezvous equipment when receiver force is estimated to be 200 miles of the orbit point.

(c) Orbit point is located at 39-28N 79-17W approximately 50NM upstream on receiver's intended track.

1. Tankers take-offs will be scheduled for tanker forces to be at orbit point 30 minutes earlier than planned arrival of receiver force.

2. Tanker aircraft will orbit in stepped up trail formation one mile intervals and 500 feet altitude separation. Tanker leader will be at base altitude.

3. Tanker aircraft will orbit in a standard race track holding pattern to the left parallel to the receiver true course and located so as to terminate the inbound leg at the orbit point. Turns in the orbit pattern will be standard rate turn (3/4 degree per second).

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(d) After initial radio contact receiver leader will direct all wing men to switch to initial contact ~~for~~ frequency refueling.

(e) Normal APN 12/76 procedures will be used as primary means of rendezvous, APN 11/APS 23 will be used as back up for APN 12/76.

(f) Tanker force will depart orbit point for rendezvous point to arrive thereat simultaneous with the receiver formation. Tanker departure from the orbit point will be based on the receivers latest ETA to the rendezvous point. Tanker aircraft will assemble from trail formation to refueling formation to arrive at the rendezvous point in refueling formation, see Annex .

(g) Final receiver ETA to rendezvous point will be given in sufficient time to permit tanker to complete orbit pattern, depart orbit point and arrive at rendezvous point on the receivers ETA.

(h) Tankers will turn to refueling tack over rendezvous point whether rendezvous has been completed or not

(i) After initial radar contact the tanker leader will inform the receiver leader of his distance and azimuth from the tanker force every 20 miles to minimum of 100 miles every 10 miles to a point 5 miles prior to descent point, after which range will be called in one mile increments. After calling descent range, the tanker will continue to call range every 5 miles down to 10 miles, every 2 miles to 4 miles and then every 1/2 miles to 1/2 mile range or until visual contact is established.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(j) Receiver aircraft will initiate descent on command of receiver leader, relative spacing and position will be maintained during descent utilizing station keeping techniques approximately 3000 feet per minute and 300 KIAS will be maintained during descent.

(k) Tanker and receiver lighting configuration for night refueling will be as follows:

1. Bright flashing position lights #1, #4 & #5 (Spare Tanker).
2. Bright steady position lights #2 and #3.
3. Aldis lamp from tanker will be as follows: #1 Red, #2 Green, #3 Amber, #4 White (Spare).
4. Night refueling lights will be turned on by tanker aircraft when in radar contact with receiver leader and range has decreased to 30NM. If no radar contact has been made the refueling lights will be turned on 15 minutes prior to latest ETA of the receiver.
5. Navigation lights will be bright and flashing and boom lights willbe on during final stages of rendezvous.
6. Boom Operators will operate Aldis lamps DOWNWARD from the pod to assist receivers in final two miles of closure.
7. When receiver arrives in the contact area, the navigation lights and boom lights will be turned to dim, the pilot director lights to dim and Aldis lamp discontinued.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(1) When receiver leader is assured all receivers are in observation position he will direct each aircraft to switch to individual refueling frequencies and move forward into contact position.

(9) Refueling:

(a) Initial contact speed will be 192 KIAS.

(b) Tanker aircraft will transfer fuel at the rate of 3000# per minute.

(c) As individual receivers complete fuel transfer they will return to initial contact frequencies which the leader has used for refueling. When receiver leader has ascertained that all aircraft have completed fuel transfer he will direct the receiver formation to fall back into visual observation position 1000 feet lower than refueling altitude. The receiver leader will give the command to accelerate to climb speed. Aircraft will accelerate straight ahead but will delay initiation of climb until tanker leader has ascertained that receiver formation has cleared.

(d) Receivers that require longer than briefed transfer time will not delay the formation but will complete refueling and proceed as an individual aircraft attempting to over take the formation, consistent with fuel limitations.

f. Tactics:

(1) Optimum altitude, Mach .74, except during air refueling and during employment of maximum altitude tactics.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

g. Fuel Reserves:

(1) RB-47 - minimum fuel reserve over destination - 12000#.

(2) KC-97 - in accordance with AFR 60-16.

h. Gunnery:

(1) Combat load of 700 rounds or full ammunition cans will be carried. There will be no ammunition in feed chutes or ammunition magazines. Each co-pilot will personally inspect gunnery system during pre-flight inspection to insure there is no ammunition in the guns.

(2) Maximum use of the A-5 Gunnery System in obtaining training in search, tracking and lock-on will be made during fighter intercepts.

i. Photographic Reconnaissance:

(1) All photography will be accomplished in accordance with SAC Manual 55-3 (Tactical Doctrine, Reconnaissance) and as prescribed herein.

(2) Pre-strike analysis photography will be accomplished on all targets except the third target on day strikes which is designated as a search area.

(3) Photographic requirements:

(a) Pre-strike analysis:

1. Aerial: Primary - Split Vert
Large scale
Secondary - Tri Camera
Small Scale

2. Radar Scope Photography

1628

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) Search:

1. Aerial: Primary - Tri Camera
Small Scale
Secondary - Split Vert
Large Scale

2. Radar Scope Photography

(c) Route Photography:

1. Tricamera and radar route photograph at all time over simulated enemy territory consistent with film limitations.

(4) Camera configuration and film requirements:

(a) Day strikes:

1. 2 K-38, 36" cone, Split vertical, 25A filter.

2. 3 K-17C, 6" cone, Tricameras, MB filter.

3. All cameras will contain 390 ft rolls of type 1-B class L film.

4. Each aircraft will carry 2 C-1A magazine containing 100 ft of type 2, class L film.

(b) Night strikes:

1. 1 K-37, 12" cone, in Prime Vertical installation.

2. K-37 camera will be loaded with 200 feet of type 1-B Class N film.

3. Each aircraft will carry 2 C-1A magazine containing 100 ft of type 2 class L film.

4. Each night strike aircraft will carry nine (9) M-120 Photo Flash Bombs, with one inch trail plates.

5. Range procedures on Avon Park will be in accordance with 2AF Reg 50-10.

Annex "B" to
91SRW Opord 127-55
dtd 1 June 1955

1629

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(c) ~~UCCS equipped aircraft will be utilized for day strikes only. UCCS type will utilize KA-3 in tri camera position, NB Pictures.~~

(5) Air crews will complete camera settings and film requirements for individual sorties in accordance with 91st Wing Operations SOP 95-1.

(a) SAC Form 285, Camera Requirement Order will be submitted to 91st A&E not later than 24 hours prior to scheduled take-off time.

(b) Air crews will make necessary adjustments in camera settings based on latest meteorlogical data at station time.

(6) Evaluation:

(a) Film will be evaluated in accordance with SAC Reg Suppl XI, 50-8, 50-36 and SAC Mansuals 50-38, 55-3 and 200-3.

(b) Declaration of Practice Aerial Photo, 801st ABGp Form 337, will be prepared in duplicate, one copy to be submitted to Squadron Operations prior to take-off, Squadron Ops will forward this copy to Wing Recon Section. Second copy will be submitted with flight log at debriefing upon completion of mission.

(7) Film will be off loaded immediately upon landing at Lockbourne and will be transported to 801st Reconnaissance Technical Squadron without delay.

Annex "B" to
91SRW Opord 127-55
dtd 1 June 1955

1630

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

j. Training:

(1) Minimum "Record" training requirements will be in accordance with paragraph 6(A)2, Supl XI, SAC Regulation 50-8.

(a) First and last target complexes of each target series are designated aerial record runs. Second and third target complexes may be record or practice at the discretion of the crew. (see par (6)(b) page 12)

(b) Radar reconnaissance will be accomplished on all target complexes and will be scored as record.

(c) Day or night celestial will be record.

(d) Only crews making actual rendezvous will be credited with record rendezvous.

(e) Each crew must transfer a minimum of 40,000# of fuel to a minimum gross weight of 165,000# to receiver record refueling credit.

(f) One scored long range cruise control.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

APPENDIX I

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 127-55

COMMUNICATIONS AND AIR REFUELING FLIMSY

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Location
Orbit Pt: 39-29N 79-17W
A/R Rdzvu: "BEARD" 39-17N 80-19W

COMMUNICATIONS AND AIR REFUELING FLIMSY

Cell Color Code
Cell #1 - RED
Cell #2 - WHITE
Cell #3 - BLUE

RECEIVER AIRCRAFT

ACFT POSITION	ALT	TRACK	CONTACT SPEED IAS-K	FUEL TRANSFER	INITIAL FREQ		A/R FREQ(PRIM)		APN 11	APN-12		APN-76		VHF FREQ
					CELL 1&3	CELL 2	CELL 1&3	CELL 2		XMIT	REC	XMIT	REC	
#1 Lead	15M	255°	192	45000#	318	256	318	256	3-1	N/A	N/A	7	5	N/A
#2	15.5M	"	"	"	318	256	266.2	324.2	3-1	"	"	Off	Off	"
#3	15.5M	"	"	"	318	256	279.8	352.6	3-1	"	"	Off	Off	"
#4	16M	"	"	"	318	256	303.2	308.8	3-1	"	"	Off	Off	"

TANKER AIRCRAFT

#1 Lead	15M	255°	192	45000#	318	256	318	256	3-1	5	7	6	4	143.1
#2	15.5M	"	"	"	318	256	266.2	324.2	Off	4	6	Off	Off	143.1
#3	15.5M	"	"	"	318	256	279.8	352.6	Off	4	6	Off	Off	143.1
#4	16M	"	"	"	318	256	303.2	308.8	Off	4	6	Off	Off	143.1
#5 (Spare)	16M	"	"	"	318	256	*318	*256	Off	4	6	Off	Off	143.1

NOTE: 1. *Spare tkr will assume the refueling freq of the tanker replaced.
2. All aircraft, except receiver & tanker leaders, will turn off APN-76 when aprx 200NM from A/R rdzvu.
3. Immediately after take-off all aircraft will check rdzvu equip with "Green Dot" Ch 10, 311.0 mcs.

SECRET

SECRET

App I, Annex "B"
91SRW Opord 127-55
dtd 1 June 1955

1633

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

APPENDIX II

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 127-55

REFUELING FORMATIONS

App II to Annex "B" to
91SRW Opord 127-55
dtd 1 June 1955

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

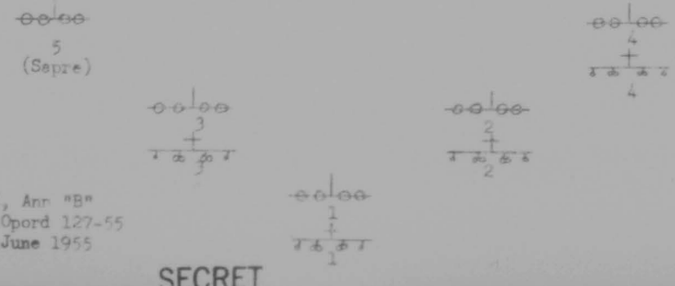
SECRET

REFUELING FORMATION

5 (Spare) 3 1 2 4

Lateral separation 1 mile Vertical separation 500 feet

		3	1	2	4
	Red	Fetsko	Emerson	Ahlborn	Johannsen
X/1	White	Gammon	Middleton	Evans	Moon
	Blue	Bannister	Austin	Yancey	Kelly
	Red	Beam	Naftel	McCauley	Toltert
X/2	White	Perry	Moore	Baltrusaitis	Hedrick
	Blue	Marks	Bahls	Johnson	Landess
	Red	Davis	Ward	Callahan	Childers
X/3	White	Huckleberry	Stuemphle	Snyder	~~O'Brien~~
	Blue	Hoxie	Williams	Beitman	Falls



App II, Anx "B"
91SRW Opord 127-55
dtd 1 June 1955

SECRET

1635

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

APPENDIX III

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 127-55

ROUTES & FLT PLANS

App III to Annex "B" to
91SRW Opord 127-55 dtd
1 June 1955

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

APPENDIX III

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 127-55

ROUTES

RB-47

1. COMMON ROUTE:

From: Lockbourne AFB

Muncie, Ind	40-15N 85-23W
Broome Co. Airport	42-12N 75-59W
Allentown Airport	40-39N 75-26W
Air Refueling Rdvu "BEARD"	39-17N 80-19W

(On load 45,000# JP-4 fuel)

2. ROUTE ALPHA:

From: End Air Refueling
Paducah, Ky

HHCP	~~38-04N 94-00W~~ 37-31N 94-00W
Enter Enemy Terr	37-58N 95-00W
Wichita (Center of twn)	37-41N 97-20W
Lincoln, Nebr	40-51N 96-46W
Sioux City, Iowa (IP)	42-24N 96-23W
Sioux Falls, Iowa (TGT 908)	43-35N 96-44W
Watertown (IP)	44-53N 97-07W
Aberdeen (TGT 901)	45-27N 98-26W

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Faith	(IP)	45-02N 102-02W
St Search	(902)	44-47N 103-24W
End Search		44-41N 103-56W
Sutherland	(IP)	41-10N 101-07W
McCook	(TGT 905)	40-11N 100-36W
Wichita, Kans		37-41N 97-20W
Dep Enemy Terr		38-15N 95-00W
Mansfield Airport		40-46N 82-32W
Columbus VOR		40-03N 82-47W

3. ROUTE BRAVO:

From: End Air Refuling Paducah, Ky		
HHCP		~~38-04N 97-00W~~ 37-12N 9400 W
~~Enter Enemy Terr~~		37-58N 95-00W
Wichita (Center of twn)		37-41N 97-20W
Frederick, Okla		34-22N 99-02W
Breckenridge	(IP)	32-45N 98-55W
Brownwood, Tex	(TGT 903)	31-47N 98-57W
Brady, Texas	(IP)	31-08N 99-20W
Mathis, Tex	(TGT 904)	31-20N 100-32W
Odessa, Tex	(IP)	31-51N 102-25W
Start Search	(907)	31-53N 103-43W
End Search		31-55N 104-10W
Canyon, Texas	(IP)	34-58N 101-56W
Pampa, Tex	(TGT 906)	35-31N 100-58W
Wichita, Kans		37-41N 97-20W
Dep Enemy Terr		38-15N 95-00W
Mansfield Airport		40-46N 82-32W
Columbus VOR		40-03N 82-47W

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. ROUTE COCA: (night)

From: End Air Refueling

Louisville VOR	38-06N 85-35W
Nashville (Cntr twn)	36-10N 86-47W
HHCP-Moultrie	31-11N 83-47W
Enter Enemy Terr	29-00N 82-37W
Plant City	28-01N 83-07W
IP	26-44N 80-44W
TGT (900)	27-27-28N 81-14-18W

(Make three (3) IP to tgt runs, dropping three (3) Photo Flash Bombs per run)

Leesburg, Fla	
~~Dep Enemy Terr~~	~~29-00N 81-57W~~
Depart Enemy Territory	29-00 N 81-55 W
~~Gainsville, Fla~~	~~29-39N 82-18W~~
Truox Air Field	43-03N 89-20W
Columbus VOR	40-03N 82-47W

KC-97

1. ROUTE:

From: Lockbourne AFB

Parkersburg VOR

Morgantown VOR

Orbit Point, Deep Creek Lake (30 min orbit)	39-29N 79-17W
Rdvu "BEARD", Clarksburg (Off load 45,000# JP-4 fuel)	39-17N 80-19W

End Air Refueling

Columbus VOR

App III to Annex "B" to
91SRW Cpord 127-55
dtd 1 June 1955

1639

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISANCE WING (M)
Lockbourne Air Force Base, Ohio
4 June 1955

APPENDIX IV

TO

ANNEX "B"

OPERATIONS ORDER

SERIAL NR 127-55

SORTIE ASSIGNMENTS

Amnd #1 to
App IV to Annex "B"
91SRW Operd 127-55
dtd 1 June 55

SECRET

1640

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISANCE WING (M)
Lockbourne Air Force Base, Ohio
4 June 1955

APPENDIX IV

TO

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NR 127-55

SORTIE ASSIGNMENTS

1. Task Force

(a) 1st Wave X/1

(1) RED CELL

CREW	TTFCS	TAKE OFF (GCT)	CONTROL TIME "BEARD" A/R
Emerson (1)	Green	1155	1410
Ahlberg (2)	Ivory	1157	1410
Stumpfle (3)	Slate	1159	1410
Johannsen (4)	Brown	1201	1410
(2)	WHITE CELL		
Middleton (1)	Cherry	1255	1510
Gammon (2)	Pink	1257	1510
Moon (3)	Cardinal	1259	1510
Evans (4)	Peach	1301	1510
(3)	BLUE CELL		
Austin (1)	Cobalt	2315	0130 x ≠ 2
Bannister (2)	Amber	2317	0130 x≠ 2
Yancey (3)	Copper	2319	0130 x ≠ 2

App IV to Annex "B" to
91 SRW Opord 127-55
dtd 4 June 1955

SECRET

1641

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

CREW	TIEGS	TAKE OFF (GCT)	CONTROL TIME "HEARD" A/R
Kelly (4)	Mahogany	2321	0130 x ≠ 2
(b) 2nd Wave X ≠ 2			
(1) RED CELL			
Naftel (1)	Chrome	1155	1410
Beam (2)	Ruby	1157	1410
Tolbert (3)	Gold	1159	1410
McCauley (4)	Lemon	1201	1410
(2) WHITE CELL			
Moore (1)	Black	1255	1510
Perry (2)	Brass	1257	1510
Baltrusaitis (3)	Lime	1259	1510
Hedrick (4)	Rose	1301	1510
(3) BLUE CELL			
Bahls (1)	Yellow	2315	0130 x ≠ 3
Johnson (2)	Tan	2317	0130 x ≠ 3
Marks (3)	Orange	2319	0130 x ≠ 3
Landess (4)	Gray	2321	0130 x ≠ 3
(c) 3rd Wave X ≠ 3			
(1) RED CELL			
Ward (1)	Plate	1155	1410
Callahan (2)	Cream	1157	1410
Childers (3)	Walnut	1159	1410
Davis (4)	Purple	1201	1410
(2) WHITE CELL			
Stumpfle (1)	Silver	1257	1510
Huckleberry (2)	Olive	1259	1510

App IV to Annex "B" to
91 Opord 127-55
dtd 4 June 1955

SECRET

1642

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CREW	TTFCS	TAKE OFF (GCT)	CONTROL TIME "BEARD A/R"
Snyder	Rust	1301	1510
(3) BLUE CELL			
Williams (1)	Chartreuse	2315	0130 x ≠ 4
Falls (2)	Lavender	2317	0130 x ≠ 4
Beitman (3)	Bronze	2319	0130 x ≠ 4
Hexie (4)	Scarlet	2321	0130 x ≠ 4

App IV to Annex "B" to
91 Opord 127-55
dtd 4 June 1955

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MASTER DA[redacted]

913RW Operd 1-7-55 1 June 1955

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING: 913RW | AIRCRAFT TYPE AND SERIAL NO.: RB-47E | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | COPILOT (Name and Grade)

SECRET

I. PRE-FLIGHT PLANNED FLIGHT PLAN

FROM / ROUTE	C/P/E/N/O	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	ACC. GRD DIS	ACC. TIME	ACC. AIR DIS	ETA	PRES. FUEL REMAIN	GROSS WEIGHT
Start, Taxi, Stab			-				- °				12	:28	12		81236	166971
Take-off	-	-	-	-	-	-	- °	-	-	-	00	:03	12		75436	161171
40-10N 85-17W	98%		270/18								111	:16	111		6800	6800
Level-Off	CL	283	4	282½	4½	283	To 33M	VAR	410	383	111	:19	124		69036	154771
40-15N 85-23W			290/20				-42 °				06	:01	07		200	200
Muncie, Ind	CC	283	0	283	4	282½	33.1M	.74	438	418	117	:20	130		68836	154571
42-12N 75-49W			278/42				-46 °				468	:59½	430		10171	10171
Broome Co Apt	CC	078	-2	076	-5	071	34.5M	.74	434	474	585	1:19½	560		58665	144400
40-39N 75-26W			270/43				-46 °				104	:14½	105		2400	2400
Allentown Apt	CC	168	6	174	10	184	34.9M	.74	434	440	689	1:34	665		56265	142000
39-38N 79-07½W			270/43				-50 °				180	:28	197		4400	4400
Start Descend	CC	250	2	252	8	260	35.5M	.74	430	391	869	2:02	862		51865	137600
39-17N 80-19W			275/35				Av-20 °				60	:07	60		300	300
A/R Rdzv-"BEARD"DS		248	2	250	4½	259½	To 15M	VAR	465	431	929	2:09	922		51565	137300
38-36N 83-35W	A/R		272/14				Av-10 °	Ind			160	:40	166		9300	9300
End Air Refueling		255	1	256	2	258	15M	200	250	236	1089	2:49	1088		42265	128000
							°				-	-	-		45000	45000
ON LOAD 45,000# JP-4 FUEL											1089	2:49	1088		87265	173000
38-35N 85-08W	98%		270/18				Av-7 °				72	:11	75		4100	4100
Level Off	CL	269	0	269	-1	268	To 31.3M	VAR	410	352	1161	3:00	1163		83165	168900
38-04N 94-00W			287/19				-36 °				419	:58½	432		10700	10700
HHCP	CC	266	1	267	-4	263	32.7M	.74	443	429	1580	3:58½	1595		72465	158200
37-58N 95-00W	CC	263	287/19				-38 °				48	:07	51		1300	1300
E.E. Terr(St Rl+Perf)			1	264	-8	256	32.9M	.74	441	426	1628	4:05½	1646		71165	156900
37-41N 97-20W			288/24				-52 °				112	:15	117		3100	3100
Wichita Cnt Twn	CC	261	1½	262½	-9½	253	36.8M	.81	469	448	1740	4:20½	1763		68065	153800

SECRET

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR CRAFT BASIC WT	83850	
CREW WT	1000	
OIL WT	420	
ATO EQ. WEIGHT (Engine)		
EXT. TANKS WT (Fuel)		
OPERATING WT		85270
FUEL LOAD: FW		
CW		
AW		
FWD AUX		
C.P.		
ATO		
EXT		
TOTAL		81236
BOMBS WT		
AMMO WT		465
ADL EQUIP WT		
INITIAL GROSS WT		166971
START ENG AND TAXI FUEL A/R		3925
TAKE-OFF GROSS WT		163046

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | MEMO SEET FLAPS | LIFT

NO. OF ATO BOTTLES REQUIRED	
ATO BTL PELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

SECRET

1644

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SOUTHKI UTE [redacted] #1

91SRW Opord 127-55 1 June 1955

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 91SRW | AIRCRAFT TYPE AND SERIAL NO.: RB-47E | CREW | OBSERVER (Name and Grade) | COPILOT (Name and Grade)

PRE-FLIGHT PLAN

FROM / ROUTE	LEG NO	T.C.	WIND DIR/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
Wichita			288/24				-54 °				229	1:29½	230		6100	6100
34-22N 99-02W																
Frederick, Okla	CC	202½	⅓	205½	-10½	195	37M	.81	468	465	1964	4:50	1993		61965	147700
			288/24				-55 °				108	1:13½	105		2700	2700
32-45N 98-55W																
IP-Breckenridge	CC	175½	⅓	178	-10½	167½	37M	.81	466	475	2077	5:03½	2098		59265	145000
31-47N 98-57W	CR		288/24				-55 °				59	1:07½	58		1500	1500
T-BROWNWOOD,TEX AF		180	⅓	183	-10	173	37M	.81	466	472	2136	5:11	2156		57765	143500
31-25N 98-57W			288/24				-55 °				22	1:03	23			
Start Pro Turn	CR	181	⅓	184	-10	174	37M	.81	466	472	2158	5:14	2179			
31-08N 99-20W			288/24				-55 °				31	1:04	31			
IP-Brady, Tex	CR	-	-	-	-10	-	37M	.81	466	466	2189	5:18	2210			
31-20N 100-32W			288/24				-55 °				63	1:08½	66			
T-MATHIS AF	CR	281	△	281½	-10½	271	37M	.81	466	443	2252	5:26½	2276			
31-51N 102-25W			288/24				-55 °				100	1:13½	105			
IP-ODESSA,TEX	CR	288	0	288	-11	277	37M	.81	466	442	2352	5:40	2381			
31-53N 103-43			288/24				-55 °				66	1:09	70			
Start Search	CR	273	△	273½	-12	261½	37M	.81	466	443	2418	5:49	2451		↓	↓
31-55N 104-10W			288/24				-55 °				24	1:03	23		8100	8100
End Search	CR	273	△	273½	-12	261½	37M	.81	466	443	2442	5:52	2474		49665	135400
34-58N 101-56W			288/24				-55 °				237	1:30	233		5800	5800
IP-Canyon, Tex	CC	038	-2½	035½	-12	023½	40M	.81	466	473	2679	6:22	2707		43865	129600
35-31N 100-58W	CR		288/24				-55 °				59	1:07½	58		1400	1400
T-PAMPA, Tex(Town)		054	-2½	051½	-11½	040	40M	.81	466	480	2738	6:29½	2765		42465	128200
37-41N 97-20W	CC	053	288/24				-55 °				218	1:27	210		4900	4900
Wichita, Kans(Dav Gel)			-2½	050½	-10½	040	41M	.81	466	479	2956	6:56½	2975		37565	123300
38-15N 95-00W			288/24				-55 °				118	1:16	113		2200	2200
Dep E.Terr	CC	071	-2	069	-9½	059½	38.1M	.74	425	445	3074	7:12½	3088		35365	121100
40-46N 82-32W			288/24				-55 °				596	1:20	565		10200	10200
Mansfield Ap't	CC	077	-1½	075½	-4	071½	40M	.74	425	448	3670	8:32½	3653		25165	110900
40-03N 82-47W			288/24				-55 °				65	1:09½	67		1100	1100
Columbus VOR	CC	233	⅓	236	⅓	238	40.2M	.74	425	410	3735	8:42	3720		24065	109800
			-				- °				-	1:15	-		3000	3000
Desc & Land	-	-	-	-	-	-	-	-	-	-	3735	8:57	3720		21065	106800
							°									21065
							°									85735
							°								Ammo	465
							°								Opr Wt	85270

DATE OF TAKE-OFF | ENGINE START | TAKE-OFF TIME | LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT | CREW WT | OIL WT | ATO EQ WEIGHT (Empty) | EXT TANKS WT (Empty) | OPERATING WT | FUEL LOAD: FWD, CTR, AFT, FWD AUX, A.R., ATO, EXT, TOTAL | BOMBS WT | AMMO WT | ADD. FLUID WT | INITIAL GROSS WT | START ENG AND TAXI FUEL ALW | TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP. | CRITICAL FIELD LENGTH | TAKE-OFF: DISTANCE | SPEED | SPEED: CRITICAL ENGINE FAILURE | EMERG. DEST FLARE | LINE | NO. OF ATO BOTTLES REQUIRED | ATO PROPELLANT WEIGHT | ADJUSTED TAKE-OFF WEIGHT | ADJUSTED TAKE-OFF DISTANCE | ATO FIRING SPEED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SOUTHERN [redacted] #2

SRW Opord 127-55 1 June 1955

SECRET

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

FROM / ROUTE	LEG NO.	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRES. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
37-50N 99-06W			288/24				-55°				86	:11½	89		2500	2500
St Prec Turn	CC	275	A	275½	-10½	265	36.8M	.81	466	442	1826	4:32	1852		65565	151300
34-22N 99-02W			288/24				-55°				218	:28	215		6100	6100
Frederick, Okla	CC	173½	A	176½	-11	165½	37.5M	.81	466	473	2044	5:00	2067		59465	145200
32-45N 98-55W			288/24				-55°				108	:13½	105		2700	2700
IP-Breckenridge	CC	175½	A	178	-10½	167½	38.0M	.81	466	475	2152	5:13½	2172		56765	142500
31-47N 98-57W	CR	180	288/24				-55°				59	:07½	58		1500	1500
TOT-BROWNWOOD, TEX (AP)			A	183	-10	173	38.0M	.81	466	472	2211	5:21	2230		55265	141000
31-25N 98-57W			288/24				-55°				22	:03	23			
St Prc Turn	GR	181	A	184	-10	174	38.0M	.81	466	472	2233	5:24	2253			
31-08N 99-20W			288/24				-55°				31	:04	31			
IP-Brady, Tex	GR	-	-	-	-10	-	38.0M	.81	466	466	2264	5:28	2284			
31-20N 100-32W			288/24				-55°				63	:08½	66			
TOT-MATHIS AF	GR	281	A	281½	-10½	271	38.0M	.81	466	443	2327	5:36½	2350			
31-51N 102-25W			288/24				-55°				100	:13½	105			
IP-Odessa, Tex	GR	288	0	288	-11	277	38.0M	.81	466	442	2427	5:50	2455			
31-53N 103-43W			288/24				-55°				66	:09	70			
Start Search	GR	273	A	273½	-12	261½	38.0M	.81	466	443	2493	5:59	2525			
31-55N 104-10W			288/24				-55°				24	:03	23		8100	8100
End Search	GR	273	A	273½	-12	261½	38.0M	.81	466	443	2517	6:02	2548		47165	132900
34-58N 101-56W			288/24				-55°				237	:30	233		5800	5800
IP-Canyon, Tex	CC	038	-2	035½	-12	023½	40.2M	.81	466	473	2754	6:32	2781		41365	127100
35-31N 100-58W	CR		288/24				-55°				59	:07½	58		1400	1400
TOT-PAMPA, TEX (TWN)	054		-2	051½	-11	040	40.2M	.81	466	480	2813	6:39½	2839		39965	125700
37-41N 97-20W	CC	053	288/24				-55°				218	:27	210		4900	4900
Wichita, Kans (Day Rel)			-2	050½	-10	040	41.4M	.81	466	479	3031	7:06½	3049		35065	120800
38-15N 95-00W			288/24				-55°				118	:16	113		2200	2200
Dep E. Terr	CC	071	-2	069	-9½	059½	38.7M	.74	425	445	3149	7:22½	3162		32865	118600
40-46N 82-32W			288/24				-55°				596	1:20	565		10200	10200
Mansfield Apt.	QDC	077	-1½	075½	-4	071½	40.6M	.74	425	448	3745	8:42½	3727		22665	108400
40-03N 82-47W			288/24				-55°				65	:09½	67		1100	1100
Columbus VOR	CC	233	A	236	42	238	40.8M	.74	425	430	3810	8:52	3794		21565	107300
			-				-				-	:15	-		3000	3000
Desc & Land	-	-	-	-	-	-	-	-	-	-	3810	9:07	3794		18565	104300
																18565
																85735
															Ammo	465
															Opr Wt	85270

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR CRAFT BASIC WT
CREW WT
OIL WT
ATO BTL WEIGHT (Empty)
EXT. TANKS WT (Empty)
OPERATING WT
FUEL LOAD: FM, CM, AM, FWD AUX, R.R., ATO, EXT., TOTAL
BOMBS WT
AMMO WT
ADD. FLUID WT
INITIAL GROSS WT
START ENG AND TAXI FUEL ALT
TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.
CRITICAL FIELD LENGTH
TAKE-OFF: DISTANCE | SPEED
SPEED: CRITICAL ENGINE FAILURE | NEAREST SAFE FLARE | LIFT
NO. OF ATO BOTTLES REQUIRED
ATO PROPELLANT WEIGHT
ADJUSTED TAKE-OFF WEIGHT
ADJUSTED TAKE-OFF DISTANCE
ATO FIRING SPEED

SECRET

1646

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SOUTHERN "E" - [redacted] #3 — 91SRW Opord 127-55 1 June 1955

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING: 91SRW | AIRCRAFT TYPE AND SERIAL NO.: RB-47E | CREW NUMBER | ACFT COMMANDER (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

SECRET

FROM / ROUTE	FIG NO	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	PRE-FLIGHT PLAN GRD DIS ACC GRD DIS	PRE-FLIGHT PLAN TIME ACC TIME	PRE-FLIGHT PLAN AIR DIS ACC AIR DIS	RTA	FUEL FLIGHT PLAN PRED. FUEL REMAIN	FUEL FLIGHT PLAN GROSS WEIGHT
37-54N 100-21W			288/24				-55°				144	:19½	151		4300	4300
St Pre Turn	CC	275	A	276½	-11	265½	36.9M	.81	466	442	1884	4:40	1914		63765	149500
34-22N 99-02W			288/24				-55°				238	:30	232		6500	6500
Frederick, Okla	CC	158	-2½	160½	-11	149½	37.8M	.81	466	480	2122	5:10	2146		57265	143000
32-45N 95-55W	CC		288/24				-55°				108	:13½	105		2700	2700
IP-Brackenridge, Tex		175½	-2½	178	-10½	167½	38.0M	.81	466	475	2230	5:23½	2251		54565	140300
31-47N 98-57W	CR		288/24				-55°				59	:07½	58		1500	1500
T-BROWNWOOD, TEX AF		180	-3	183	-10	173	38M	.81	466	472	2289	5:31	2309		53065	138065
31-25N 98-57W			288/24				-55°				22	:03	23			
St Pre Turn	CR	181	-3	184	-10	174	38M	.81	466	472	2311	5:34	2332			
31-08N 99-20W			288/24				-55°				31	:04	31			
IP-Brady, Tex	CR				-10		38M	.81	466	466	2342	5:38	2363			
31-20N 100-32W			288/24				-55°				63	:08½	66			
T-MATHIS, TEX AF	CR	281	A	281½	-10½	271	38M	.81	466	443	2405	5:46½	2429			
31-51N 102-25W			288/24				-55°				100	:13½	105			
IP-Odessa, Tex	CR	288	0	288	-11	277	38M	.81	466	442	2505	6:00	2534			
31-53N 103-43W			288/24				-55°				66	:09	70			
Start Search	CR	273	A	273½	-12	261½	38M	.81	466	443	2571	6:09	2604			
31-55N 104-10W			288/24				-55°				24	:03	23		8100	8100
Red Search	CR	273	A	273½	-12	261½	38M	.81	466	443	2595	6:12	2627		44965	130700
34-58N 101-56W			288/24				-55°				237	:30	233		5800	5800
IP-Canyon, Tex	CC	038	-2½	035½	-12	023½	40.8M	.81	466	473	2832	6:42	2860		39165	124900
35-31N 100-58W			288/24				-55°				59	:07½	58		1400	1400
T-Pampa, Tex(Tvn)	CR	054	-2½	051½	-11½	040	40.8M	.81	466	480	2891	6:49½	2918		37765	123500
37-41N 97-20W	CC	053	288/24				-55°				218	:27	210		4900	4900
Wichita Kans(Day Cal)			-2½	050½	-10½	040	41.8M	.81	466	479	3109	7:16½	3128		32865	118600
38-15N 95-00W			288/24				-55°				118	:16	113		2200	2200
Dep E. Terr	CC	071	-2	069	-9½	059½	39.2M	.74	425	445	3227	7:32½	3241		30665	116400
40-42N 82-32W			288/24				-55°				596	1:20	565		10200	10200
Mansfield, O(Apt)	CC	077	-1½	075½	-4	071½	40.9M	.74	425	448	3823	8:52½	3806		20465	106200
40-03N 82-47W			288/24				-55°				65	:09½	67		1100	1100
Columbus VOR	CC	233	-3	236	-2	238	41.2M	.74	425	410	3888	9:02	3873		19365	105100
			-				-				-	:15	-		3000	3000
Dep & Land	-	-	-	-	-	-	-	-	-	-	3888	9:17	3873		16365	102100
																16365
																85735
															Ammo	465
															Opr Wt	85270

DATE OF TAKE-OFF | ENGINE START | TAKE-OFF TIME | LANDING TIME | DURATION OF FLT

AIR CRAFT: BASIC WT; CREW WT; OIL WT; AFD BTC WEIGHT (Fuel); TEXT; TANKS WT (Fuel); OPERATING WT

FUEL LOAD: FWL; CWL; AWL; FWD AUX; A.B.; ATO; EXT; TOTAL

BOMBS WT; AMMO WT; ADI FLUID WT; INITIAL GROSS WT; START END TAXI FUEL ALW; TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT; LENGTH; AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE; SPEED

SPEED: CRITICAL ENGINE FAILURE; SHORT RANGE BEST PLANE; LINE

NO. OF ATO BOTTLES REQUIRED; ATO PROPELLANT WEIGHT; ADJUSTED TAKE-OFF WEIGHT; ADJUSTED TAKE-OFF DISTANCE; ATO FORMU SPEED

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SOUTHERN [redacted] #4 5 Opord 127-55 1 June 1955

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING 913RW | AIRCRAFT TYPE AND SERIAL NO. RB-47E | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

I. PRE-FLIGHT PLAN

FROM / ROUTE	C O U R S E	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRES. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT	DATE OF TAKE-OFF / ENGINE START / TAKE-OFF TIME / LANDING TIME / DURATION OF FLT
37-57N101-23W			288/24				-55°				194	:20½	206		5800	5800	
Start Pre Turn	CC	275	4	275½	-11	264½	37.0M	.81	466	442	1934	4:47	1969		62265	148000	
34-22N 99-02W			288/24				-55°				264	:33	256		7000	7000	
Frederick, Okla	CC	148	42	150	-11	139	38.0M	.81	466	484	2198	5:20	2225		55265	141000	
32-45N 98-55W	CC		288/24				-55°				108	:13½	105		2700	2700	
TP-Breckenridge, Tex		175½	42½	178	-10½	167½	38.4M	.81	466	475	2306	5:33½	2330		52565	138300	
31-47N 98-37W	CR		288/24				-55°				59	:07½	58		1500	1500	
T-BROWNWOOD, TEX AF		180	43	183	-10	173	38.4M	.81	466	472	2365	5:41	2388		51065	136800	
31-25N 98-57W			288/24				-55°				22	:03	23				
Start Pre Turn	CR	181	43	184	-10	174	38.4M	.81	466	472	2387	5:44	2411				
31-08N 99-20W	CR		288/24		-10		-55°				31	:04	31				
IP-Brady, Tex							38.4M	.81	466	466	2418	5:48	2442				
31-20N 100-32W			288/24				-55°				63	:08½	66				
T-MATHIS TEX AF	CR	281	4	281½	-10½	271	38.4M	.81	466	443	2481	5:56½	2508				
31-51N 102-25W			288/24				-55°				100	:13½	105				
IP-Odessa, Tex	CR	288	0	288	-11	277	38.4M	.81	466	442	2581	6:10	2613				
31-53N 103-43W			288/24				-55°				66	:09	70				
Start Search	CR	273	4	273½	-12	261½	38.4M	.81	466	443	2647	6:19	2683				
31-55N 104-10W			288/24				-55°				24	:03	23		8100	8100	
End Search	CR	273	4	273½	-12	261½	38.4M	.81	466	443	2671	6:22	2706		42965	128700	
34-58N101-56W			288/24				-55°				237	:30	233		5800	5800	
IP-Canyon, Tex	CC	038	-2	035½	-12	023½	41.0M	.81	466	473	2908	6:52	2939		37165	122900	
35-31N 100-58W			288/24				-55°				59	:07½	58		1200	1200	
T-PAMPA TEX(TWN)	CR	054	-2½	051½	-11½	040	41.0M	.81	466	480	2967	6:59½	2997		35765	121500	
37-41N 97-20W	CC	053	288/24				-55°				218	:27	210		4900	4900	
Wichita Kans(Day Cel)			-2½	050½	-10½	040	42M	.81	466	479	3185	7:26½	3207		30865	116600	
38-15N 95-00W			288/24				-55°				118	:16	113		2700	2200	
Dep F. Terr	CC	071	-2	069	-9½	059½	39.5M	.74	425	445	3303	7:42½	3320		28665	114400	
40-46N 82-32W			288/24				-55°				596	1:20	565		10200	10200	
Mansfield,O(Apt)	CC	077	-1½	075½	-4	071½	41.4M	.74	425	448	3899	9:02½	3885		18465	104200	
40-07N 82-47W			288/24				-55°				65	:09½	67		1100	1100	
Columbus YOR	CC	233	43	236	42	238	41.7M	.74	425	410	3964	9:12	3952		17365	103100	
			-				-				-	:15	-		3000	3000	
Desc & Land	-	-	-	-	-	-	-	-	-	-	3964	9:27	3952		14365	100100	
																14365	
																85735	
															Ammo	465	
															Opr Wt	85270	

FUEL WEIGHTS: F.M. / C.M. / A.M. / FWD AUX / A.R. / ATO / EXT / TOTAL

BOMBS WT / AMMO WT / ADD. FLUID WT / INITIAL GROSS WT / STARTING AND TAXI FUEL / TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT / LENGTH / AIR TEMP. / CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE / SPEED

SPEED: CRITICAL ENGINE FAILURE / EMERG. REST PLANE / LINE

NO. OF ATO BOTTLES REQUIRED / ATO PROPELLANT WEIGHT / ADJUSTED TAKE-OFF WEIGHT / ADJUSTED TAKE-OFF DISTANCE / ATO FIRING SPEED

1648

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

NORTHERN ITF [redacted] #1

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: | WING: 91SRW | AIRCRAFT TYPE AND SERIAL NO.: RB-47E | CREW NUMBER | ACFT COMDR (Name and Grade)

SECRET

I. PRE-FLIGHT PLAN

FROM / ROUTE	FIX NO	T.C.	WIND DIR. / DRIFT	T.D.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
40-51N 96-46W			285/43				-54 °				211	:27	210		5700	5700
Lincoln, Neb	CC	013	-5½	007½	-10	357½	36.8M	.81	468	465	1915	4:147½	1973		62365	148100
42-52N 96-24W	CC		285/43				-55 °				96	:12½	97		2600	2600
IP-Sioux City, Iowa		011	-5½	005½	-9½	356	37M	.81	466	460	2047	5:00	2070		59765	145500
43-35N 96-47W			285/43				-55 °				76	:10	78		2100	2100
T-SIOUX FALLS	CR	352	-5	347	-9	338	37M	.81	466	448	2123	5:10	2148		57665	143400
44-53N 97-07W			285/43				-55 °				84	:11½	89			
IP-Watertown	CR	346	-4½	341½	-9	332½	37M	.81	466	442	2207	5:21½	2237			
45-29N 98-26W			285/43				-55 °				64	:09	70			
T-ABERDEEN	CR	301	-1½	299½	-10	289½	37M	.81	466	422	2271	5:30½	2307			
45-02N 102-02W			285/43				-55 °				142	:20	156			
IP-Faith	CR	257	-2½	259½	-12	247½	37M	.81	466	428	2413	5:50½	2463			
44-49N 103-26W			285/43				-55 °				63	:09	70			
Start Search	CR	259	-2½	261½	-14	247½	37M	.81	466	427	2476	5:59½	2533		↓	↓
44-43N 104-01W			285/43				-55 °				24	:03½	20		10600	10600
End Search	CR	259	-2½	261½	-14½	267	37M	.82	466	427	2500	6:03	2550		47062	132800
41-10N 101-07W			285/43				-55 °				264	:31½	245		6000	6000
IP-Sutherland	CC	145	-3½	148½	-13½	135	40.3M	.81	466	499	2764	6:34½	2805		41065	126800
40-11N 100-36W			284/43				-55 °				62	:07½	58		1500	1500
T-MCCOOK(Town)	CR	160	-4½	164½	-12	152½	40.3M	.81	466	490	2828	6:42	2863		39565	125300
37-41N 99-39W			284/43				-55 °				214	:25½	198		4600	4600
Wichita, Kans	CC	134	-2½	136½	-11	125½	41.5	.81	466	502	3042	7:07½	3061		34965	120700
38-17N 94-26W			288/24				-55 °				118	:16	113		2200	2200
Dep E. Terr	CC	071	-2	069	-9½	059½	38.8M	.74	425	445	3160	7:23½	3174		32765	118500
40-46N 82-32W			288/24				-55 °				596	1:20	565		10200	10200
Mansfield Ap't	CC	071	-1½	073½	-4	071½	40.7M	.74	425	448	3756	8:43½	3739		22565	108300
40-03N 82-47W			288/24				-55 °				65	:09½	67		1100	1100
Columbus VOR	CC	233	-3	236	-2	238	40.8M	.74	425	410	3821	8:53	3806		21465	107200
			-				- °				-	:15	-		3000	3000
Desc & Land	-	-	-	-	-	-	- °	-	-	-	3821	[illegible]	3806		18465	104200
							°					9:08				18465
							°									85735
							°								Ammo	465
							°								Opr Wt	85270

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR-CRAFT: BASIC WT; CREW WT; OIL WT; ATO BTL WEIGHT; T-ORAT EQ; TANKS WT; T-ORAT EQ; OPERAT-ING WT

FUEL LOAD: INT; CM; AM; FWD AUX; A-R; ATO; KAY; TOTAL

BOMBS WT; AMMO WT; ADD. FLUID WT; INITIAL GROSS WT; STARTER AND TAXI; CULL AIR; TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG REST PLANE | LINE

NO. OF ATO BOTTLES USED; ATO FUEL; PROPELLANT WEIGHT ADJUSTED TAKE-OFF WEIGHT; ADJUSTED TAKE-OFF DISTANCE; ATO FINAL SPEED

SECRET

1649

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

91SRW Operd 127-55 1 Jun 55

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: 91SRW

AIRCRAFT TYPE AND SERIAL NO.: RB-47E

PRE-FLIGHT PLAN

FROM / ROUTE	C A L T	T.C.	WIND DIR / VEL	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRES. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
37-48N 98-47W			285/43				-55°				70	:10	77		2400	2400
Start Pro Turn	CC	275	21	276	-10½	265½	36.8M	.81	466	421	1810	4:30½	1840		65665	151400
40-51N 96-46W			285/43				-55°				220	:27	210		5900	5900
Lincoln, Neb	CC	033½	-5	028½	-10½	018	37.3M	.81	466	489	2030	4:57½	2050		59765	145200
42-24N 96-23W	CC		285/43				-55°				96	:12½	97		2600	2600
IP-Sioux City, I Apt		011	-5	005½	-9½	356	37.8M	.81	466	460	2126	5:10	2147		57165	142900
43-35N 96-44W			285/43				-55°				76	:10	78		2100	2100
T-SIOUX FALLS, SD	CR	352	-5	347	-9	338	37.8M	.81	466	448	2202	5:20	2225		55065	140800
44-53N 97-07W			285/43				-55°				84	:11½	89			
IP-Watertown, SD	CR	346	-4½	341½	-9	332½	37.8M	.81	466	442	2286	5:31½	2314			
45-27N 98-26W	CR		285/43				-55°				64	:09	70			
T-ABERDEEN AP'T	SD	301	-1½	299½	-10	289½	37.8M	.81	466	422	2350	5:40½	2384			
45-02N 102-02W			285/43				-55°				142	:20	156			
IP-Faith, SD	CR	257	24	259½	-12	247½	37.8M	.81	466	428	2492	6:00½	2540			
44-49N 103-26W			285/43				-55°				63	:09	70			
St Search	CR	259	24	261½	-14	247½	37.8M	.81	466	427	2555	6:09½	2610			
44-43N 104-01W			285/43				-55°				24	:03½	27		10600	10600
Rad Search	CR	259	24	261½	-14½	247	37.8M	.81	466	427	2579	6:13	2637		44465	130200
41-10N 100-07W			285/43				-55°				264	:31½	245		6000	6000
IP-Sutherland, Neb	CC	145	24	148½	-13½	135	40.9M	.81	466	499	2843	6:44½	2882		38465	124200
40-11N 100-36W	CR		288/43				-55°				62	:07½	58		1500	1500
T-MCCOOK(TWN) NEB		160	24	164½	-12	152½	40.9M	.81	466	490	2905	6:52	2940		36965	122700
37-41N 97-20W			285/43				-55°				214	:25½	198		4600	4600
Wichita, Kans	CC	134	24	136½	-11	125½	41.8M	.81	466	502	3119	7:17½	3138		32365	118100
38-15N 95-00W			288/24				-55°				118	:16	113		2200	2200
Dep E. Terr	CC	071	-2	069	-9½	059½	39.3M	.74	425	445	3237	7:33½	3251		30165	115900
40-46N 82-37W			288/24				-55°				596	1:20	565		10200	10200
Mansfield Ap't	CC	077	-1½	075½	-4	071½	41.2M	.74	425	448	3833	8:53½	3816		19965	105700
40-03N 82-47W			288/24				-55°				65	:09½	67		1100	1100
Columbus VOR	CC	233	23	236	12	238	41.4M	.74	425	410	3898	9:03	3883		18865	104600
			-				-				-	:15	-		3000	3000
Desc & Land	-	-	-	-	-	-	-	-	-	-	3898	9:18	3883		15865	101600
																15865
																85735
															Ammo	465
															Opr Wt	85270

SECRET

1650

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

NORTHERN TF [redacted] #3 — 915SW Operation 127-55 — 1 June 55

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN — SQUADRON — WING: 915SW — AIRCRAFT TYPE AND SERIAL NO.: RB-47E — REV NUMBER — ACFT COMDR (Name, Grade) — OBSERVER (Name and Grade) — CO-PILOT (Name and Grade)

SECRET

FROM / ROUTE	A/C H/T	T.H.	WIND DIR / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	ACC. GRD DIS	TIME	ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
37-52N 99-50W			285/43				-55°				120	:17	132		3800	3800
Start Pre Turn	CC	275	F1	276	-10½	265½	36.9M	.81	466	421	1860	4:37½	1895		64265	150000
40-51N 96-46W			285/43				-55°				246	:30	233		6300	6300
Lincoln, Neb	CC	045	-4½	040½	-10½	030	37.7M	.81	466	489	2106	5:07½	2128		57965	143700
42-24N 96-39W	CC	011	285/43				-55°				96	:12½	97		2600	2600
IP-Sioux City IA(Apt)			-5½	005½	-9½	356	38.0M	.81	466	460	2202	5:20	2225		55365	141100
43-35N 96-44W	CR	352	285/43				-55°				76	:10	78		2100	2100
T-Sioux Falls(Apt)SD			-5	347	-9	338	38.0M	.81	466	448	2278	5:30	2303		53265	139000
44-53N 97-09W	CR	346	285/43				-55°				84	:11½	89			
IP-Watertown(Apt)SD			-4½	341½	-9	332½	38.0M	.81	466	442	2362	5:41½	2392			
45-27N 98-26W	CR		285/43				-55°				64	:09	70			
T-ABERDEEN(APT)SD		301	-1½	299½	-10	289½	38.0M	.81	466	422	2426	5:50½	2462			
45-02N 102-02W			285/43				-55°				143	:20	156			
IP-Faith, SD	CR	257	F2½	259½	-12	247½	38.0M	.81	466	428	2568	6:10½	2618			
44-49N 103-26W			285/43				-55°				63	:09	70			
St Search	CR	259	F2½	261½	-14	247½	38.0M	.81	466	427	2631	6:19½	2688			
44-13N 104-01W			285/43				-55°				24	:03½	27		10600	10600
Fwd Search	CR	259	F2½	261½	-14½	247	38.0M	.81	466	427	2655	6:23	2715		42665	128400
41-10N 101-07W	CC		285/43				-55°				264	:31½	245		6000	6000
IP-Sutherland, Neb		345	F3½	348½	-13½	335	41.1M	.81	466	499	2919	6:54½	2960		36665	122400
40-11N 100-36W	CR		285/43				-55°				62	:07½	58		1500	1500
T-MCCOOK(TOWN)Neb		160	F4½	164½	-12	152½	41.1M	.81	466	490	2981	7:02	3018		35165	120900
37-41N 97-20W			285/43				-55°				214	:25½	198		4600	4600
Wichita, Kans	CC	134	F2½	136½	-11	125½	42M	.81	466	502	3195	7:27½	3216		30565	116300
38-15N 96-00W			288/24				-55°				118	:16	113		2200	2200
Dep E. Terr	CC	071	-2	069	-9½	059½	39.5M	.74	425	445	3313	7:43½	3329		28365	114100
40-46N 82-32W			288/24				-55°				596	1:20	565		10200	10200
Mansfield Apt,O	CC	077	-1½	075½	-4	071½	41.5M	.74	425	448	3909	9:03½	3894		18165	103900
40-59N 83-07W			288/24				-55°				65	:09½	67		1100	1100
Columbus VOR	CC	233	F3	236	F2	238	41.7M	.74	425	410	3974	9:13	3961		17065	102800
											-	:15	-		3000	3000
Desc & Land	-	-	-	-	-	-	-	-	-	-	3974	9:28	3961		14065	99800
																14065
																85735
															Ammo	465
															Opr Wt	85270

DATE OF TAKE-OFF — ENGINE START — TAKE-OFF TIME — LANDING TIME — DURATION OF FLT

AIR CRAFT BASIC WT — CREW WT — OIL WT — ATO BTL WEIGHT — FUEL — TANKS WT — TOTAL — OPERATIONAL WT — T O FWD AUX BB ATO EXT — BOMBS WT — AMMO WT — ADD FLUID WT — INITIAL GROSS WT — START & TAXI — FUEL ALLW — TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT — LENGTH — AIR TEMP — CRITICAL FIELD LENGTH — TAKE-OFF: DISTANCE — SPEED — SPEED — CRITICAL ENGINE FAILURE — NEAREST ALT PLANE — LINE

GO - NO GO — BOTTLES — PRESSURIZED AIR — PROPELLANT WEIGHT — ADJUSTED TAKE-OFF WEIGHT — ADJUSTED TAKE-OFF DISTANCE — ATO FIRING SPEED

SECRET

1651

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

NORTHERN ...TE - [redacted] #4

91SRW Opord 127-55 1 June 1955

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING: 91SRW | AIRCRAFT TYPE AND SERIAL NO.: RB-47E | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

SECRET

FROM / ROUTE	USE NO.	T.C.	WIND DIV. / DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	PRESENT PLAN GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRES. FUEL REMAIN.	GROSS WEIGHT
37-55N 100-43W			285/43				-55°				164	:23½	182		5200	5200
Start Pro Turn	CC	275	21	276	-10	265½	37.0M	.81	466	421	1904	4:44	1945		62865	148600
40-51N 96-46W			285/43				-55°				275	:33½	260		7100	7100
Lincoln, Neb	CC	052	-4½	047½	-11	036½	37.9M	.81	466	491	2179	5:17½	2205		55765	141500
42-24N 96-23W	CC	011	285/43				-55°				96	:12½	97		2600	2600
IP-Sioux City(Apt)Ia			-5½	005½	-9½	356	38.3M	.81	466	460	2275	5:30	2302		53165	138900
43-36N 96-24W	CR	352	285/43				-55°				76	:10	78		2100	2100
T-SIOUX FALLS(APT)SD			-5	347	-9	338	38.3M	.81	466	448	2351	5:40	2380		51065	136800
44-53N 99-29W	CR	346	285/43				-55°				84	:11½	89			
IP-Watertown(Apt)SD			-4½	341½	-9	332½	38.3M	.81	466	442	2435	5:51½	2469			
45-27N 98-26W	CR	301	285/43				-55°				64	:09	70			
T-ABERDEEN(APT)SD			-1½	299½	-10	289½	38.3M	.81	466	422	2499	6:00½	2539			
45-02N 102-02W			285/43				-55°				142	:20	156			
IP-Faith, SD	CR	257	+2½	259½	-12	247½	38.3M	.81	466	428	2641	6:20½	2695			
44-49N 103-26W			285/43				-55°				63	:09	70			
Start Search	CR	259	+2½	261½	-14	247½	38.3M	.81	466	427	2704	6:29½	2765			
44-13N 104-01W			285/43				-55°				24	:03½	27		10600	10600
End Search	CR	259	+2½	261½	-14	247½	38.3M	.81	466	427	2728	6:33	2792		40465	126200
41-10N101-07W	CC		285/43				-55°				264	:31½	245		6000	6000
IP-Sutherland,Neb		145	+3½	148½	-13½	135	41.6M	.81	466	499	2992	7:04½	3037		34465	120200
40-11N 100-36W			285/43				-55°				62	:07½	58		1500	1500
T-MCCOOK(TWN)NEBCR		160	+4½	164½	-12	152½	41.4M	.81	466	490	3054	7:12	3095		32965	118700
37-41N 97-29W			285/43				-55°				214	:25½	198		4600	4600
Wichita, Kans	CC	134	+2½	136½	-11	125½	42.0M	.81	466	502	3268	7:37½	3293		28365	114100
38-15N 98-09W			288/24				-55°				118	:16	113		2200	2200
Dep E. Terr	CC	077	-2	069	-9½	059½	39.8M	.74	425	445	3386	7:53½	3406		26165	111900
40-46N 82-39W			288/24				-55°				596	1:20	565		10200	10200
Mansfield Apt,O	CC	077	-1½	075½	-4	071½	41.8M	.74	425	448	3982	9:13½	3971		15965	101700
41-03N 80-47W			288/24				-55°				65	:09½	67		1100	1100
Columbus VOR	CC	233	+3	236	+2	238	42.1M	.74	425	410	4047	9:23	4038		14865	100600
			-				-				-	:15	-		3000	3000
Desc & Land	-	-	-	-	-	-	-	-	-	-	4047	9:38	4038		11865	97600
																11865
																85735
															Ammo	465
															Opr Wt	85270

DATE OF TAKE-OFF | ENGINE START | TAKE-OFF TIME | LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT | CREW WT | OIL WT | ATO BTL WEIGHT (Empty) | JET TANKS WT (Empty) | OPERATING WT | 1 FWD | 2 CAM | 3 AFT | 4 WING | 5 ATO | 6 EXT. | TOTAL | BOMBS WT | AMMO WT | ADD FLUID WT | INITIAL GROSS WT | START ENG AND TAXI FUEL | TAKE-OFF GROSS WT

RUNWAY | PRESS. ALT | LENGTH | AIR TEMP | CRITICAL FIELD LENGTH | TAKE-OFF DISTANCE | SPEED | SPEED | CRITICAL ENGINE FAILURE | BEST CLIMB SPEED | LINE

NO. OF ATO BOTTLES | ATO SOLID PROPELLANT WEIGHT | ADJUSTED TAKE-OFF WEIGHT | ADJUSTED TAKE-OFF DISTANCE | ATO FIRING SPEED

SECRET

1652

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MASTER - DAY

Amnd #1 91SRW Operd 127-55 1 June 19[illegible]

JET BOMBMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 91SRW | AIRCRAFT TYPE SERIAL NOS.: RB-47E | CREW NUMBER | ACFT COMDR (IN Grade) | OBSERVER (Name and Grade) | COPILOT (IN Grade)

SECRET

PRE-FLIGHT DATA

FROM / ROUTE	DOG LEG	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP / ALT	MACH	T.A.S.	G.S.	ACC. GRD DIS	ACC. TIME	ACC. AIR DIS	ETA	PRED. FUEL REMAIN.	GROSS WEIGHT
Lockbourne AFB			-								12	:28	12		81236	166971
Start, Taxi, Stab Take-off	-	-	-	-	-	-	-	-	-	-	00	:03	12		5800	5800
40-10N 85-17W	985		270/18								111	:16	111		75436	161171
Level-Off	CL	283	-1	282½	A4	283	To 33M	VAR	410	383	111	:19	123		6800	6800
40-15N 85-27W			290/20				-42°				06	:01	07		69036	154771
Muncie, Ind	CC	283	0	283	-4	282½	33.1M	.74	438	418	117	:20	130		200	200
42-12N 75-59W			278/42				-46°				468	:59½	430		68836	154571
Broome Co Apt	CC	078	-2	076	-5	071	34.5M	.74	434	474	585	1:19½	560		10171	10171
40-39N 75-26W			270/43				-46°				104	:14½	105		58665	144400
Allentown Apt	QC	168	A6	174	A10	184	34.9M	.74	434	440	689	1:34	665		2400	2400
39-38N 79-07½W			270/43				-50°				180	:28	197		56265	142000
Start Descend	QC	250	A2	252	A8	260	35.5M	.74	430	391	869	2:02	862		4400	4400
39-17N 80-19W			275/35				Av-20°				60	:07	60		51865	137600
A/R Rdvz-"BEARD"DS		248	A8	250	A4½	259½	To 15M	VAR	465	431	929	2:09	922		300	300
38-36N 83-35W	A/R		272/14				Av-10°	Ind			160	:40	166		51565	137300
Mad Air Refueling		255	A1	256	A2	258	15M	200	250	236	1089	2:49	1088		9300	9300
											-	-	-		42265	128000
ON LOAD 45,000# JP-4 FUEL											1089	2:49	1088		45000	45000
Level Off			270/18				Av-7°				72	:11	75		87265	173000
38-11N 85-05W	CL	250½	A1	251½	-1	252	31.3M	VAR	410	394	1161	3:00	1163		4100	4100
37-04N 88-37W			287/19				-42°				182	1:25½	192		83165	168900
Paducah, Ky	CC	248	A1½	249½	-3	246½	31.9M	.74	443	429	1343	3:25½	1355		4900	4900
37-33N 94-00W			287/19				-44°				257	1:36	266		78265	164000
WHCP	CC	276	A1	276½	-6	270½	32.7M	.74	443	427	1600	4:01½	1621		6400	6400
37-36N 95-00W			287/14				-45°				47	1:06½	48		71865	157600
TEST (St Pt Perf)	CC	275	A1	275½	-8	267½	32.9M	.74	443	425	1647	4:08	1669		1200	1200
37-41N 97-20W			288/24				-52°				110	:17½	113		70665	156400
Wichita	CC	274	A1	274½	-9	265½	36.8M	.81	469	447	1757	4:22½	1782		2600	2600
															68065	153800

FUEL FLIGHT PLAN

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

FUEL WEIGHT	
AIR CRAFT BASIC WT	83850
CREW WT	1000
OIL WT	820
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	85270
FWD FM.	
FWD CM.	
AFT AM.	
AFT B.B.	
ATO	
EXT.	
TOTAL	81236
BOMBS WT	
AMMO WT	465
ADD. FLUID WT	
INITIAL GROSS WT	166971
START ENG. AND TAXI FUEL ALW	3925
TAKE-OFF GROSS WT	163046

RUNWAY

PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE | SPEED

SPEED

CRITICAL ENGINE FAILURE | MEMBER BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

SECRET

1653

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLIGHT MISS. - #1 Amnd #1 91SRW Operd 127-55 1 Jun 55

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING: 91SRW | AIRCRAFT TYPE AND SERIAL NO.: RB-47E | ...ER NUMBER | ACFT COMDR (Name ... rate) | OBSERVER (Name and Grade) | CO-PILOT (Name ... rate)

SECRET

FROM / ROUTE	LEG	T.C.	WIND DIR. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	ACC. HRS DIS	ACC. TIME	ACC. AIR DIS	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
26-31N 81-07W			120/08				-53°				107	:15	110	3000	3000
Start Pro Turn	CC	150	4	149½	-1½	148	38.6M	.76	439	432	1966	4:48½	1961	63108	150400
26-44N 80-44W			120/08				-54°				44	:06	44		
IP	CR	-		-	-1½	-	39M	.76	438	438	2010	4:54½	2005		
27-37-48N 81-14-18W			120/08				-54°				60	:08	59	2600	2600
TOT	CR	333	A	333½	-1½	332	39M	.76	438	445	2070	5:02½	2064	60508	147800
							°							-	519
DROP 3 PHOTO FLASH BOMBS											2070	5:02½	2064	60508	147281
27-46N 81-20W			120/08				-54°				10	:01½	11		
St Rt Pro Turn	CR	333	A	333½	-1½	332	39M	.76	438	445	2080	5:04	2075		
26-56N 80-18W			120/08				-54°				114	:15½	116		
Start Pro Turn	CR	153	4	152½	-1½	151	39M	.76	438	431	2194	5:19½	2191		
26-44N 80-44W			120/08				-54°				44	:06	44		
IP	CR	-	-	-	-1½	-	39M	.76	438	438	2238	5:25½	2235		
27-37-48N 81-14-18W			120/08				-54°				60	:08	59	5481	5481
TOT	CR	333	A	333½	-1½	332	39M	.76	438	445	2298	5:33½	2294	55027	141800
							°							-	519
DROP 3 PHOTO FLASH BOMBS											2298	5:33½	2294	55027	141281
27-46N 81-20W			120/08				-54°				10	:01½	11		
Start Pro Turn	CC	333	A	333½	-1½	332	39M	.76	438	445	2308	5:35	2305		
26-56N 80-18W			120/08				-54°				114	:15½	116		
Start Pro Turn	CC	153	4	152½	-1½	151	39M	.76	438	431	2422	5:50½	2421		
26-44N 80-44W			120/08				-54°				44	:06	44		
IP	CR	-	-	-	-1½	-	39M	.76	438	438	2466	5:56½	2465		
27-37-48N 81-14-18W			120/08				-54°				60	:08	59	5281	5281
TOT	CR	333	A	333½	-1½	332½	39M	.76	438	445	2526	6:04½	2524	49746	136000
							°							-	519
DROP 3 PHOTO FLASH BOMBS											2526	6:04½	2524	49746	135481
28-49N 81-53W	CC	333	286/25				-54°				80	1:11½	82	1781	1781
Leesburg, Fla (S. pnte Pal)				330½	-1	329½	36.2M	.74	427	431	2606	6:16	2606	47965	133700
35-12N 82-43W			286/25				-54°				387	1:55½	395	7900	7900
Enter ADIZ	CC	355	-3	352	-1	351	37.4M	.74	427	418	2993	7:11½	3004	40065	125800
38-10N 83-11W			286/25				-54°				178	1:25½	182	3400	3400
Exp ADIZ	CC	354	-3	351	41	352	37.9M	.74	427	418	3171	7:37	3186	36665	122400
43-32N 84-06W	CC		286/25				-54°				326	1:47	335	6200	6200
Tri City Apt Mich		353	-3	350	42	352	39.1M	.74	427	418	3497	8:24	3521	30465	116200
41-40N 83-28W	CC		286/25				-54°				161	1:22½	158	3600	3600
Toledo IZ, Tip City)	180		43	183	43	186	39.8M	.74	427	432	3658	8:46½	3679	26865	112600
40-09N 82-47W			286/25				-54°				102	1:14	100	1700	1700
Columbus VOR	CC	164	43	167	42	169	40.9M	.74	427	440	3760	9:00½	3779	25165	110900
												:15		3000	3000
Pass & Land							°				3760	9:15½	3779	22165	107900
							°								22165
							°								85735
							°							Ammo	465
							°							Our Wt	85270

SECRET

GATE OF TAKE-OFF: ENGINE START | TAKE-OFF TIME; LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT | CREW WT | OIL WT | ATO BTL WEIGHT (Empty) | EXT. TANKS WT (Empty) | OPERATING WT | LOAD: FWD | AFT | BOMBS WT | AMMO WT | ADL FLUID WT | INITIAL GROSS WT | START ENG AND TAXI FUEL & OIL | TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP. | CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED | SPEED: CRITICAL ENGINE FAILURE | WHERE BEST PLANE | LINE

NO. OF ATO BOTTLES FIRED | ATO PROPELLANT WEIGHT | ADJUSTED TAKE-OFF WEIGHT | ADJUSTED TAKE-OFF DISTANCE | ATO FIRING SPEED

1654

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

FLIGHT MISS. - #2 Amd 91SRW Opord 127-55 1 Jun 55

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING: 91SRW | AIRCRAFT TYPE AND SERIAL NO.: RB-47E | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

SECRET

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	PRE-FLIGHT PLAN ACC. GRD DIS	ACC. TIME	ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	GROSS WEIGHT
26-12N 80-53W			120/08				-53°				127	:18	130		3500	3500
St Pro Turn	CC	150	4	149½	-1½	148	38.6M	.76	439	432	1986	4:51½	1981		62608	149900
26-44N 80-44W			120/08				-51°				66	:09	66		1800	1800
IP	DS	330	4	330½	-1½	329	37M	.76	440	445	2052	5:00½	2047		60808	148100
27-37-48N 81-14-18W			120/08				-51°				60	:08	59		2600	2600
TOT	CR	333	4	333½	-1½	332	37M	.76	440	445	2112	5:08½	2106		58208	145500
							°								-	519
DROP 3 PHOTO FLASH BOMBS															58208	144981
27-46N 81-20W			120/08				-51°				2112	5:08½	2106			
St Pro Turn	CR	333	4	333½	-1½	332	37M	.76	440	445	10	:01½	10			
26-56N 80-18W			120/08				-51°				2122	5:10	2116			
St Pro Turn	CR	153	4	152½	-1½	151	37M	.76	440	433	144	:15½	116			
26-44N 80-44W			120/08				-51°				2236	5:25½	2232			
IP	CR	-	-	-	-1½	-	37M	.76	440	440	44	:06	44			
27-37-48N 81-14-18W			120/08				-51°				2280	5:31½	2276			
TOT	CR	333	4	333½	-1½	332	37M	.76	440	445	60	:08	59		5481	5481
							°				2340	5:39½	2335		52727	139500
DROP 3 PHOTO FLASH BOMBS															-	519
27-46N 81-20W			120/08				-51°				2340	5:39½	2335		52727	138981
St Pro Turn	CR	333	4	333½	-1½	332	37M	.76	440	445	10	:01½	11			
26-56N 80-18W			120/08				-51°				2350	5:41	2346			
St Pro Turn	CR	153	4	152½	-1½	151	37M	.76	440	433	114	:15½	116			
26-44N 80-44W			120/08				-51°				2464	5:56½	2462			
IP	CR	-	-	-	-1½	-	37M	.76	440	440	44	:06	44			
27-37-48N 81-14-18W			120/08				-51°				2508	6:02½	2506			
TOT	CR	333	4	333½	-1½	332	37M	.76	440	445	60	:08	59		5281	5281
							°				2568	6:10½	2565		47446	133700
DROP 3 PHOTO FLASH BOMBS															-	519
28-49N 81-53W	CC	333	286/25				-54°				2568	6:10½	2565		47446	133181
Leesburg Fla(St nite ce)			-2	330½	-1	329½	36.2	.74	427	411	80	:11½	82		1781	1781
35-12N 82-49W			286/25				-54°				2648	6:23	2647		45665	131400
Enter ADIZ	CC	355	-3	352	-1	351	37.4	.74	427	418	389	:55½	395		7900	7900
38-10N 83-11W			286/25				-54°				3035	7:18½	3042		37765	123500
Dep ADIZ	CC	354	-3	351	-1	352	37.9M	.74	427	418	178	:25½	182		3400	3400
43-32N 84-06W			286/25				-54°				3213	7:44	3224		34365	120100
Tri City Apt MichCC		353	-3	350	-2	352	39.1K	.74	427	418	326	:47	335		6200	6200
41-40N 83-28W	CC		286/25				-54°				3539	8:31	3559		28165	113900
Toledo(E Tin City)		180	3	183	-3	186	39.2M	.74	427	432	161	:22½	158		3600	3600
40-03N 82-47W			286/25				-54°				3700	8:53½	3717		24565	110300
Columbus VOR	CC	164	3	167	-2	169	40.0M	.74	427	440	102	:14	100		1700	1700
Desc & Land							°				3802	9:07½	3817		22865	108600
							°					:15			3000	3000
							°				3802	9:22½	3817		19865	105600
							°									19865
							°									85735
							°								Ammo	465
							°								Gyr Wt	85200

SECRET

DATE OF TAKE-OFF | ENGINE START | TAKE-OFF TIME | LANDING TIME | DURATION OF FLT

FUEL WEIGHT: AIR CRAFT BASIC WT | CREW WT | OIL WT | AVGAS/BYL WEIGHT (Grams) | EXT. TANKS WT (Grams) | OPERATING WT | FWD | CWD | AWD | FWD AUX | B.B. | ATO | EXT. | TOTAL | BOMBS WT | AMMO WT | ADD. FLUID WT | INITIAL GROSS WT | STARTING AND TAXI FUEL ALW | TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP. | CRITICAL FIELD LENGTH | TAKE-OFF: DISTANCE | SPEED | SPEED: CRITICAL ENGINE FAILURE | EQUAL BEST PLANE | LINE

NO. OF ATO BOTTLES REQUIRED | ATO PROPELLANT WEIGHT | ADJUSTED TAKE-OFF WEIGHT | ADJUSTED TAKE-OFF DISTANCE | ATO FIRING SPEED

1655

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WRIGHT WISC[illegible] - #3 Amd #1 91SRW Opord 127-55 1 June 1955

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 91SRW | AIRCRAFT TYPE AND SERIAL NO: RB-47E | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | PILOT (Name and Grade)

SECRET

FROM / ROUTE	ALT	T.C.	WIND DIR / DRIFT	T.H.	VAR.	M.H.	TEMP / ALT	MACH	T.A.S.	G.S.	PLOG GRD DIS	PLOG TIME	PLOG AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	FUEL FLIGHT PLAN GROSS WEIGHT
											ACC GRD DIS	ACC TIME	ACC AIR DIS			
25-54N 80-43W			120/08				-54°				149	:21	156		3900	3900
St Pro Turn	GC	150	-4	149½	-1½	148	39M	.76	438	433	2008	4:54½	2007		62208	149500
26-44N 80-44W			120/08				-54°				88	:12	88		2300	2300
IP	CR	330	A	330½	-1½	329	39M	.76	438	444	2096	5:06½	2095		59908	147200
27-37-48N 81-14-18W			120/08				-54°				60	:08	59		2600	2600
TGT	CR	333	A	334½	-1½	333	39M	.76	438	445	2156	5:14½	2154		57308	144600
							°								-	519
DROP 3 PHOTO FLASH BOMBS											2156	5:14½	2154		57308	144081
27-46N 81-20W			120/08				-54°				10	:01½	10			
St Pro Turn	CR	333	A	334½	-1½	333	39M	.76	438	445	2166	5:16	2164			
26-56N 80-18W			120/08				-54°				114	:15½	116			
St Pro Turn	CR	153	-4	152½	-1½	151	39M	.76	438	431	2280	5:31½	2280			
26-44N 80-44W			120/08				-54°				44	:06	44			
IP	CR	-		-	-1½	-	39M	.76	438	438	2324	5:37½	2324			
27-37-48N 81-14-18W			120/08				-54°				60	:08	59		5481	5481
TGT	CR	333	A	333½	-1½	332	39M	.76	438	445	2384	5:45½	2383		51827	138600
							°				-	-	-		-	519
DROP 3 PHOTO FLASH BOMBS											2384	5:45½	2383		51827	138081
27-46N 81-20W			120/08				-54°				10	:01½	11			
St Pro Turn	CR	333	A	333½	-1½	332	39M	.76	438	445	2394	5:47	2394			
26-56N 80-18W			120/08				-54°				114	:15½	116			
St Pro Turn	CR	153	-4	152½	-1½	151	39M	.76	438	431	2508	6:02½	2510			
26-44N 80-44W			120/08				-54°				44	:06	44			
IP	CR	-		-	-1½	-	39M	.76	438	438	2552	6:08½	2554			
27-37-48N 81-14-18W			120/08				-54°				60	:08	59		5281	5281
TGT	CR	333	A	333½	-1½	332	39M	.76	438	445	2612	6:16½	2613		46546	132800
							°				-	-	-		-	519
DROP 3 PHOTO FLASH BOMBS											2612	6:16½	2613		46546	132281
28-49N 81-53W	CC	333	286/25				-54°				80	:11½	82		1781	1781
Leesburg Fla(St nite oel)			-2½	330½	-1	329½	36.2	.74	427	431	2692	6:30	2695		44765	130500
35-12N 82-43W			286/25				-54°				387	:55½	395		7900	7900
Enter ADIZ	CC	355	-3	352	-1	351	37.4	.74	427	438	3079	7:25½	3090		36865	122600
38-10N 83-11W			286/25				-54°				178	:25½	182		3400	3400
Dep ADIZ	CC	354	-3	351	∠1	352	37.9M	.74	427	438	3257	7:51	3272		33465	119200
43-32N 84-06W			286/25				-54°				326	:47	335		6200	6800
Tri City Apt MichCC		353	-3	350	∠2	352	39.1M	.74	427	438	3583	8:38	3607		27265	113000
41-40N 83-28W	CC		286/25				-54°				161	:22½	158		3600	3600
Toledo(E Tip City)		180	∠3	183	∠3	186	39.8M	.74	427	432	3744	9:00½	3765		23665	109400
40-03N 82-47W			286/25				-54°				102	:14	100		1700	1700
Columbus VOR	CC	164	∠3	167	∠2	169	40.0M	.74	427	440	3846	9:14½	3865		21965	107700
							°				-	:15	-		3000	3000
Desc & Land											3846	9:29½	3865		18965	104700
							°									18965
							°								ZERO	85735
							°								Runway	465
							°								Our Wt	85270

DATE OF TAKE-OFF | ENGINE START | TAKE-OFF TIME | LANDING TIME | DURATION OF FLT

AIR CRAFT BASIC WT | CREW WT | OIL WT | ATO BTL WEIGHT (Empty) | EXT. TANKS WT (Empty) | OPERATING WT | FUEL LOAD: FWD, CTR, AFT, WING TANKS: FWD, AFT, O.B., ATO, EXT., TOTAL | BOMBS WT | AMMO WT | ADD. FLUID WT | INITIAL GROSS WT | START ENG AND TAXI FUEL ALW | TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP | CRITICAL FIELD LENGTH | TAKE-OFF: DISTANCE | SPEED | CRITICAL ENG FAILURE SPEED | EMERG REST PLANE | LINE | NO. OF ATO BOTTLES REQUIRED | ATO PROPELLANT WEIGHT | ADJUSTED TAKE-OFF WEIGHT | ADJUSTED TAKE-OFF DISTANCE | ATO FIRING SPEED

SECRET

1656

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

WIGHT WT: 1 - #4 Amnd #1 91SRW Opord 127-55 1 June 1955

SECRET

JET BOMB...UMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING 91SRW | AIRCRAFT TYPE AND SERIAL NO. RB-47E | CREW NUMBER | ACFT COMDR (Name) | OBSERVER (Name, rank) | CO-PILOT (Name, rank)

1. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS ACC GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	GROSS WEIGHT
25-35N 80-31W			120/08				-54°				171	:24	176		4600	4600
Start Pro Turn	CC	150	4	149½	-1½	148	39M	.76	438	433	2090	4:57½	2027		61508	148800
26-44N 80-44W			120/08				-51°				110	:15	110		2800	2800
IP	DS	330	4	330½	-1½	329	37M	.76	440	445	2140	5:12½	2137		58708	146000
27-37-48N 81-14-18W			120/08				-51°				60	:08	59		2600	2600
TOT	GR	333	4	333½	-1½	332	37M	.76	440	445	2200	5:20½	2196		56108	143400
							°				-	-	-		-	519
DROP 3 PHOTO FLASH BOMBS											2200	5:20½	2196		56108	142881
27-46N 81-20W			120/08				-51°				10	:01½	10			
St Pro Turn	GR	333	4	333½	-1½	332	37M	.76	440	445	2210	5:22	2206			
26-56N 80-18W			120/08				-51°				114	:15½	116			
St Pro Turn	GR	153	4	152½	-1½	151	37M	.76	440	434	2324	5:37½	2322			
26-44N 80-44W			120/08				-51°				44	:06	44			
IP	GR			-	-1½	-	37M	.76	440	440	2368	5:43½	2366			
27-37-48N 81-14-18W			120/08				-51°				60	:08	59		5481	5481
TOT	GR	333	4	333½	-1½	332	37M	.76	440	445	2428	5:51½	2425		50627	137400
							°				-	-	-		-	519
DROP 3 PHOTO FLASH BOMBS											2428	5:51½	2425		50677	136881
27-46N 81-20W			120/08				-51°				10	:01½	11			
St Pro Turn	GR	333	4	333½	-1½	332	37M	.76	440	445	2438	5:53	2436			
26-56N 80-18W			120/08				-51°				114	:15½	116			
St Pro Turn	GR	153	4	152½	-1½	151	37M	.76	440	433	2552	6:08½	2552			
26-44N 80-44W			120/08				-51°				44	:06	44			
IP	GR	-		-	-1½	-	37M	.76	440	440	2596	6:14½	2596			
27-37-48N 81-14-18W			120/08				-51°				60	:08	59		5281	5281
TOT	GR	333	4	333½	-1½	332	37M	.76	440	445	2656	6:22½	2655		45346	131600
							°				-	-	-		-	519
DROP 3 PHOTO FLASH BOMBS											2656	6:22½	2655		45346	131081
28-49N 81-53W	CC	333	286/25				-54°				80	:11½	82		1781	1781
Leesburg Fla (9% Mike Cell)			-2½	330½	-1	329½	36.2M	.74	427	431	2736	6:37	2737		43565	129300
35-12N 82-43W			286/25				-54°				187	:15½	195		7900	7900
Enter ADIZ	CC	355	-3	352	-1	351	37.4M	.74	427	418	3123	7:32½	3132		35665	121400
38-10N 83-11W			286/25				-54°				178	:25½	182		3400	3400
Dep ADIZ	CC	354	-3	351	#1	352	37.9M	.74	427	418	3301	7:58	3314		32265	118000
43-32N 84-06W			286/25				-54°				326	:47	335		6200	6200
Tri City Apt Mich	CC	353	-3	350	#2	352	39.1M	.74	427	418	3627	8:45	3649		26065	111800
41-40N 83-28W			286/25				-54°				161	:22½	158		3600	3600
Toledo(E Tip of Cit	CC	180	#3	183	#3	186	39.8M	.74	427	432	3788	9:07½	3807		22465	108200
40-03N 82-47W			286/25				-54°				102	:14	100		1700	1700
Columbus VOR	CC	164	#3	167	#2	169	40M	.74	427	440	3890	9:21½	3907		20765	106500
Dese & Land							°				-	:15	-		3000	3000
							°				3890	9:36½	3907		17765	103500
							°									17765
							°									85735
							°								Ammo Wt:	465
							°								Our Wt:	85270

DATE OF TAKE-OFF | ENGINE START | TAKE-OFF TIME | LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT | CREW WT | OIL WT | AVS BTL WEIGHT (Engine) | EXT. TANKS WT (Empty) | OPERATING WT

FUEL WEIGHT: FWD | AUX | R.R. | ATO | EXT. | TOTAL

BOMBS WT | AMMO WT | ADD. FLUID WT | INITIAL GROSS WT | START ENG. AND TAXI FUEL ALW | TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG. FAILURE | NUMERO REST PLANE | LINE

NO. OF LVO BOTTLES REQUIRED | LVO PRESS | PELLANT WEIGHT | ADJUSTED TAKE-OFF WEIGHT | ADJUSTED TAKE-OFF DISTANCE | WT. OF WING UP TO

SECRET

1657

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 127-55

SECURITY

Annex "C" to
91SRW Opord 127-55
dtd 1 June 1955

SECRET

1658

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 June 1955

ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NR 127-55

SECURITY

1. SCOPE: Air Force Regulations 205-1, SAC Regulations 205-4, 205-8, 205-11, 205-16 and 2AF Regulation 205-5 will apply.

2. PURPOSE: To establish added security precautions prior to vulnerability testing or sabotage so that aircraft, equipment, classified material and briefings will be adequately protected in accordance with SAC Regulation 205-4.

3. GENERAL:

a. The procedures established in this annex will be in effect during this operation, and others as further directed by the Wing Commander.

b. A central security center, directly responsible to the Wing Commander will be established to coordinate and initiate all activities, and to supervise said activities once they are in effect. There will be a duty officer at the center 24 hours a day to handle any situation that may arise.

c. Squadron Commanders will be responsible for rigid security of their assigned area, aircraft, equipment, and other classified material. Entry point guards assigned by Squadron Commanders will be on duty during all periods of time that squadron activity is taking place within the assigned area. During hours of day, when no guard is stationed at entry point, there will be no activity taking place within the area. The commander of each squadron will be responsible for placement of perimeter guards around his

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

assigned area during the regular working day, 0800 to 1700 hours. The remaining hours will become the responsibility of the 801st Air Police Sq.

d. The Squadron Commander will insure that adequate strange field security precautions shall be taken by each aircraft commander if a landing is made at an airfield other than the home base. The aircraft commander must protect his aircraft, equipment, and classified material to the utmost if this situation comes about.

e. Wing Tactical Plans will be the responsible organization for dissemenation of applicable classified material and will conduct classified briefings. Wing Security will be responsible for insurance of rigid security at the above mentioned briefings.

f. The symbol system will be utilized during the entire testing period. The symbol will be changed daily and are effective from 1200 hours to 1200 hours. A list of persons and sections authorized the symbol is available at 91st Wing Security Office.

g. Any person or persons apprehended with improper or inadequate identifications will be turned over to the Squadron Sergeant of the Guard, who in turn will call 91st Wing Security Control to take over responsibility of questioning and proper disposition of the individual.

h. All items of supply or equipment brought into the aircraft parking area and maintenance areas will be inspected jointly by the delivery and receiving agency.

i. Commanders of Field Maintenance, Periodic Maintenance and Armament and Electronics Squadrons will be indiviudally responsible for aircraft, equipment and classified material under thei control.

j. The added security precautions will discontinue on completion of the testing period; and reports will be made in accordance with SAC Reg 205-4.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
OWEST AIR DIVISION
Lockbourne Air Force Base
Columbus 17, Ohio

91CR

SUBJECT: SAC Management Control Statement (RCS: 2A - 42)

TO: Commander
Second Air Force
ATTN: Comptroller Directorate
Barksdale Air Force Base
Louisiana

1. Enclosed is 2AF Form 44 (Management Control System Data) as of 30 June 1958 for the 91st Strategic Reconnaissance Wing (M).

2. Areas of weakness are listed below with explanations and corrective actions being taken.

a. Manning in Required Specialities.

(1) Officers: Score prediction 40%. Loss of officer personnel to the 70th Wing, overseas assignments and higher headquarters commitments limit score in this item.

(2) Airmen: Score prediction, Direct Support 30%, Indirect support 10%. Shortages in trained airmen limit score. OJT training good. Upgrading is being accomplished as quickly as airmen become qualified.

b. Reenlistment Rate: Score prediction 20%. Although a slight improvement in reenlistments was made in June, this item continues to be a problem area. Continued emphasis upon reenlistment of airmen is being made. The number of interviews with airmen is increased. All officer personnel are made aware of this problem.

c. Ground Safety: Score prediction 15%.

(1) There have been 21 ground accidents at a cost of $132,836 for the quarter to date (as of 30 June). Private vehicle accidents have become the major problem. Four (4) private vehicle accidents fatilities account for $126,100 of total cost.

1661

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Records reveal that the most frequent violations of traffic rules are the airmen below the rank of NCO. Emphasis on ground accidents prevention is directed toward airmen.

(3) Action taken consists of educating airmen through medium of films on ground safety, conspicuous display of wrecked autos, distributing of pamphlets on safe driving habits, and squadron safety meetings. Enforcement of disciplinary action is strengthened against "first time" offenders of vehicle accidents. Work areas are inspected daily as a precaution against "on the job accidents"

(4) Joint ground safety efforts between 91st Wing, 26th Wing and 801st Air Base Group consist of erection of a Totem Pole for display to create competitive spirit between these units, publicizing names of traffic rule violators by placing names on front page of Base Paper and presentation of awards to safe drivers.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

HISTORICAL REPORT

91st STRAT. RECON. WING

91st STRATEGIC RECONNAISSANCE WING

LOCKBOURNE AIR FORCE BASE

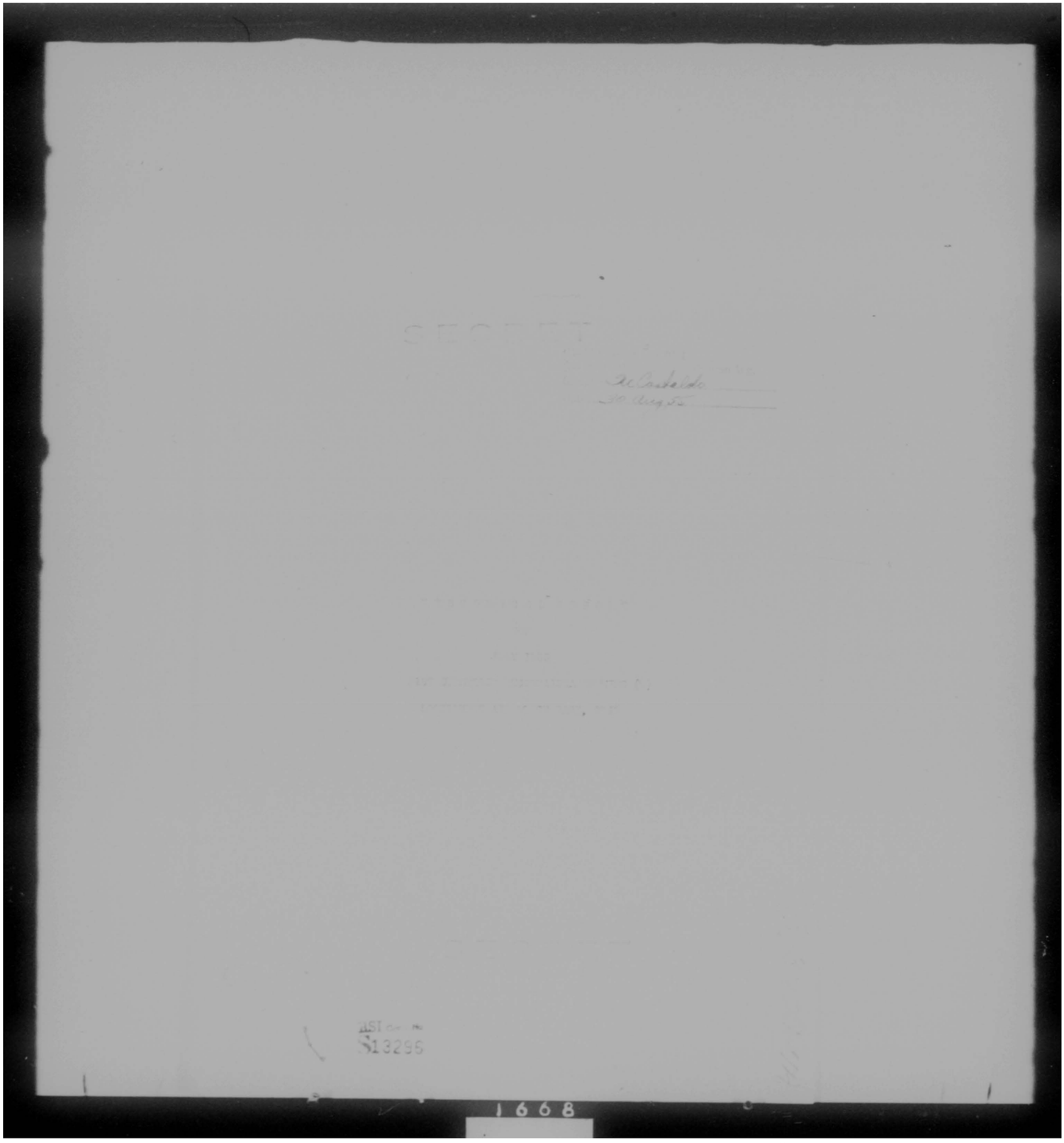
S13296

SL-2639

20 AF BARKSDALE AFB, LA. NOV. 52-8768

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



S13295

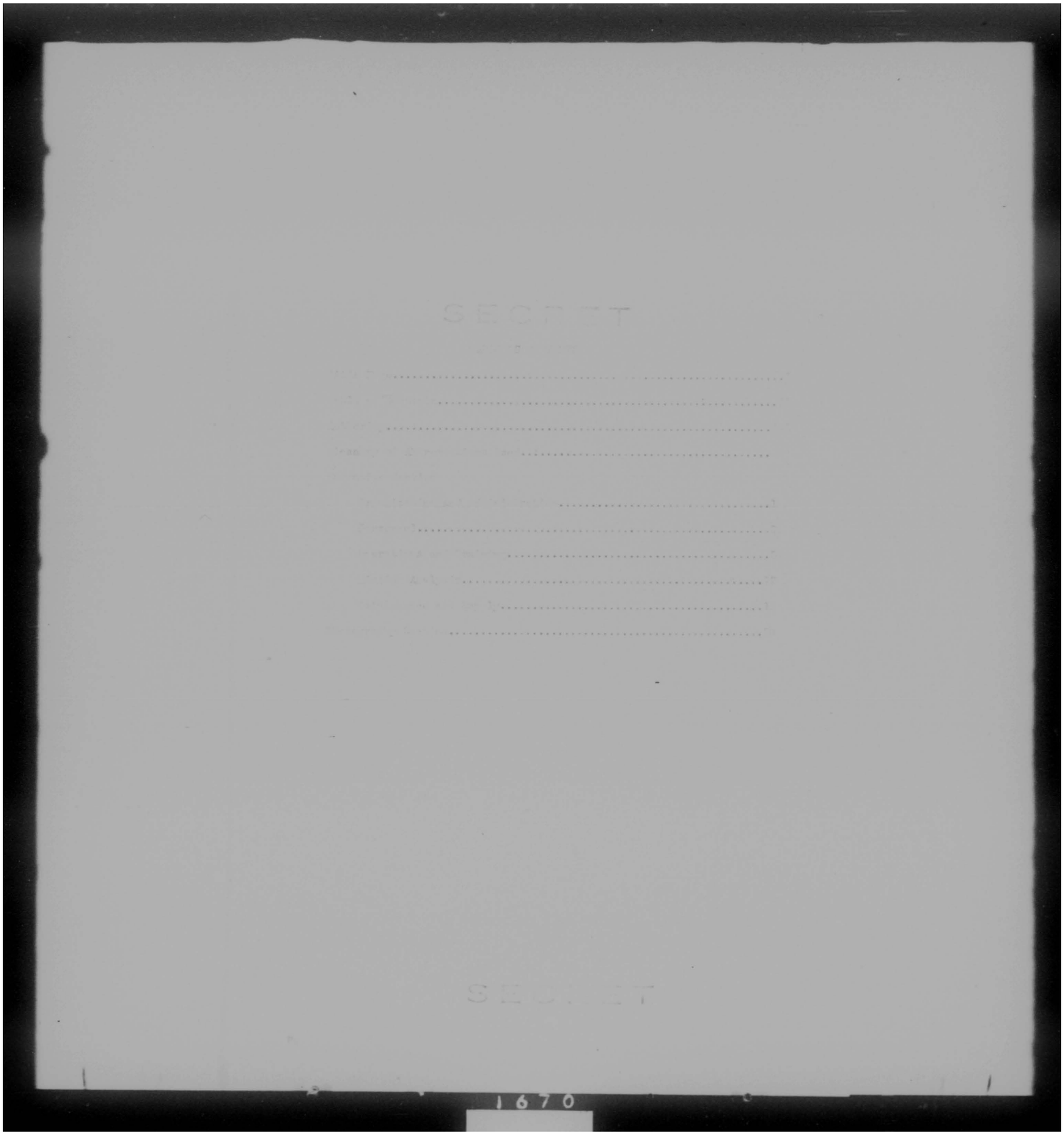
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

for Robert W. Kimmel, Col.

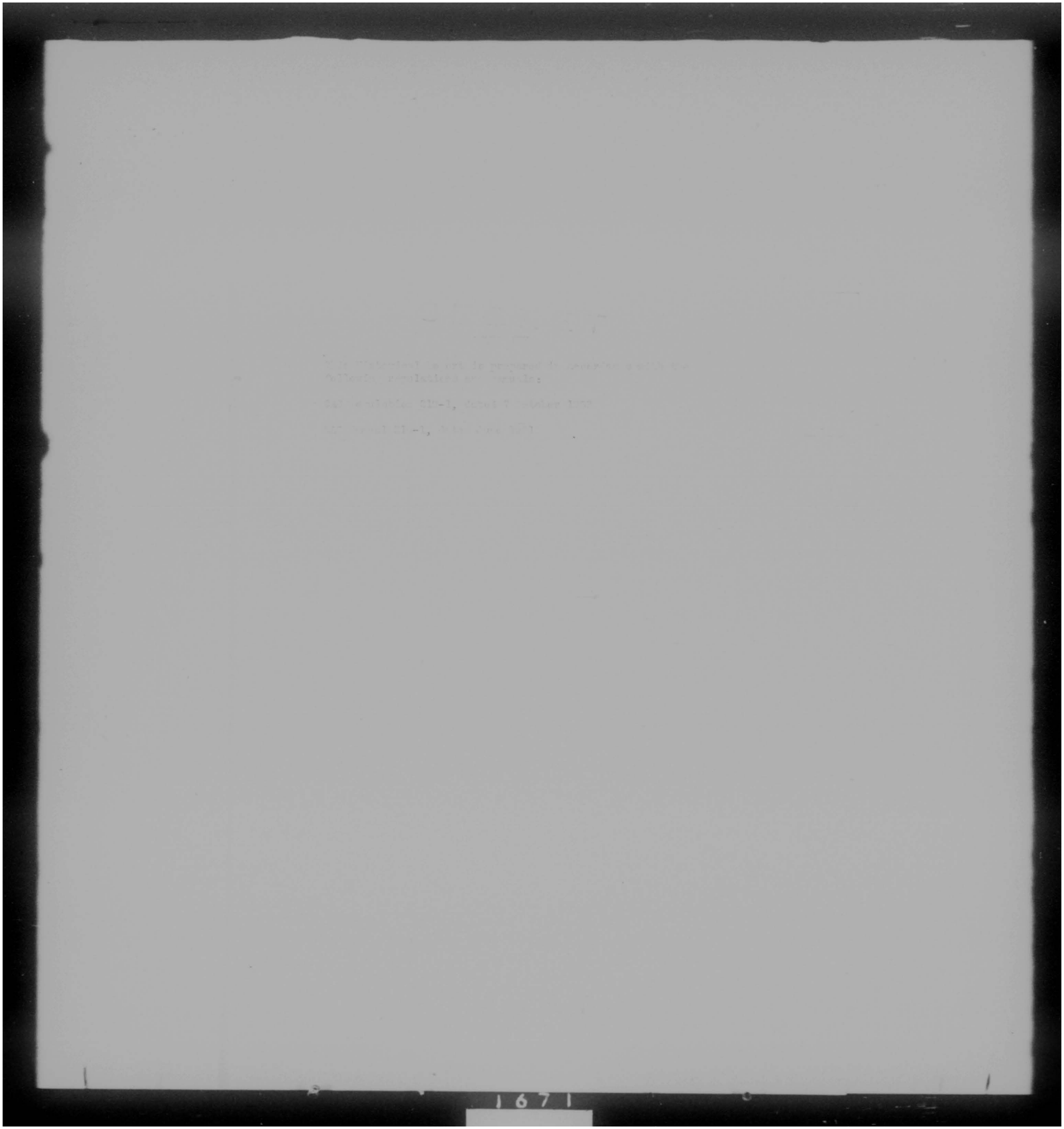
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

AWOL	Absent Without Leave
AB	Air Base
Amn	Airmen
Auth	Authorized
Col	Colonel
Cmdr	Commander
D/Opns Trg Sect	Director of Operations Training Section
D/Opns	Director of Operations
Dtd	Dated
Hqs	Headquarters
Lt Col	Lieutenant Colonel
Maint	Maintenance
(M)	Medium
Offs	Officers
Org	Organization
RB	Reconnaissance Bomber
Recn	Reconnaissance
Reg	Regulation
SAC	Strategic Air Command
SR	Strategic Reconnaissance
Strat	Strategic
2AF	Second Air Force
WG	Wing

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary of Abbreviations Used (Continued)

Abbreviations Used in Aircraft Operations

Combat Ready Crew. A complete combat crew which a unit commander considers fully capable of performing any type of operational flying required by the combat mission of the unit . Only those crews which a unit commander would use for the actual combat operations will be used in this sense.

Non-Combat Ready Crew. A complete combat crew which a commander considers not fully capable of performing all types of flying operations required by the combat mission of the unit,but which is capable of conducting operational training flights.

Potential Crew. A complete combat crew which can not be reported as combat ready or non-combat ready because of the limitations imposed by the definse crews. The number of crews considered in this category will represent the maxf crews which can be formed from the available resources of the unit excluding those crews reported as Table of Distribution Staff positions which require the assignment of rated personnel, observers who have been excused from crew duty by Headquarters,Strategic Air Command, and those pilots whose qualifications include technical skills, training, age, grade,or other factors,which make crew utilization unfavorable.

In-Commission. An aircraft is in commision when it is capable of performing normal flight operations.

Evaluation Missions. A mission which is flown to evaluate reconnaissance crew reconnoitoring capability, to test new procedures and techniques,etc.

Long Range Tactical Mission. A mission of at least ~~32~~ 10 hours duration accomplished by an individual crew or crews, which emphasizes cruise control techniques and procedures, navigation under simulated tactical conditions aerial and radar scope photography,etc.,and is not to be considered as a unit or simulated combat mission.

Unit Simulated Combat Mission. A mission involving an assigned war plan or simulated war plan effort which is flown by a unit to simulate the assigned mission as set forth in the current Strategic Air Command tactical war plan or any assigned unit simulated combat mission of equal scope flown in accordining directives. Unit missions of less than assigned war plan or simulated war plan effort do not fall under this category.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Glossary Of Abbreviations Used (Continued)

Abbreviations Used in Photo Reconnaissance

Multi-Camera Station. This set is made up of four(4) K-22 cameras fitted with 36 inch lens cones. The cameras make photographs nine (9) by 18 inches, and are so mounted so that when the four(4) pictures are placed end to end, they make one(1) continuous photograph nine(9) by 72 inches. There is less th one (1) inch overlap on each of the prints. The multi-cameras make extremely large scale photographs of any given target area and are used for detailed study of a target. The minute detail is of great value to intelligence offic

Tri-Metrigon Station. The tri-metrigon system is a combination of three(3) cameras of short focal length lenses. In the case of the 91st Wing, they are K-22s fitted with six(6) inch lens cones and are so mounted so that one unit shoots down and the other two make left and right hand oblique photos. They are mounted at 60 degrees, and when the three(3) pictures are placed together they make one (1) continuous print covering the area from horizon to horizon. The print size of each photo is nine (9) by nine(9) inches. Tri-metrigon photography plays an important role in photography in that a strip of it can be made into a complete photomap. When used over new areas of enemy territory the Intelligence people can locate troop concentrations, installations, transit systems, and ferret out many other items of value. The limitations of the information gained from this photography is in direct proportion to the quality of the photographs and the accuracy of the photo logs kept by the photo-navigator.

Forward Oblique Camera Station. The forward oblique camera position is a K-22 camera fitted with a 12 inch lens cone. The camera shoots forward of the aircraft and is depressed 40 degrees from horizontal. Photographs taken with this camera position on an initial point to target run for example, will give a graphic presentation to a bombardier of just what he will see on his bombing run. The photographs taken with this camera are of special value to light bombardment and fighter-bomber units. From altitudes above 10,000 feet, entire airfields and large installations can easily be photographed. The picture taken in this position in conjunction with other two(2) installations give full and complete coverage of the target area.

SECRET

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

ORGANIZATION AND ADMINISTRATION

Organizational Structure

The following units were assigned or attached to the 91st Strategic Reconnaissance Wing, Medium, at Lockbourne Air Force Base, Ohio as of 2359 hours, 31 July 1955:

Headquarters Squadron Section, 91st Strategic Reconnaissance Wing, Medium

91st Tactical Hospital

322nd Strategic Reconnaissance Squadron, Medium

323rd Strategic Reconnaissance Squadron, Medium

324th Strategic Reconnaissance Squadron, Medium

91st Field Maintenance Squadron

91st Periodic Maintenance Squadron

91st Armament and Electronics Maintenance Squadron

91st Air Refueling Squadron*

*The 91st Air Refueling Squadron is currently TDY to Ernest Harmon Air Force Base, Newfoundland as Detachment # 1 of the 801st Air Division to fulfill the requirements for refueling support in that section.

Changes in Key Wing Personnel

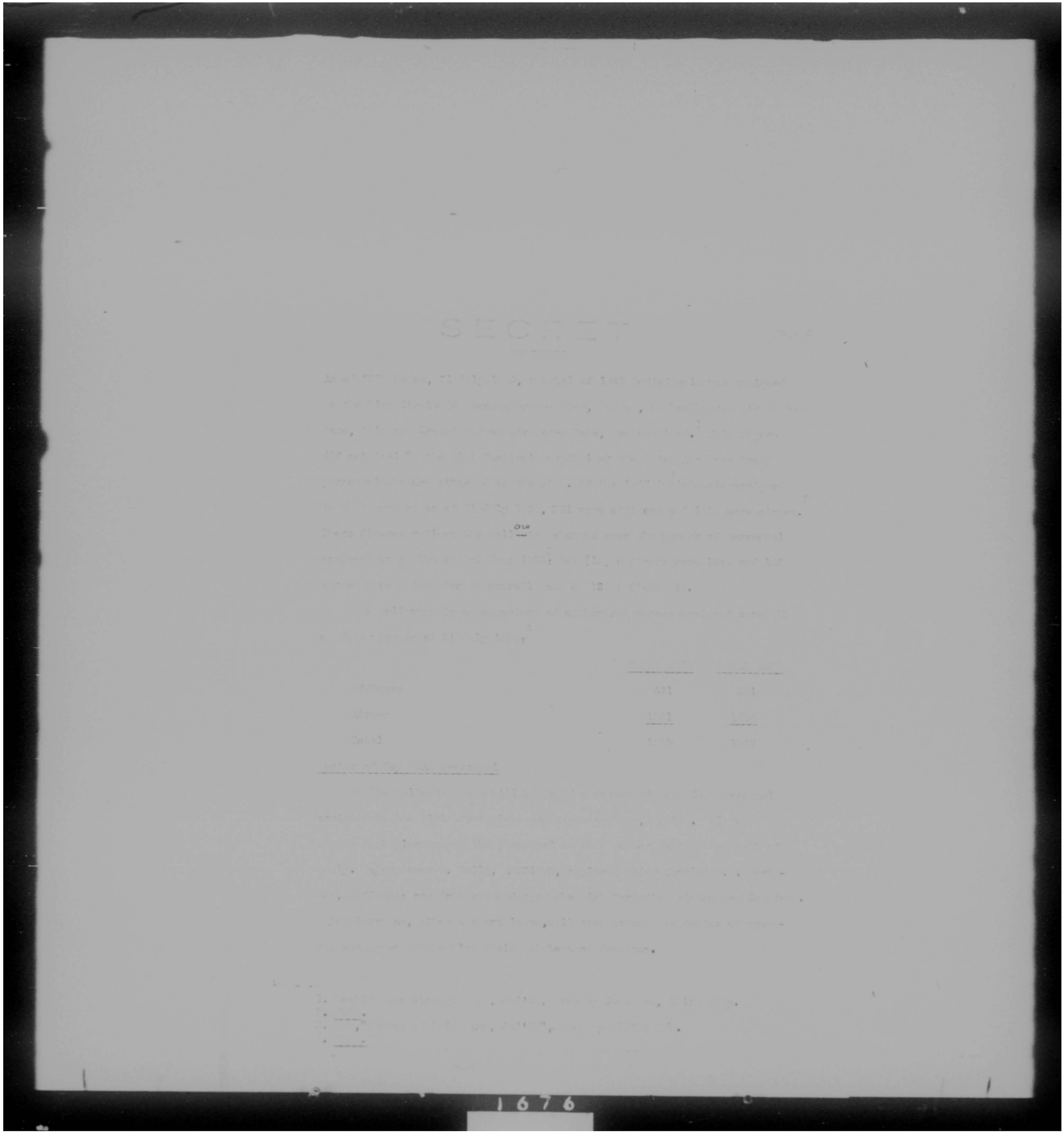
Only one change took place among the key personnel of the wing during the month of July 1955. Major James F. Kelly, A[illegible] assumed the duties of Squadron Commander of the 91st Periodic Maintenance Squadron, 91st Strategic Reconnaissance Wing, Medium. Major Charles L.F. Ferryman, A[illegible], left this squadron to become squadron commander of the 91st Field Maintenance Squadron..

SECRET

1675

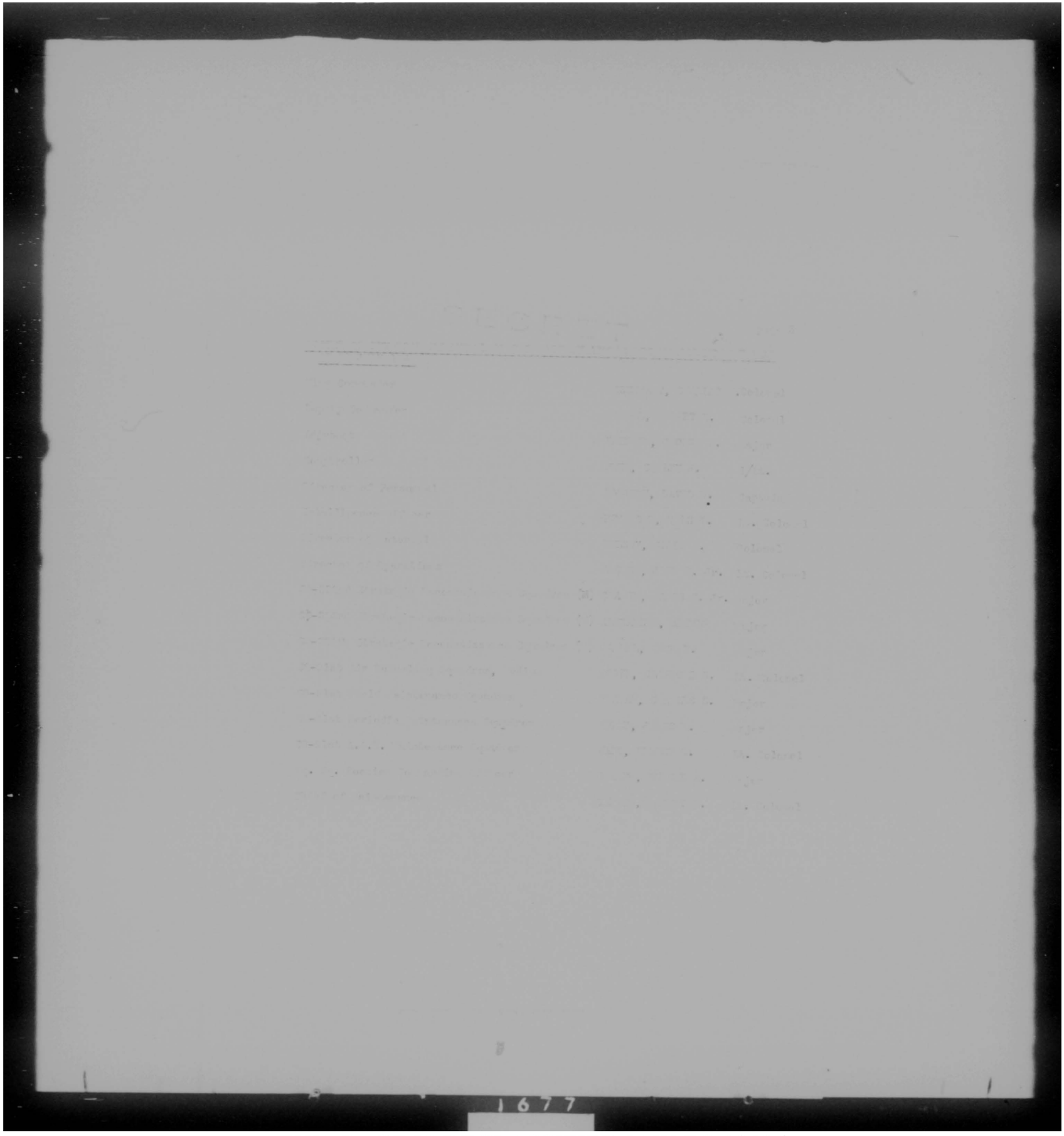
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

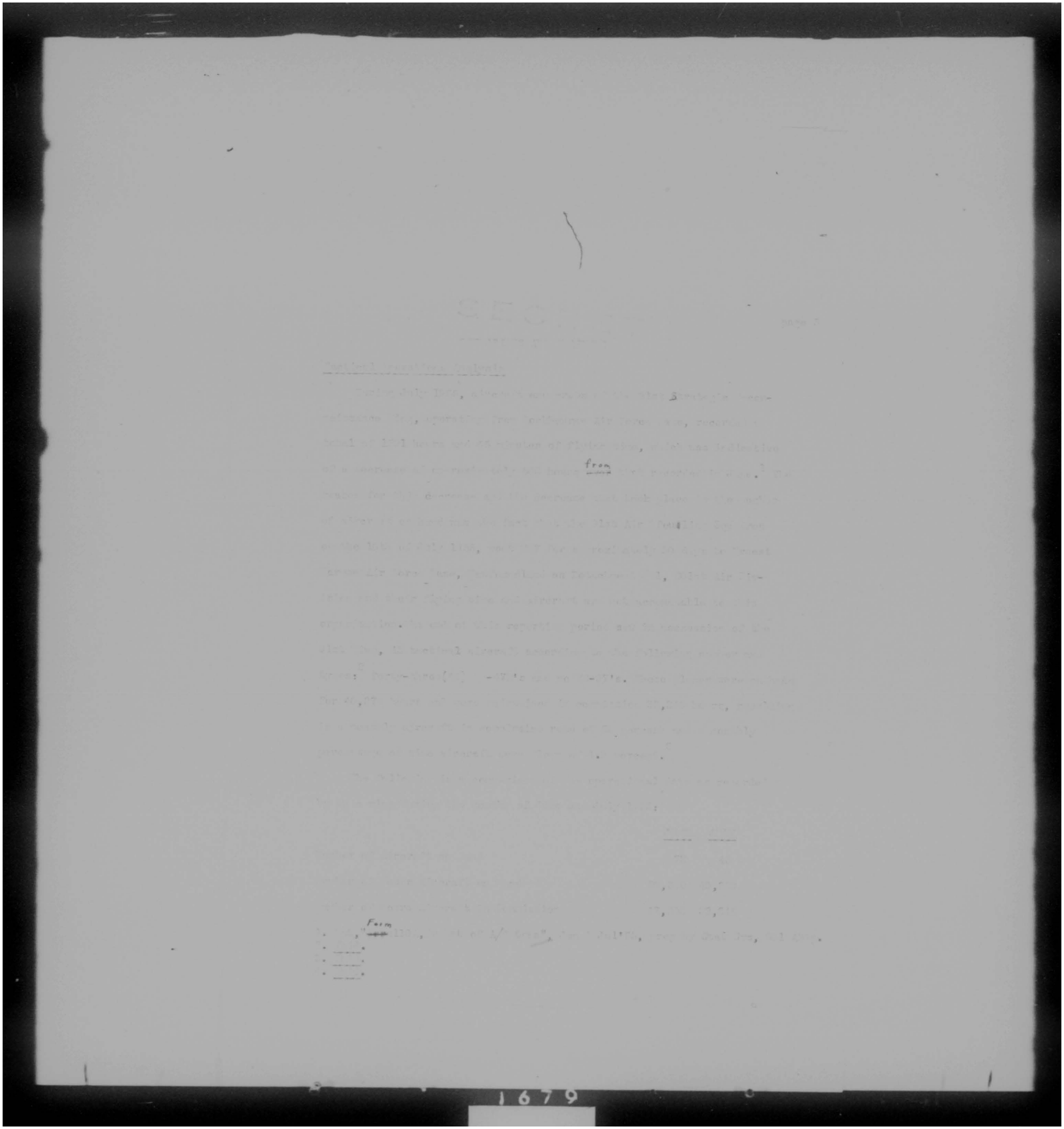


THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Were

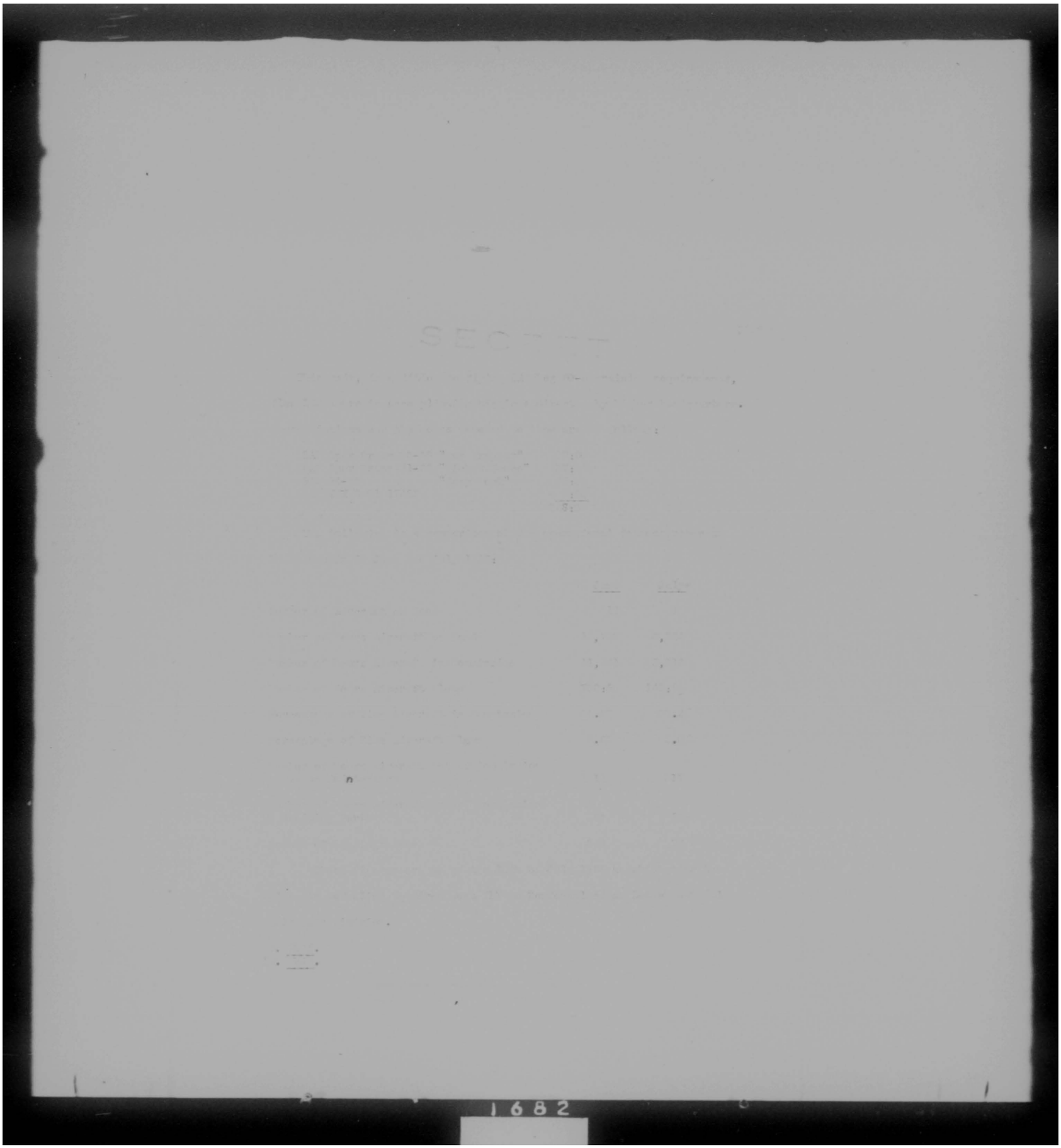
1680

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

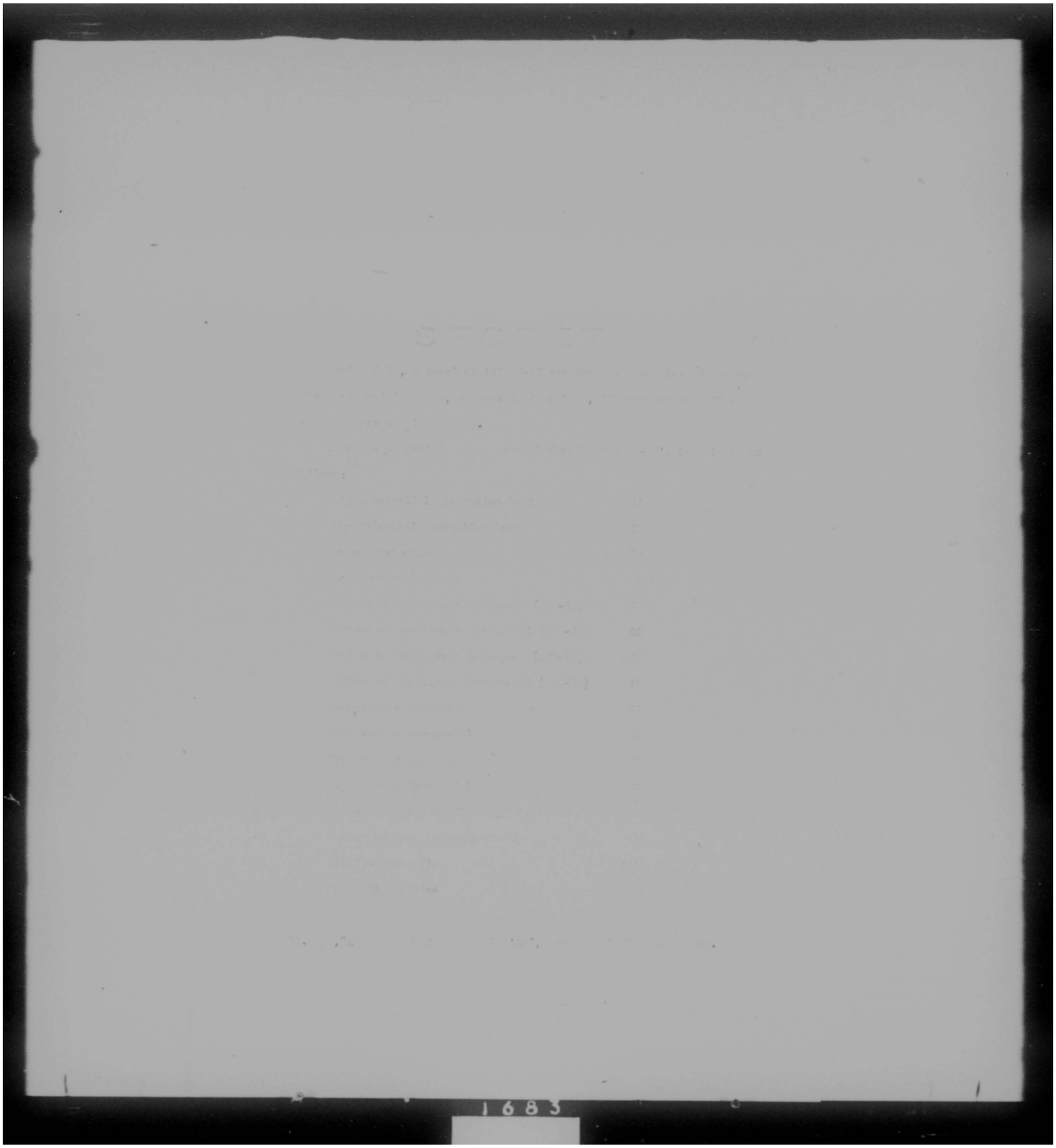
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



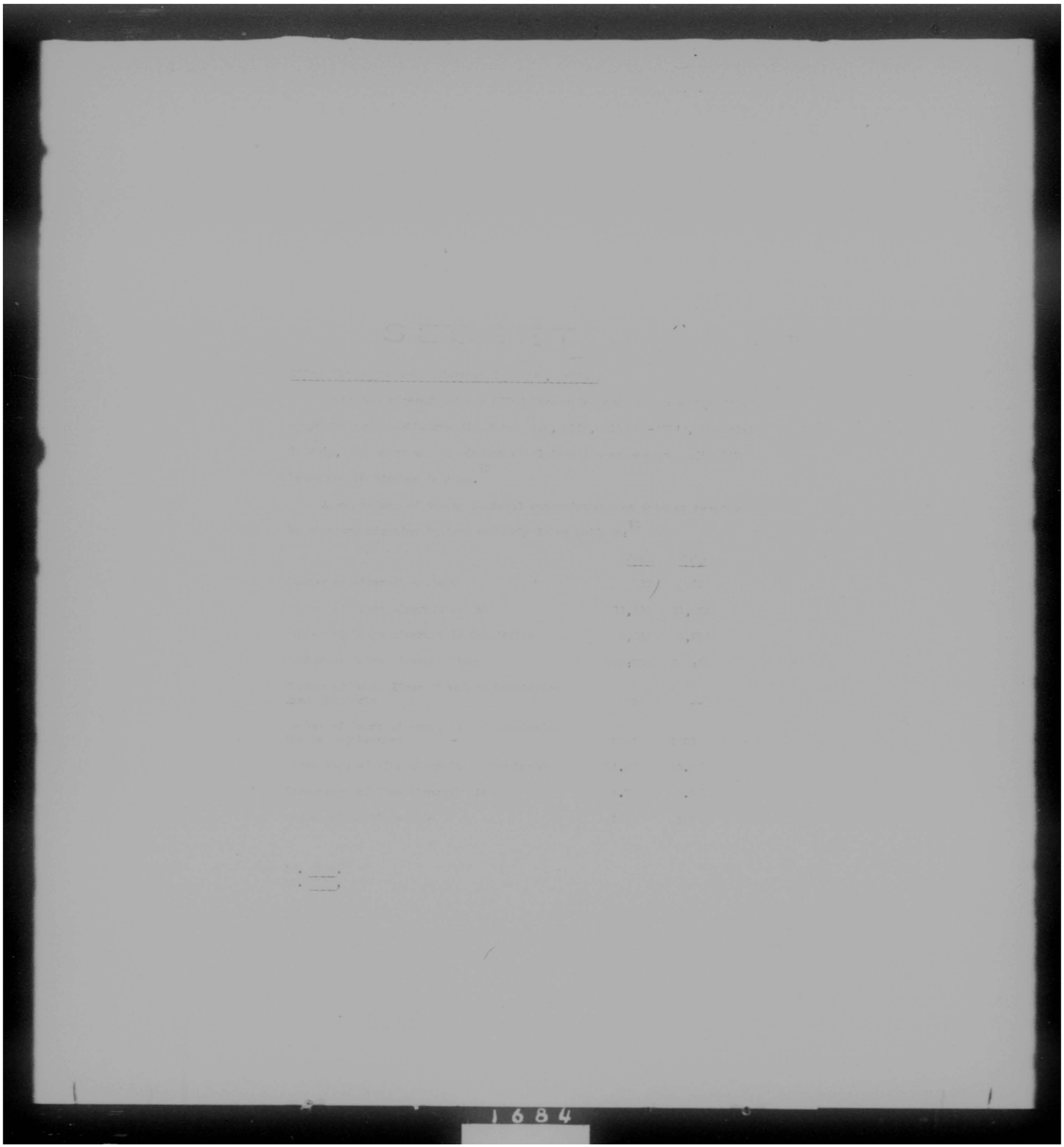
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



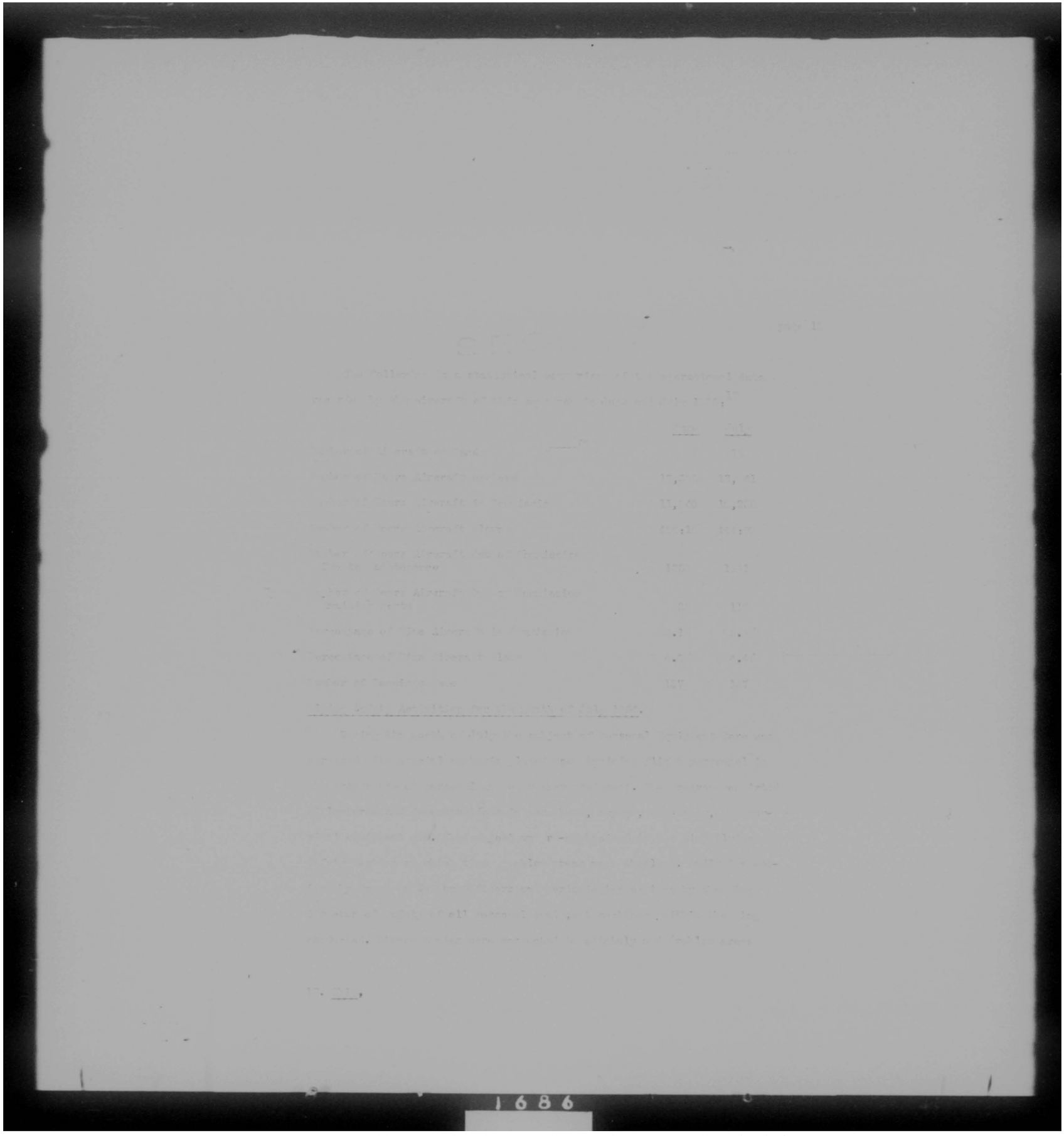
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

noted

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

night

four

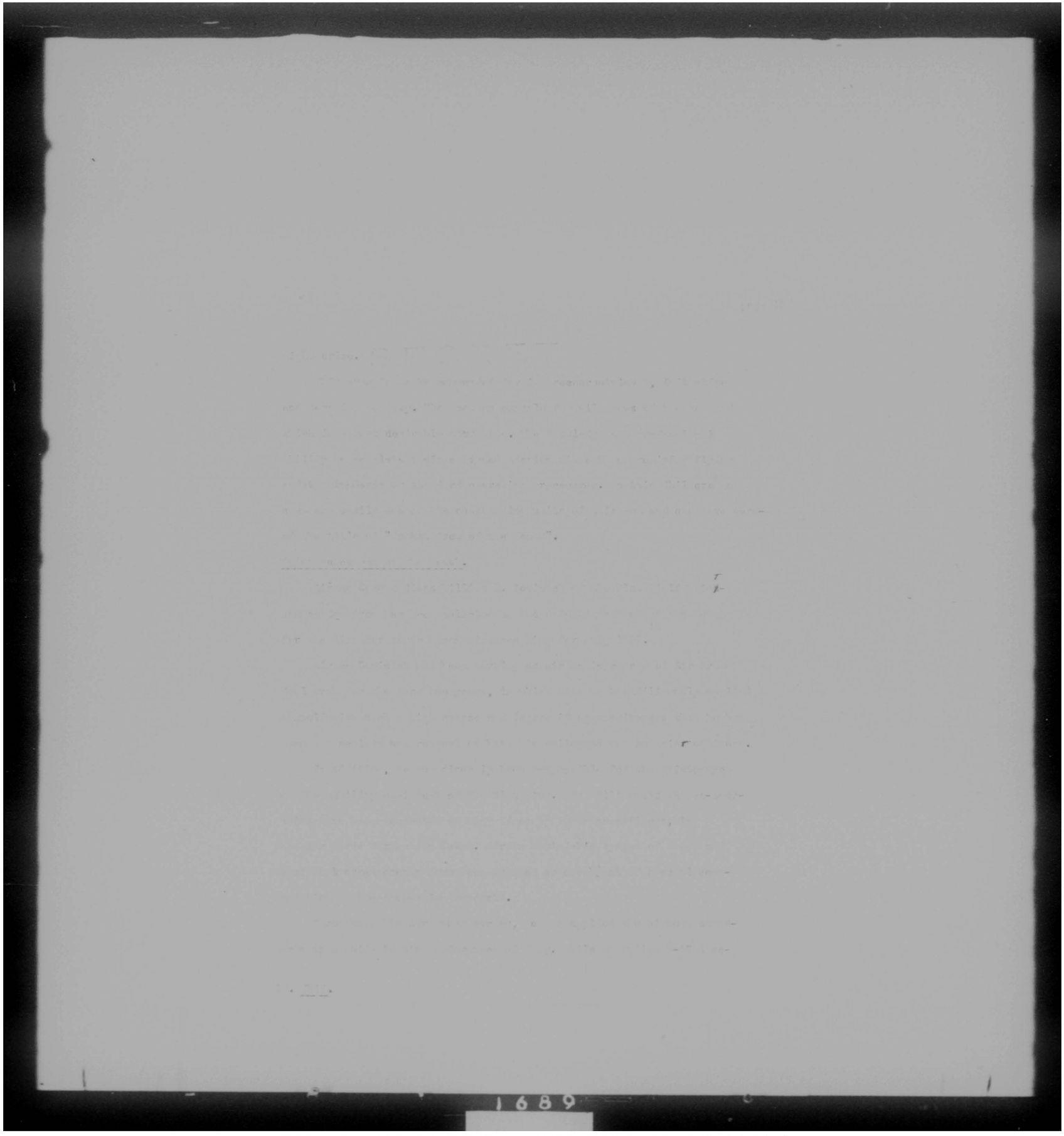
contacts

altitude

1688

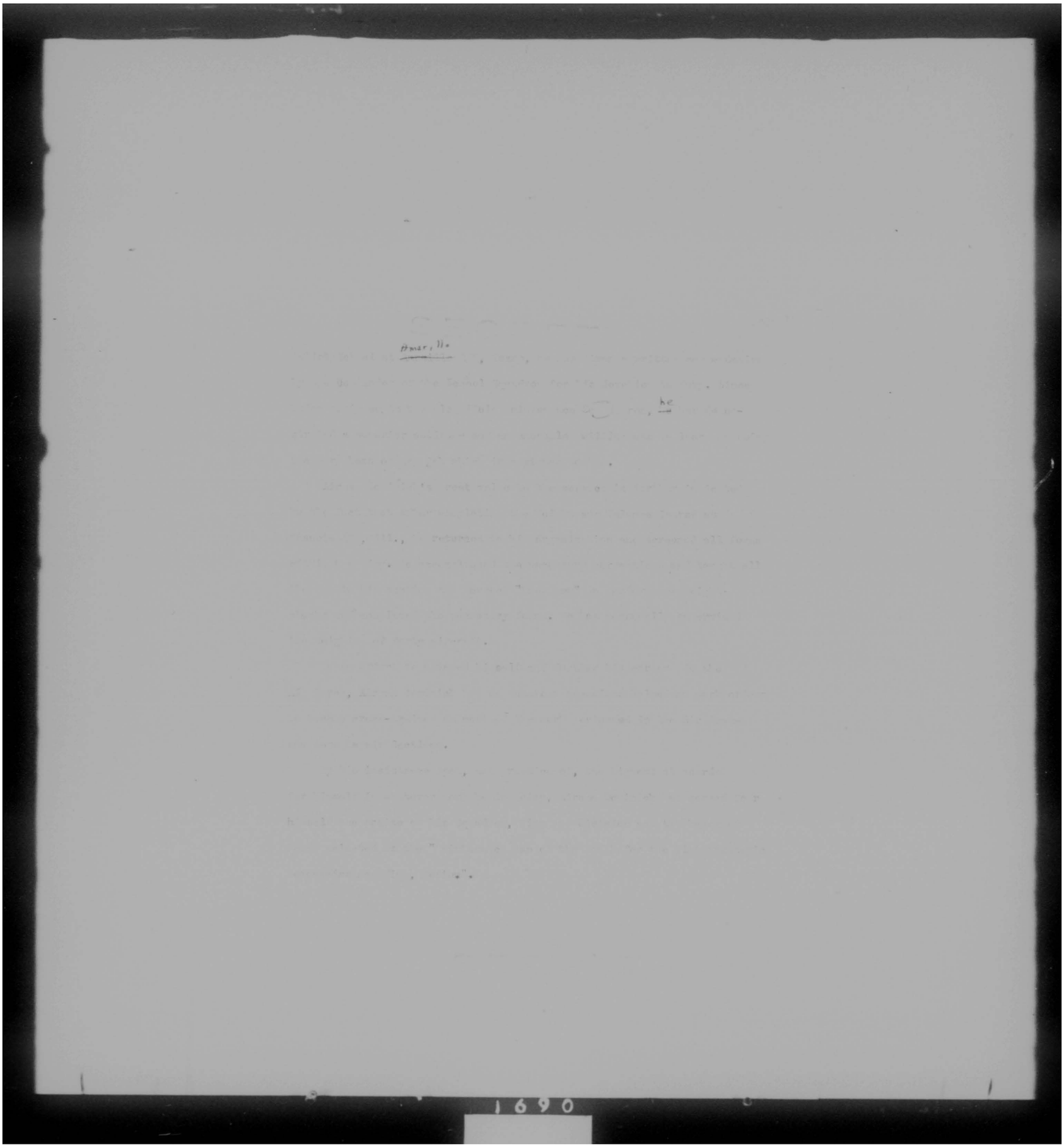
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



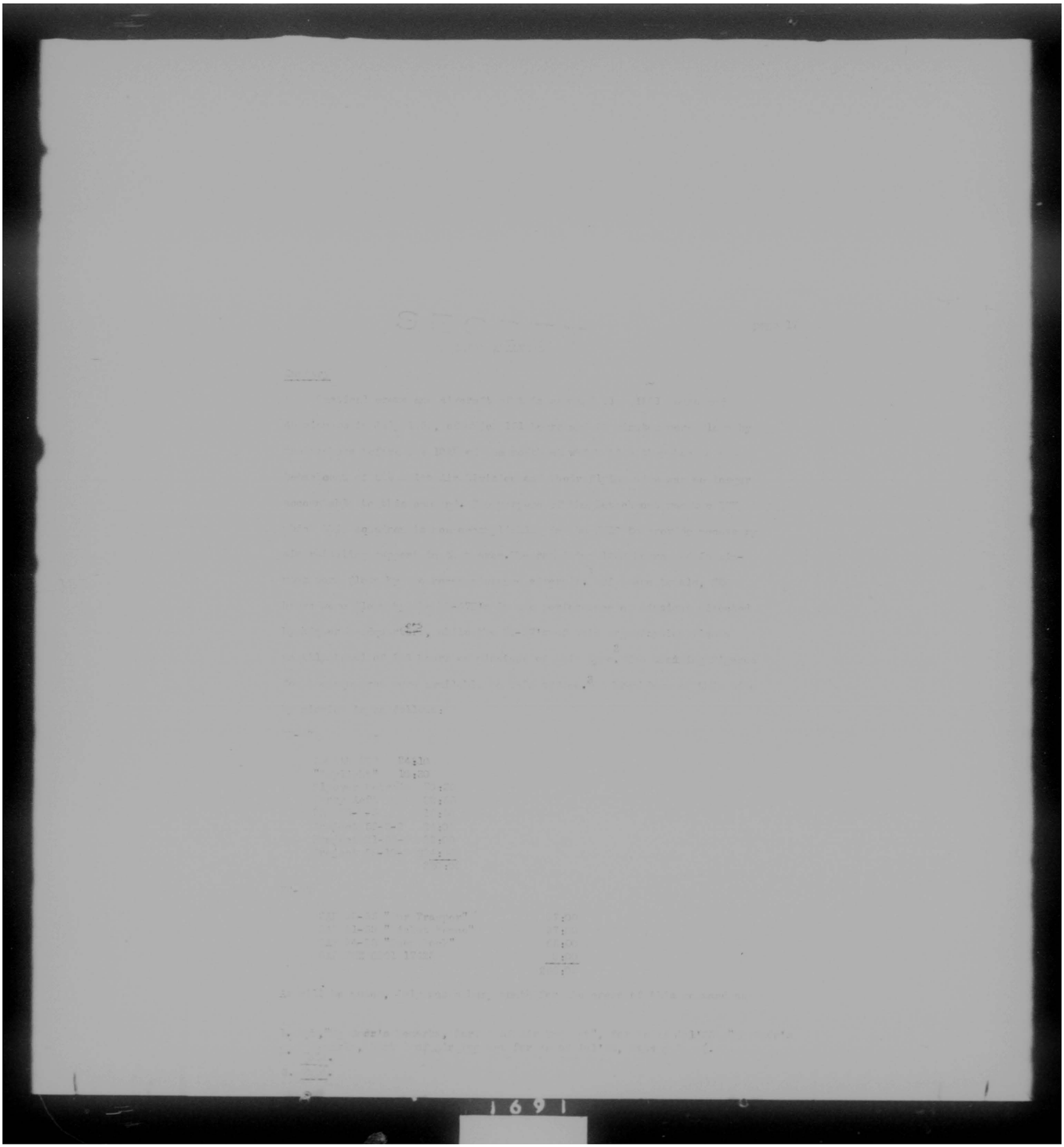
THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526



THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

an unusually large number of hours were devoted to missions directed by higher headquarters in addition to the usual heavy load of [illegible] that this organisation carries during the summer months. The runway construction that is taking place at the present time necessitated almost 24 hours a day operation. The same construction made it necessary to land an excessive number of aircraft at alternatives, prior to their return to Melbourne.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

SECRET

Tactical Maintenance Summary

SECRET

1693

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Pictured here is the 91st Strategic Reconnaissance Wing's Combat Crew of the Month for July 1955. From the 323rd Strategic Reconnaissance Squadron they are left to right: 2/Lt. Robert L. VanDermark, Co-Pilot;Captain David C. Childers, Aircraft Commander;1/Lt. Thomas D. Teller, Photo-Navigator.

1694

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1695

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

In the following picture will be seen A/2C William S. Dostatek of the 91st Field Maintenance Squadron, who has been chosen as the Maintenance Man of the Month for the month of July, 1956.

1696

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Pictured herewith is the Maintenance Man of the Month of July for the 91st Strategic Reconnaissance Wing (H), A/2C William S. Dominick , receiving the congratulations fo his Squadron Commander, Major Charles S. Graham (right) and the Wing Commander Colonel Charles W. Eisenhart (left).

1698

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1699

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

The Squadron Flying Safety Officer of the Month for July 1955 for the 31st Strategic Reconnaissance Wing will be seen on the accompanying photo. He is Captain Payne Nichols of the 324th Strategic Reconnaissance Squadron.

1700

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Pictured here is one of the scenes from a monthly flying safety meeting. This was a comedy skit depicting a pilot meeting a review board and although it provided some laughter, it also had a definite moral and was well received by the personnel attending. These skits are proving very beneficial to the committee that is trying to promote flying safety through these meetings.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1703

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Herewith is pictured the presentation of the Gold Broom award by Colonel Charles M. Eisenhart, 91st Wing Commander to the persons who made the award possible for the wing. They are left to right: M/Sgt. Russell, [illegible] of Jet Engine Buildup in the 91st [illegible]; M/Sgt [illegible]. Shelton, Line Chief of 322nd [illegible]; L. [illegible]. Able, Line Chief of the 324th [illegible]; and M/Sgt [illegible]. Borden, Line Chief of the 91[illegible].

1704

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Shown here is the presentation of and the congratulations for the winning letter in the contest sponsored by the 61st Wing Flight Safety Officer on "What Flying Safety Means to Me". The winner shown with Colonel Charles [illegible] Wing Commander is Mrs. Doris Doughty. The contest was open to wives of flying personnel.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

1707

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

91st Wing Opens Contest For Wives Of Flight, Ground Crews

The 91st Strat Recon Wing and its Aircraft Accident Prevention Program this week announced a contest open to wives of aircrew and maintenance crews of the 91st Wing.

The contest is designed to broaden the scope of flying safety and prizes will be awarded the winners.

All the wives have to do is write in 50 words or less, either by letters or slogans, on the phrase: "What flying safety means to me." The letters should be sent in by carrier (husbands) or mailed to the Director of Safety, 91st SRW headquarters, Room 206, Lockbourne AFB, Columbus 17, Ohio.

A new contest will begin every two weeks, and entries must be received before July 25 to be eligible for the first contest.

Four winners will be given prizes in each contest. Prizes are 2 $5 gift certificates for the purchase of any article of women's apparel at the Waltz's Styles in the Great Eastern Shopping Center, a style cut and cutting at the Lounita Beauty Studio, Great Eastern Shopping Center, and a set and manicure at Lounita.

A grand monthly prize will be awarded the best slogan of the month and will be a $10 gift certificate from Waltz's and a permanent wave at Lounita Beauty Studio.

Only 1 entry will be accepted for each contestant during each 2-week period. Wives may submit entries for each contest, and must include the name of their husbands, organization and job title.

Wing commander Col. Charles M. Eisenhart said, "We would like to bring this subject in the form of frank discussions of flying safety into the homes of our pilots, co-pilots, observers and maintenance men. We hope that through this medium, the wives will be afforded a greater opportunity to understand some of their husband's problems, and that flying safety will have a greater meaning and impact for all concerned."

1708

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

'Safety Zone'

91st Holds Skit On Flying Safety

By CAPT. MURRAY MARKS
Special To The Skyhawker

(EDITOR'S NOTE: This is the 2nd in a series of articles containing items and experience of personnel that are related to flying or ground safety.

(We would appreciate it if all commanders would encourage both officers and airmen to make use of this column to bring such items of interest to the attention of all concerned. Please send them to Capt. Marks, Dir. Safety, 91st SRW, room 206.)

A Safety Zone well done to Maj. Carl Holt and crew of the 324th SRS. On making a full stop landing at Lockbourne after completing a routine training mission, the brake chute streamed instead of blossoming thus giving no braking action. Maj. Holt made an immediate decision, jettisoned the chute and accomplished a go-around. He successfully accomplished a full stop landing, with reliance on brakes only, on the runway with no further incident.

Before embarking on a 4-day holiday, 1600 airmen of the 91st SRW went to the base theater July 6 to attend a ground safety program. Col. Robert E. Kimmel, deputy wing commander, addressed the group and read a safety message from Gen. Armstrong, and comments from Gen. Wheless and Col. Eisenhart.

A film was then shown which highlighted the obvious results of drunken driving. The program was closed with a short talk advising the airmen on a few proven rules to follow during holiday driving.

Immediately following, the wing conducted its monthly flying safety meeting. Various aspects of summer flying hazards were covered by Maj. Keller, wing standboard. Other timely topics such as problems arising from the airfield construction here, and the importance of incident reports were discussed.

Highlight of the program was a skit produced by the 324th SRS which emphasized the importance of personal equipment, the theme of the month. Capt. Wickes, assistant flying safety officer of the 324th and Lt. Scanlon recorde the verse, applying it to a B-47 crew.

The performers were Capt. Norm Perry, A-C; Capt. Robertson, summer-clad co-pilot; M/Sgt. Stevens, the frigid observer; Lt. Gamache, the [illegible] playing 4th man, and Lt. Sherman, narrator.

continued on following page

1709

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

As a result of the questionaire, we will attempt to make the programs to follow shorter and more enjoyable. More skits, shows and movies will follow with lectures to be confined to the squadron meeting.

In the future, we will devote a portion of "Safety Zone" to a question and answer section on anything related to flying or ground safety. No one should be embarrassed for the questioner's name will be omitted if he desires. If you don't know the answer, remember there are plenty of others in the same boat.

Heard through 1 tin ear: The new [illegible] safety [illegible] spon- [illegible] SRW is coming along strong. Notices went out to all wives at Lockbourne inviting them to send in their letters on "What Flying Safety Means To Me!". Letters are beginning to pour in, and the 1st contest closes July 25.

Added to the list of prizes is a group of free lessons in self-improvement which will be awarded to the best letter received in a 3-month period. The lessons are valued at $25—and will be given at the studios of a professional modeling school in Columbus.

The style cut and manicure, the two $5 gift certificates, the $10 gift, style setting, permanent wave, and now the free lessons make up a growing list of prizes. Whether your husband is in the 91st, 70th, 26th, Division or Group, you're eligible to win a prize every 2 weeks.

A committee consisting of Mrs. Eisenhart, Mrs. Burke, Mrs. Archer and Mrs. Marohl will choose the winning letters. Winners will be announced in this column.

THROUGH THE KEYHOLE: Advance notices of the next Wing Flying Safety Meeting of the 91st SRW are super terrific. A diversified variety show a la broadway hit is planned. We'll be seeing you at the theater on Monday, Aug. 8 at 1 p. m.

Congratulations T-Sgt. Carl Byerly, 324th SRS, 91st SRW on being selected the Maintenance Man of the Month of June for the Division.

The UHF D-F steer procedure was test flown at Lockbourne this week. The results were highly satisfactory and the tower brought the aircraft down from 35,000 feet to traffic altitude splitting the field. This is a very reliable emergency procedure in event of complete loss of navigational equipment. Try it yourself, the tower can use the practice.

S-Sgt. Daniell, crew chief of 5833, 324th SRS won the clean aircraft campaign of the week. The crew is doing an outstanding job.

As a result of follow-up action on remarks of aircraft commanders the old type inter-com (requiring old style helmets) is finally on the way out. The modification on aircraft assigned to the 324th and 322nd SRS will be completed within two weeks.

In addition, a study is now being conducted on the installation of a light on the co-pilot's HF radio panel. This was suggested by Capt. Frazier of the 323rd SRS and satisfactory results are expected shortly.

WELL DONE to S-Sgt. B. E. Kessans, A-1C W. M. Dagostino of the 323rd SRS and T-Sgt. Wood, C. V., A-1C Ryan, C. W. and A-1C Lykins, C. E. of the 324th SRS personal equipment sections.

This has nothing to do with Flying Safety but it is an item of interest. M-Sgts. Helus, Johnson, and Aronson and Maj. Alexander, commander of the 323rd SRS all of whom formerly served together with the 7th Geodetic Sq. at MacDill AFB in 1947 are once again reunited in the 323 SRS.

CAPT. MOON, FLYING SAFETY OFFICER of the 322nd SRS, is doing a bang-up job in the squadron. The 322nd continues to lead the field in reporting incidents.

SOUR NOTES: A-1C Aubrey D. Austin, 91st TAC Hospital is a replated violator of good ground safety practices. Airmen Austin was awarded PUBLIC ENEMY No. 1 for Lockbourne this week.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (H)
Lockbourne Air Force Base
Columbus 17, Ohio

SIDOPS 6 August 1955

SUBJECT: Flying Safety Officer's Monthly Progress Report

TO: Commander
3Olst Air Division
Lockbourne Air Force Base
Columbus 17, Ohio

1. Transmitted herewith is the Flying Safety Officer's Monthly Progress Report for the month of July as required by SAC Safe Aircraft Campaign for '55 Planning Guide.

2. Attached as inclosures are:

a. Flying Safety Officers Monthly Progress Report.

b. Nomination for SAC Combat Crew of the Month.

c. Nomination for SAC Maintenance Man of the Month.

d. Nomination for SAC Squadron Flying Safety Officer of the Month.

1. Incls.
a. Fly Saf Off Mo Rpt.
2. Crew of the Month.
3. Maint Man of the Month.
4. Fly Saf Off of the Month.

EXHIBIT #3

1711

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3131ST STRATEGIC RECONNAISSANCE WING (SAC)
FLYING SAFETY OPERATIONS
MONTHLY CHECKLIST PROGRESS REPORT

1. Monthly Theme

During the month of July the subject of Personal Equipment Care with special emphasis placed upon training flight personnel in the proper use and care of personal and emergency equipment. The program consisted of lectures and demonstrations in parachute, oxygen, emergency and survival equipment use. The subject was re-emphasized in the Wing Flying Safety Committee Meeting at which time problem areas were resolved. Daily inspections by Squadron Safety Officers and periodic inspections by Wing Director of Safety of all personal equipment sections within the Wing were conducted. Discrepancies were corrected immediately and problem areas were made a matter for command action. The subject of use and care of personal equipment is continuous item of safety supervision throughout the year to insure 100% compliance with all pertinent regulations, directives and T.O.'s.

2. Flying Safety Meeting

All squadrons conducted scheduled flying safety meetings during the month of July with an overall average of 100% of all aircrew members present for duty attending. Timely topics were discussed with continued emphasis placed upon aircraft constructing and hazards to ground operation of aircraft. The following topics were treated in daily flying safety discussions at daily rollcall:

MAP Flying Safety Messages
SAC Flying Safety Messages
Current 3131st Flying Safety Policies
F-47 Incident Reports
Wet Weather Flying Techniques
Refueling Techniques
Emergency Steers

The Wing Flying Safety Officer participated in these meetings. The attendance and participation by aircrew members in these meetings continues to show a marked improvement.

1712

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Monthly Campaign Progress Report (Contd)

b. The following new items were discussed:

(1) Flying Safety Meeting for August. The program for the next meeting was discussed and formulated. The subject, which is Aircraft Accident Investigation and Analysis, will be treated in a show presentation, depicting a mock board and using girls from a local modeling school to demonstrate the highlights.

(2) Publications. A weekly column entitled "Safety Zone" is being prepared by the Wing Director of Safety. Each squadron is designating reporters for their individual organizations to forward items of interest as they occur.

c. The following projects were worked on and reported in duly:

(1) Tots runs were made on the VOR/DF facilities at Lockbourne. These proved the system to be an effective navigational aid in event of emergencies. The results were disseminated to the flight crews.

(2) Test runs employing the use of radar triangular patterns were flown. These runs were coordinated with Moonshine Controllat Bellefontaine, Ohio and evaluated. It was determined that this system is very limited as an emergency navigational method in event of communication failure in an emergency. The resultant were disseminated to the flight personnel.

(3) The installation of adapters in [illegible] equipment on KB-17 aircraft to accommodate the use of new type helmets.

(4) The installation of a red light in the Co-Pilots VF radio control box which is a necessity during the night operations. The system was [illegible].

d. The following projects will be worked on in August:

(1) The repainting of taxi lines, which are being reported by pilots as inadequate.

(2) Continuation of item 3c(3) above. Completion of the project is programmed for the end of August.

(3) Continuation of item 3c(4) above.

(4) The publication of a standardization pattern to be employed by observers steering the pilots on a radar approach in emergency weather operation. This will be an item for an observer item in a forthcoming flying safety meeting.

1714

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. The SAC Aircraft Accident Reporting Program.

Considerable emphasis continues to be placed on incident reports by command and wing staff personnel. The program is effectively processed and reviewed by Squadron Flying Safety Officers at daily rollcalls and briefings. All incident reports, reported on Sorties Interrogation Forms are rigidly followed up by the Wing Director of Safety.

5. Nominations.

Nominations for 91st Strategic Reconnaissance Wing Crew of the Month, Maintenance Man of the Month, and Squadron Flying Safety Officer of the month are separate inclosures.

6. Compliance with FSO Checklist for July.

All items were checked and complied with. All units are operating well within the scope of regulations, directives and T.O.'s.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CREW OF THE MONTH FOR JULY 1958

Captain David C. Childers and his crew, 2/Lt Robert M. VanDermark, Co-Pilot and 1/Lt. Thomas D. Keller, Photo-Navigator fo the 323rd Strategic Reconnaissance Squadron, 91st Strategic Reconnaissance Wing (M), have been selected as the outstanding crew of the 801st Air Division for the month of July.

This crew has not been selected as Crew of the Month as a result of aparticular achievement but rather as a result of the overall(accomplishments during the period. During this period, while flying forty-four hours, Captain Childers and crew accomplished the outstanding record of accomplishments in training: four night celestial navigation legs, four day celestial navigation legs, three grid navigation legs, two day aerial refueling rendezvous, four night aerial refueling rendezvous, three maximum internal aerial refueling missions, one maximum external aerial refueling mission, four day additional refueling contacts with a gross weight in excess of 165,000 pounds, two gunnery missions, credited with two fighter attacks, four record cruise controls, sixteen record large scale photos, ten tel-metregen record photo runs, three low altitude day dual record photo runs, seven record high altitude actual photoflash bomb runs, six record high altitude actual simulated photoflash bomb runs, one record RBS run, five record low altitude simulated photoflash bomb runs, twenty-two record radar IP target runs and onepilot profàciency mission.

Captain Childers completed fifteen takeoffs, fifteen full stop landings, five airborne radar approaches , one PPI and one gyro-out GCA approach. Lt. VanDermark completed two takeoffs and two full stop landings. The crew completed four inflight emergency drills and flew three hours in combat oxygen.

Captain Childers and crew have been flying as a crew over the past seven months on a combat ready status. The large number of diversified accomplishments is in evidence to reflect this crew's obvious desire to elevate its professional standard. It is constantly striving to develope the highest standards of crew coordination, preparing for any emergency that might arise.

This crew is to be commended for its resourcefulness, initiative and devotion to duty. They are an example for all crews of the command which is a most desirable attribute. The knowledge and professional ability to complete their assigned mission without compromising flying safety standards ir standard operating procedures. Captain Childers and crew are easily one of the outstanding units of this command and have earned the title of "Combat Crew of the Month."

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

MAINTENANCE MAN OF THE MONTH

Airman Second Class William S. Dominick of the 91st Field Maintenance Squadron, 91st Strategic Reconnaissance Wing (M) has been selected as the Maintenance Man of the Month for the Wing for the month of July, 1955.

Airman Dominick has been serving as airman in charge of Air Frame Tool Crib for the past two years, in which time he has diligently applied himself with such a high course and degree of aggressiveness that he has won the acclaim and respect of both his colleagues and superior officers.

In addition, he has been directly responsible for the maintenance of the mobility equipment of the 91st Wing. His willingness and cooperation have been commended on many times by superior officers, Wing and Air Force Inspection Teams. Airman Dominick's system of stock and equipment arrangements have been treated as a subject of special commendation in the inspection reports.

Throughout his Air Force career, he has applied the highest standards as a guide to his performance of duty. While attending T-47 Specialist School at Amarillo AFB, Texas, he was given a written commendation by the Commander of the School Squadron for his devotion to duty. Since being assigned to the 91st Field Maintenance Squadron, he has demonstrated a superior attitude and an unequaled willingness to learn by doing the very best on any job which has been assigned to him.

Airman Dominick's great value to the service is further indicated by the fact that after completing the Weight and Balance Course at Chanute AFB, Ill., he returned to his organization and performed all forms within the Wing. He accomplished all necessary corrections and taught all men in his section the correct "know how" in performance weight checks and completing the necessary forms. He has personally supervised the weighing of forty aircraft.

In an effort to advance himself and further his career in the Air Force, Airman Dominick has on numerous occasions helped on work orders to become cross-trained on most of the work performed in the Air Frame and Aero Repair Sections.

By his insistence upon, and practice of, the highest standards for himself in whatever work he is doing, Airman Dominick has earned for himself the praise of his Squadron, Wing and Division and the honor of being selected as the "Maintenance Man of the Month for the 91st Strategic Reconnaissance Wing, Medium.

1717

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

CHANGE I

FLYING SAFETY POLICY #2

19 July 1955

1. Due to the additional runway construction on the 1st 500 feet of runway 23 which resulted in the established policy of commencing take offs from a point 1000 feet from the beginning of runway 23, Par 2a. Flying Safety Policy #2, dated 13 July 1955 is amended as follows:

2.

a. Aircraft Commanders will use 9000 feet as maximum critical field length when using runway 23, and 9500 feet as maximum critical field length when using runway 05 for take-off computations.

4. This change will be in effect until further notice and will be brought to the immediate attention of all pilots. This will be a subject for the Squadron Flying Safety Meetings and a copy will be placed in both the PIF and the Crew Flimsy.

BY ORDER OF THE COMMANDER:

GEORGE A. BRENNER
Major., USAF
Adjutant

1719

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

FLYING SAFETY POLICY #8

14 July 1955

SUBJECT: Ground Refueling Procedure

1. In accordance with instructions received from higher Headquarters, the following will be added to and become a part of the ground refueling S.O.P. presently in effect for 91st Strategic Reconnaissance Wing (M).

a. The refueling check list will be completed by the refueling officer prior to starting actual fuel flow.

b. Upon completion of refueling operation, SAC Form 320, check list and log, will be completed by refueling officer and placed in the Form 1, in the aircraft.

c. During preflight, aircraft commanders will certify on the Form 320 that they have checked the fuel log. The crew chief will then return the Form to Squadron Operations where it will be kept on file for thirty (30) days.

2. At the completion of refueling, the refueling officer will visually check all tanks. All tanks with intermediate fuel loads will be dipsticked, full tank fuel loads will be visually checked, full.

3. This policy will be brought to the attention of all B-47 pilots, refueling officers, and ground crew personnel.

A copy will be placed in the PIF under separate "91st Wing Safety [illegible]" and will be a subject of the Squadron Flying Safety Meeting. [illegible] be included in the [illegible] Slimsy. One copy will be added to the Squadron Refueling S.O.P.

BY ORDER OF THE COMMANDER:

GEORGE L. BRENNER
Major, USAF
Adjutant

1720

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

FLYING SAFETY POLICY #6 13 July 1955

SUBJECT: Landing at Lockbourne AFB with Wet Runway Condition

1. Result of recent aircraft accident investigation involving major damage to an RB-47E aircraft while landing at Lockbourne is responsible for the establishment of the following policy governing "Landing at Lockbourne with Wet Runway Conditions".

2. This policy has been approved and directed by the 801st Air Division Flying Safety Committee and is further necessitated by the history of skid characteristics of runway 5-23 at Lockbourne under wet conditions.

3. As in this most recent accident, every instance of major damage to aircraft was caused by the pilot's attempt to turn the aircraft off the runway after a skid was started because the pilot did not think he could come to a full stop on the runway.

4. In every case, the intensity of the skid was increased beyond controllability and the turn could not be accomplished.

5. Pending revision to the dash one and/or publication of applicable directive, the following policy will be in effect for 91st Wing personnel:

a. When making a full stop landing at Lockbourne with wet runway condition:

(1) Landing procedure outlined on page 361, "All Weather Operation" of the dash one will be followed.

(2) In addition, if it appears evident that a full stop cannot be accomplished on the wet runway, for any reason whatsoever, and the speed is such that in the opinion of the pilot, instituting a turn would result in a skid, the pilot will not attempt a turn-off, but will continue straight down the runway even if the aircraft rolls off the end of the runway.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(a) The resulting sinking of the aircraft on the over-run will act as a brake bringing the aircraft to a full stop with little or no damage.

(b) When runway construction is in progress, the pilot will ascertain that a clear over-run is available before instituting this additional procedure.

b. When making a full stop landing at any strange field with wet runway condition:

(1) Prior to landing, the pilot will ascertain from the tower, the skid characteristics of the runway.

(2) If skid characteristics are similar to Lockbourne, the procedure outlined in paragraph 5 above, will be complied with.

6. This policy will be brought to the immediate attention of all aircraft commanders and will be a subject for the Squadron Flying Safety Meeting. A copy will be placed in the PIF under the 91st Wing's "Flying Safety Policy File". One copy will be included in the crew flimsy.

BY ORDER OF THE COMMANDER:

George A. Brenner

GEORGE A. BRENNER
Major, USAF
Adjutant

1722

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

FLYING SAFETY POLICY #9

14 July 1955

SUBJECT: UHF D/F Frequencies

1. Reference Flying Safety Policy #4, dated 13 July 1955, Subj. "UHF D/F STEERS" the following is a list of frequencies used at Lockbourne Air Force Base.

a. Lockbourne UHF D/F is located in the control tower, and operates 24 hours a day, 7 days a week.

b. Any UHF D/F assistance requested by a pilot can be made by calling Lockbourne Tower on any of the Control Tower frequencies listed below.

Control Tower Frequencies

UHF 236.6 Mcs Channel 1
260.2 Mcs Channel 2
275.8 Mcs Channel 3
243.0 Guard

VHF 126.18 Mcs Channel B
121.5 Mcs Channel D

c. Upon communications with any aircraft requesting UHF D/F assistance, the tower operator will assign to the pilot one of the UHF D/F frequencies as listed below for steers to Lockbourne AFB.

UHF D/F Frequencies

236.6 Mcs Channel 1
275.8 Mcs Channel 3
243.0 Mcs Guard
305.4 Mcs Channel 14 Primary UHF D/F frequency
270.6 Mcs Channel 16

2. This policy will be brought to the immediate attention of all aircraft commanders and will be a subject for the Squadron Flying Safety Meeting. A copy will be placed in the FIF under the 91st Wing's "Flying Safety Policy File". One copy will be included in the crew flimsy.

BY ORDER OF THE COMMANDER:

George A. Brenner

GEORGE A. BRENNER
Major, USAF
Adjutant

1723

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

WING COMMANDERS REMARKS

4-SAC-T12

PART III

AIR TRAINING REPORT FOR THE MONTH OF JULY 1955.

Concur with Squadron Commander's Remarks.

CHARLES M. EISENHART
Colonel, USAF
Commander

Confidential

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

91ST AIR REFUELING SQUADRON (M)
SQUADRON COMMANDERS REMARKS
AIR TRAINING REPORT MONTH OF JULY

1 August 1955

(a) Hours flown performing missions ordered by higher headquarters:
(1) 2AF OPS ORDER 93-55 (Fur Trapper)_____ 97 hours
(2) 8AF OPS ORDER 91-55 (Picket Fence)_____ 97 hours
(3) 8AF OPS ORDER 94-55 (Deep Rock)_____ 65 hours
(4) 8AF TWX ODO 1 17423 23 July 55_____ 9 hours
Total: 268 hours

(b) Weather and local conditions:
(1) Weather in refueling area prevented successful completion of "Deep Rock"

(c) Restrictive directives:
(1) None

(d) Combat Crew member gains and losses:
(1) Crew members gained:
(a) One (1) aircraft commander
(b) One (1) pilot
(c) One (1) in-flight refueling technician
(d) One (1) radio operator

(2) Crew members lost:
(a) One (1) A/C, Instr. pilot , transferred PCS to Castle AFB.
(b) Two (2) pilots, transferred PCS to James Connally AFB.
(c) Three (3) in-flight refueling technicians transferred PCS to Barksdale AFB.
(d) Two (2) flight engineers, transferred PCS to Offutt AFB.
(e) Three (3) in-flight refueling technicians discharged.
(f) Six (6) navigators, three (3) reverting to in-active duty, one (1) PCS to Lowry AFB, one (1) PCS to Tinker AFB, one (1) PCS to Mather AFB.
(g) Three (3) radio operators, two (2) transferred to 801st Operations Squadron, one (1) discharged.
(h) Total lost: Twenty (20)

(e) Crew member changes:
(1) Two (2) aircraft commanders
(2) Four (4) pilots
(3) Nine (9) navigators
(4) One (1) flight engineer
(5) Seven (7) radio operators
(6) Five (5) assistant in-flight refueling technicians
(7) Nine (9) in-flight refueling technicians

(f) New crews:
(1) None

(g) Crew Status Change:
(1) M-91 - Dissolved 8 July 55, A/C transferred to CBR crew

1725

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

SQUADRON COMMANDER'S REMARKS CONT'D 91ST AREFS 1 AUGUST 1955

(g) Crew Status Change (CONT'D)
(2) M-93 - Dissolved 8 July 55, A/C transferred to CRB crew

(h) Standardization board crew:
(1) T-57

(i) Additional material and personnel problems: Twenty two (22) crew members will be lost in August, September and October.
(1) Four (4) aircraft commanders (combat ready):
(a) One (1) TDY thirty (30) days with possible PCS to Westover AFB.
(b) One (1) PCS to FEAF
(c) Two (2) reverting to in-active status
(2) One (1) pilot (combat ready) fourteen (14) weeks TDY to Squadron Officers School
(3) Two (2) navigators:
(a) One (1) combat ready reverting to in-active status
(b) One (1) non-combat ready reverting to in-active status
(4) Three (3) flight engineers:
(a) Two (2) combat ready - discharged
(b) One (1) non-combat ready - discharged
(5) One (1) radio operator (combat ready) - discharge
(6) Five (5) assistant in-flight refueling technicians:
(a) Two (2) combat ready assistant refueling technicians - discharge
(b) Three (3) non-combat ready assistant refueling technicians - discharge
(7) Six (6) in-flight refueling technicians, combat ready - discharge

(j) SAC minimum training requirements not accomplished:
(1) SAC training minimums in accordance with 50-8 were accomplished
(2) SAC training minimums in accordance with 51-19 were not accomplished due to TDY deployment 10 July 55 and heavy committments placed on squadron by higher headquarters as listed in par (a) and (d2)

(k) Non-combat ready crews capable of deploying:
(1) Two (2) IM-90, IM-92

(l) Non-combat ready crew training:
(1) Number of non-combat ready crews, see part IV, 4 SAC T-12 for IM training accomplishments.

(m) Flying time differences:
(1) None

(n) Special training month remarks:
(1) Not applicable

(o) Comments or recommendations of the Squadron Commander:
(1) Replacements for personnel losses listed in paragraph (i) are urgently needed for this organization to maintain an EWP capability.

Clifford S Hovik

SAR 54-77
Copy of 27 copies
Page 2 of 2 pages

CLIFFORD S HOVIK
Lt Col, USAF
Commander

Confidential

1726

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base
Columbus 17, Ohio

WING COMMANDERS REMARKS

PART V

AIR TRAINING REPORT FOR THE MONTH OF JULY 1955

RCS: 3-SAC-T12

a. Hours flown performing missions ordered by higher headquarters:

(1)	Aircraft assigned to 3908 SEG	24:10
(2)	Project "Daylight"	16:30
(3)	Fly-over-Detroit, Wayne Morris and Portsmouth, NH and ferry for static display	70:30
(4)	Ferrying aircraft	22:55
(5)	SAF-55-M5 (Plattsburgh, NY)	15:50
(6)	Project 55-5-2 (Mosaic, Baton Rouge, La)	24:05
(7)	Project 91-55-6 (Orlando, Fla)	22:00
(8)	Project 55-10-OES (Terrain Light Detector Test)	24:00
	TOTAL	220:00

b. Flying hours lost due to adverse weather and local conditions:

(1) Construction on runway neccessitated almost 100% night operation from Lockbourne. The same construction made it necessary to land an excessive number of aircraft at alternates, prior to their return to Lockbourne.

c. Directives imposed by AMC or SAC which restricted flight altitude or normal training: None.

d. Combat crew member gains and losses:

(1) Gains: None.

(2) Losses:

Confidential

1727

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HQ 91SRW - WING COMMANDERS REMARKS FOR JULY 1955- RCS: 3-SAC-T12

(a) One aircraft commander transferred to Wing Director of Safety.

(b) One co-pilot transferred to 801st Air Base Group as B-47 Simulator Instructor.

e. Crew member changes:

(1) 3 Aircraft Commanders

(2) 2 Co-Pilots

(3) 3 Photo-Navigators

f. New Crews: None.

g. Crew Status changes:

(1) L-37 dissolved, 1 July 55.

(2) L-55 dissolved, 15 July 55.

h. Standardization Crews:

(1) S76, S70, L09, S32.

i. Additional Material and Personnel problems; None.

j. SAC Minimum Training:

(1) SAC Regulation 50-8 minimum accomplished 100%, for all practical purposes. Crew R30 did not accomplish 2 RBS runs.

k. Non-combat ready crews capable of deploying: IN29, IN43, IN44, IN 53, and IN99.

l. Non-combat ready Crew Training: See page 4, Part I, 3-SAC-T12 for July 55.

m. Rescinded.

n. Not applicable.

o. Specail Training Month: Not applicable.

1728

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

p. Comments or recommendations of the Wing Commander:

(1) The following comments are those previously submitted by the 91st Strategic Reconnaissance Wing Commander. Because these areas are still "trouble" spots, regarding training, they are included to enable 8th Air Force staff agencies to become familiar with these 91st Strategic Reconnaissance Wing problems.

(a) Reference paragraph 6c(4) SAC Reg 50-26, dated 16 June 55, (Rejections, due to weather, moved to practice). An incentive is provided for jet reconnaissance crews to attempt maximum record photo training during marginal weather conditions. Rejections like weather, beyond the control of the crew, do not reflect upon the record proficiency capability of the crew. Therefore, it appears that the requirement in paragraph 6e(1) (initial camera malfunction on record runs being charged against the crew) is in conflict with the policy of not penalizing crews for photo rejections beyond their control. Unlike the RB-36 crews, who have camera technicians assigned, the RB-47 crews have no relationship with their camera equipment other than during pre-flight inspections. All camera equipment is inaccesable to the crew in flight and the crew seldom flies with the same camera equipment twice. This policy in effec restricts record activity. Crews who have their minimum training accomplished are hesitant of attempting additional photo training because a malfunction beyond their control, may create an unjust reflection upon their proficiency leve

(b) Request that paragraph 7i(2)a, Supplement XI, SAC Reg 50-8, dated 16 June 55, be changed to agree with paragraph 5d(3), SAC Reg 50-26, dated 16 June 55; subject: Minimum Number of Bombs necessary for Acceptable Actual Night High Altitud Photography. Stereo coverage of the target can be obtained with two bombs with two exposures.

(c) The transfer of key operational staff type personnel from this wing has greatly curtailed the ability of the wing to maintain 45 crews. To date, replacements have not been received from outside resources. The only available personnel to fill vacancies are experienced aircraft commanders and photo observers. Normally these people are found only on lead and select crews.

(d) This headquarters still feels that actual photo flash bombing is unacceptable for EWP requirements at the present time, utilizing the K-37 camera with present unreliable flash detector and trip unit. There is no replacement

Confidential

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

equipment available in the near future for interim aircraft. Results from test runs flown in UCCS aircraft utilizing the K-36 camera show a potential increase in reliability. WADC has proposed an aircraft modification to permit manual operation of the K-37 camera by the observer as an immediate solution. It is recommended this modification be tested by the SAC Operatinnal Engineering Section now stationed at Lockbourne for use pending available of UCCS aircraft for this wing.

(e) The accomplishment of 50-8 actual photoflash night photography has been deterred due to the distance to the Avon Park Resolution Target Range and weather conditions over the target. In order to return to Lockbourne AFB with the required fuel reserve, an actual night photoflash sortie consists of a direct flight to Avon Park Range, accomplish the required runs and return directly to Lockbourne. Very little additional training can be accomplished. These problems will be even more acute on low level photo cartridge missions. It would be highly desirable to have a Radar Bomb Range suitable for both high (flash bomb) and low (flash cartridge) missions within 400 NM of this station.

(f) The loss of qualified crew personnel the past few months has resulted in a considerable number of crew changes in order to form crews capable of attaining lead status. To complete SAC Reg 51-19 check-outs and furnish a desirable amount of flying time for non-combat ready crews, it will be necessary to give this program priority over SAC Reg 50-8 training.

(g) Site rotation policies for reconnaissance crews are not clearly defined in SAC Regs 50-4 and 50-8. Supplementary instructions via TWX's have been directed toward bombardment crews and have failed to clarify the reconnaissance crew procedure. In view of this, it is recommended that paragraph 1 of inclosure 5 to SAC Reg 50-4 be amended to read: Wing Commanders are responsible for rotation of RBS sites by all crews of their command. A site rotation schedule will be established within each wing that will prevent a crew from making RBS runs against a given site on two consecutive sorties. In view of the low RBS requirements, (two per quarter), this policy, along with normal availability of specific sites, would normally prevent a crew from flying more than one sortie against a given site in any one quarter, at the same time it will allow the crew to make up to 3 record runs against one site on one sortie without increasing his overall quarterly requirements. This policy will encourage record RBS activity

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

Confidential

HQ 91SRW - WING COMMANDERS REMARKS FOR THE MONTH OF JULY 55- RCS:3-SA6-[illegible]

(2) In accordance with 2AF message DOTB 4435, dated 23 Feb 55, the following information (relative to maximum load gunnery missions flown at SBS) is submitted:

(a) L41 - 700 - 352 - 50

(b) S32 - 700 - 450 - 64

(3) With the new SAC concept of the 50-8 Special Training Months (all practice activity) some question arises:

(a) What is the probation quarter for a crew upgraded to lead in August?

(b) What is the probation quarter for a lead crew who has an observer or co-pilot substitution during August?

(c) What three months are included in the new activity probation quarter regarding actual Photo Flash?

CHARLES M. EISENHART
Colonel, USAF
Commander

Confidential

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
5 July 1955

AMENDMENT NUMBER ONE TO 91SRW OPLAN 93-55 DTD 1 JULY 1955

1. This is amendment number one to 91st Strategic Reconnaissance Wing Operations Order 93-55 and is effective upon receipt.

2. Items for amendment:

Item 1: Add paragraph 3x (12) to read: Copies of this order not required for reference or historical purposes may be destroyed in accordance with AFR 205-1 30 days after implementation of this order.

Item 2: Delete paragraph 4a and substitute the following:

a. Administrative:

(1) Designation: The force as outlined in this operations Order will be designated 801st Air Division Detachment #1. Adjutant 801st Air Division should take necessary action to publish General Order of such action effective 10 July 1955.

(2) Personnel Records: Personnel records to accompany each individual if applicable will include:

(a) Innoculation records

(b) Medical and Dental Records

(c) DD Form 93 'Unit Copy' Emergency Data Form

(d) Flight records

(e) DD Form 2AF (Airmen) (ID Card)

(f) Identification Tags

(g) Restricted Force Badge

(h) Individual Meal Pass

(3) Pay and Allowances: Individual pay and allowances will be accomplished IAW instructions issued by 801st Air Base Group Disbursing Officer.

Amnd #1 to
91SRW Opord 93-55
dtd 5 Jul 55

CONFIDENTIAL

EXHIBIT #10

1732

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(a) Pre TDY allowance at Lockbourne.

(b) Monthly pay, by courier or official mail.

(c) Final settlement of TDY allowances at Lockbourne.

(4) Club Dues: Individuals are required to remit club dues to Local Club based on residency as of the 1st day of each month.

(5) Morning Reports: Morning reports are to be submitted by electrical means daily to 91st Strategic Reconnaissance Wing Consolidated Records Section for local dissemination and reporting.

(6) Custodian of Records: An officer designated by the Detachment Commander will serve as custodian of all personnel records accompanying the detachment.

(7) Processing: Out processing of personnel is the responsibility of the Commander 801st Air Division Detachment #1, utilizing the facilities and personnel of the 91st Air Refueling Squadron.

EISENHART
Colonel
Commanding

DISTRIBUTION

NEAC	1	
SAC Liaison Team Harmon AB	2	
Comdr 2AF	2	
Comdr 8AF	2	
Comdr 801st ADiv	2	
Comdr 801st ABGp	4	
26-5 Wx Det	1	
91SRW		
Comdr	1	
Historian	5	
DO	7	(DO 1, DOCO 2, DOI 2, DOP 2)
DM	3	
Comdr 91ARS	5	
Comdr 91st FMS	1	
Comdr 91st PMS	1	
Comdr 91st A&ES	1	
Comdr Hq Sq Sec	1	
Comdr 91st Tac Hosp	1	

OFFICIAL:

JOHN H. ARCHER JR
Lt Colonel USAF
Director of Operations

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 July 1955

OPERATIONS ORDER

SERIAL NR 93-55

"FUR TRAPPER"

91SRW Opord 93-55
dtd 1 July 1955

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
1 July 1955

OPERATIONS ORDER)
NUMBER 93-55)

CHART OR MAP REFERENCES: As required

TASK ORGANIZATIONS:

91st Air Refueling Squadron	Lt Col Clifford S. Hovik
91st Periodic Maint Squadron	Major Charles L.F. Perryman
91st Field Maint Squadron	Major Charles S. Graham
91st Arm't and Elect Squadron	Lt Col Ernest C. Wade
91st Tac Hospital	Lt Col Charles B.S. Evans
91st Hq Sq Sec	Major Eugene A. Grauer

1. GENERAL SITUATION: A requirement exists for continued rotation of SAC Air Refueling Squadrons to Harmon Air Base, Newfoundland.

a. Intelligence:

(1) Survival Intelligence:

(a) As the mission will be flown over remote terrain and a portion of the North Atlantic, aircraft commanders will insure that each individual aboard his aircraft understands the operation of the parachute, Mae West Life Vest, and the anti-exposure suit. Passengers will also be briefed on the location of the 20 man life raft and the procedures involving its use.

(b) All personnel will wear at least brogan-type shoes and heavy socks. Suggested personal items to have are an extra pair of heavy socks and a hunting knife.

(c) Sustenance Kit Type E-1 or E-2 will be issued to crew members. Gibson Girl transmitters will be issued on the basis of one per aircraft and maximum distribution will be made of URC-4 radios.

CONFIDENTIAL

1735

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Enemy Forces: Omitted

c. Friendly Forces:

(1) NEAC:

(a) Necessary base facilities at Harmon.

(b) Search and rescue facilities over applicable portion of the route.

(2) MATS: Normal AACS and ARS support.

(3) 15th Air Force: Provide two C-124 type aircraft on or about X-day to provide airlift support for movement of 91st Air Refueling Squadron from Lockbourne to Harmon.

(4) 801st Air Base Group:

(a) Provide normal base facilities in support of this deployment.

(b) Provide required support personnel and equipment as indicated in paragraph 4b of basic order.

(5) 26-5 Weather Detachment:

(a) Provide routine weather forecasts and meteorological data as required to accomplish deployment.

(b) Conduct weather briefings prior to departure in accordance with briefing schedule contained in paragraph 3x(12)(b)(a).

(c) Provide one (1) weather officer AFSC 2524 to accompany 91st AREFS and remain at Harmon for duration of the TDY.

2. MISSION: Familiarize personnel of the 91st AREFS with operating conditions in the forward area and to provide air refueling support for SAC aircraft operating in or through NEAC area.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

3. TASKS FOR SUBORDINATE UNITS:

a. 91st Air Refueling Squadron:

(1) Deploy all available KC-97 aircraft (approximately 17), necessary crews, support personnel and equipment to Harmon for approximately 90 days TDY. Departure for unit aircraft in accordance with schedule contained in paragraph 3x(7) of basic order.

(2) Commander of the 91st AREFS with his operations planning staff will report to Harmon Task Force Commander for briefing on SAC Oplan 40/55 and 50/55 as concerns Harmon no later than X-day minus five. During the period of TDY, Commander 91st AREFS will abide by overall Task Force Plan and will insure such plan is not jeopardized by TDY activities or requirements.

b. 91st Field Maint Sq:
91st Periodic Maint Sq:
91st Arm't and Elect Sq:

(1) Provide required maintenance support.

(2) Provide support personnel and equipment as indicated in paragraph 4b of basic order.

c. 91st Tac Hospital:
91st Hq Sq Sec:

(1) Provide required support personnel and equipment as outlined in paragraph 4b of basic order.

x. General Instructions:

(1) Unclassified nickname of this exercise is "FUR TRAPPER". In accordance with SACCEI this name is assigned the meaning SAC/2AF/91SRW Operations Order Number 93-55.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) X-Day is 9 July 1955.

(3) All times contained herein are GCT unless otherwise indicated.

(4) Route (KC-97 aircraft):

(a) Lockbourne to Zanesville to Youngstown range, to Montpelier range, to Elmira range, to Presque Isle range direct to Harmon.

(b) For clearing purposes and necessary coordination routes and altitudes may be handled as "UNCLASSIFIED", however dissemination should be held to an absolute minimum.

(c) Clearance in accordance with AFR 60-16.

(5) All participating pilots will be briefed and become familiar with letdown procedures for destination and selected emergency and weather alternate(s) prior to departure from home station.

(6) Foreign clearance will be accomplished prior to departure from Lockbourne.

(7) Departure Schedule:

(a) KC-97 aircraft of 91st AREFS will initiate deployment from Lockbourne on X / 1 with individual aircraft timing in accordance with schedule contained in 2AF/91SRW Oplan 40A-55 (due to classification schedule is not contained herein but will be covered in initial planning and general briefing).

(8) Immediately upon arrival at Harmon aircraft will be readied for support of SAC/2AF Oplan 50A-55.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(a) Cargo and passengers will be off-loaded and necessary aircraft maintenance will be performed.

(b) If aircraft are not actually refueled with AVGAS and JP-4, aircraft will be moved to hydrants and remain there for a period required by EWP refueling and/or refueling vehicles will be dispatched to aircraft to remain there for a period required to transfer EWP fuel load.

(c) Complete crew will be placed in aircraft and pre-take off run up completed.

(d) See paragraph 3x(10(a) for special reports.

(e) Purpose of this exercise is to test adequacy and feasibility of EWP planning factors for turn around of KC-97 aircraft upon EWP arrival at staging base.

(f) Waiver: In event placing crew in aircraft for above procedures precludes adequate crew rest prior to participation in support of SAC Opord 91-55 "PICKET FENCE", requirement to place complete crew in aircraft may be waived. (See par 3x(9) below)

(g) To conduct test on a realistic basis, advance party to Harmon is not authorized.

(9) Commencing approximately X / 2 the 91st AREFS will be required to provide air refueling support for B-47 aircraft of the 376th Bomb Wing deploying from Barksdale to Upper Heyford in accordance with SAC/USAF Opord 91-55 (PICKET FENCE).

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(10) Direct communications between participating units with info to SAC, NEAC, 8AF and 2AF is authorized.

(11) Air Traffic Control:

(a) Current Operations, 91SRW, will be responsible for contacting ARTCC and obtaining required block altitude reservations for participating KC-97 aircraft. (See paragraph 3x(4)(b) basic order and paragraph 4 SAC Reg 55-18.)

(12) Briefing Schedule:

(a) Briefing to be conducted in accordance with SAC Manual 50-15.

(b) General Briefing:

1. 0900EST, 8 July 1955.
2. 91st AREFS Briefing Room.
3. All KC-97 crew personnel.

(c) Specialized Briefing (Pilot):

1. Immediately following general briefing.
2. 91st AREFS briefing room.
3. KC-97 aircraft commanders and pilots (other crew members at squadron commander's discretion).

(d) Specialized Briefing (Navigators):

1. 0900EST, 7 July 1955.
2. 91st AREFS Briefing Room.
3. Participating Navigators.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(e) Pre-take off Briefing:

1. One / 30 hour prior to station time for each deploying increment.

2. 91st AREFS Briefing Room.

3. Aircraft Commander, Pilots and Navigators.

(13) Reports:

(a) Special Report: A special and immediate report will be submitted to 2AF with info copy to 8AF indicating for each aircraft the time tasks assigned in par 3x(8) were completed and aircraft was capable of performing mission required by Oplan 50-55. In cases where time is excessive a reason will be given.

(b) Submit report and request for clearance in accordance with SAC Reg 55-18, subj: SAC Flights over or into Canadian Territory.

(c) Submit reports required by par 1a, Appendix II to 2AF Supplementary Reporting Instructions, 1 May 1955 (M-2 M-10, M-15, M-16, M-17, M-36) and M-27 report (55-8G).

(d) Ten (10) copies of M-27 report with info copy to 8AF will be submitted to Hqs 2AF within 7 days after return of last tactical aircraft to home station. M-27 report will include detailed comments concering adequacy of EWP planning factors and whether unit EWP could be successfully executed in accordance with present planning factors.

(11) PIO: No press release will be made. If queried, ISO may state aircraft are engaged in a brief TDY outside the ZI.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administration: Copies of this order not required for reference or historical purpose may be destroyed in accordance with AFR 205-1 30 days after implementation of this order.

b. Logistics:

(1) Administrative and Logistical instructions contained in SAC Regulation 400-3, dated 1 March 1954, as changed 30 September 1954, will apply except as follows:

(a) Paragraphs 5b, 5e, 5f, 5g, 5h, 11, 15, 19, 25a, 43c, 49 and 50 do not apply.

(b) Supply:

1. Paragraph 5d is changed to read: Supply Support during TDY period will be through FAK with re-supply in accordance with proposed Volume XVI, AF Manual 67-1.

2. Paragraph 6 is changed to read: 91st Air Refueling Squadron will deploy with 5 each built-up R-4360 power packs. Re-Supply of power packs will be from Lockbourne AF Base, with movement as directed by AMC. Lockbourne AF Base will notify Hq AMC, ATTN: Director of Transportation, and information Hq SAC, when power packs are required by the TDY unit and are available for movement. Reparable power

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

packs will be evacuated on MATS channel traffic from TDY location to ZI, PAE's, and by AMC from PAE to Lockbourne Air Force Base. 91st AREFS at TDY station will obtain priority shipping designators from the theatre for movement of reparable power packs to the ZI.

3. Paragraph 8 is changed to read: Evacuation of reparables generated during TDY will be in accordance with proposed Volume XVI, AF Manual 67-1.

4. Special Instructions:

a. Any material or logistics communications submitted by 91st AREFS will be identified as follows: Project Big Tin -34.

b. Control point will be OCAMA.

c. Headquarters SAC will not be an information addressee on reports required by proposed Volume XVI, AF Manual 67-1.

d. Part I of the daily AF-S52 (SAC-1) report will be submitted direct to Headquarters SAC with information to Headquarters 2AF and Lockbourne Air Force Base.

e. The applicable SAC Form 65 series FAK spares master listing book will be utilized as reference to determine stock number and technical data contained therein in preparing daily replenishment requisition and report of consumption.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(c) Maintenance:

1. Paragraph 16 is changed to read: Maintenance support required which is beyond the combined capability of the SAC and local forces at any point will be reported to Headquarters 2AF.

2. Add paragraph 20.1: Daily time cards (SAC Form 327) will be prepared by each individual the same as at Lockbourne AFB. Cards will be airmailed back to Hq 91st Wing, ATT: Chief of Maintenance, at weekly intervals for processing.

3. Add paragraph 20.2: List of Maintenance Reports required from 91st AREFS while on TDY to NEAC will be as follows:

   a. RCS: 1-AF-A10 - Monthly - Aircraft Engine Removal and Loss Report

   b. RCS: 3-AF-A10 - Monthly - Aircraft Engine Life Expectancy Report

   c. RCS: 4-AF-A10 - Monthly - Installed Aircraft Engine Report

   d. RCS: 1-AF-V14 - Monthly - Report of Aircraft (including Armament) and Crew Status by TAC Unit (Note: Armament Portion to be Omitted)

   e. RCS: SAC-E52 - Monthly - Report of High Frequency Radio Installations

   f. RCS: SAC-U15 - Report of Aircraft Malfunctions and Aborts - Monthly

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

g. RCS: AMC-K55 - Monthly - Report on Service Evaluation Test of R-115 and AC-271 Massive Electrode Spark Plugs

h. RCS: 1-AF-A1 - Daily - Report of Aircraft Status and Flight Service Operations

i. RCS: 2-AF-A1 - Daily - Aircraft Gain and Loss Report

j. RCS: 4-AF-A1 - Daily - Report of Hours Flown by Purpose of Flight

k. RCS: 3-AF-A1 - Monthly - Aircraft Serial Number Inventory (Note: Report prepared by Stat Svs - Deployed unit report loss or gain of aircraft to 91st Maint ATTN: Report Analysis Section)

l. RCS: SAC-S17 - Daily (Mondays thru Fridays) Daily Power Pack Status Report - Deployed Unit)

m. RCS: SAC-J5 - As Required - Power Pack Movement Report (Deployed Unit)

n. RCS: V-1A - Daily Combat Availability Report (Deployed Unit - Submit Direct to CINCSAC Info cys: 801 ABGp Stat Svs and 91st Maint ATTN: Reports Analysis)

o. RCS: SAC-U10 - Monthly - Status of Technical Order Compliance (Note: Submit to parent wing)

(d) Transportation:

1. Reference paragraph 21: 91AREFS will deploy with 497 personnel and 870 tons of cargo.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. Reference paragraph 22: 15th Air Force will provide 2 C-124 aircraft for support airlift for 91st AREFS from Lockbourne Air Force Base to Harmon AFB for 4 persons and 21 tons of cargo consisting of 5 each R-4360 engines on X-Day.

(e) Medical:

1. Reference paragraph 26: 91st AREFS will deploy with I x Part II AD, T/O 1-9022 medical personnel and equipment equivalent.

(f) Adjutant:

1. Paragraph 41 is changed to read: Orders published in support of this operation will quote the following statement verbatim to define the purpose of the TDY: "Purpose - SAC Air Operations".

2. Paragraph 42 is changed to read: In accomplishing SAC Air Operations per diem is payable in the same manner as ordinary TDY.

(g) Comptroller:

1. Reference paragraph 48: SAC Funding Serial Number OM-142 will apply.

(h) Security:

1. Reference paragraph 59-1a: Air Police will be deployed in accordance with the requirements outlined in inclosure 1, to letter IGAP, Headquarters SAC, dated 13 October 1954, subject: "Air Police Mobility Planning Criteria".

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(i) Add paragraph 63: 91st AREFS will deploy with 4 AF3C 29150/29250 personnel.

(j) Add paragraph 64: 91st AREFS will deploy sufficient personnel to operate classified files.

(k) Add paragraph 65: 91st AREFS will deploy with 1 each Weather Officer, AFSC 2524.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

(1) 8th Air Force: Will be responsible for issuance of order of execution for deployment of KC-97 aircraft, crews and support personnel from Lockbourne to Harmon. Order of execution will contain X hour or necessary instructions for adjustments thereof.

(2) 801st Air Division:

(a) Supervise and monitor execution of tasks assigned to 91st AREFS contained herein.

(b) Provide class CX Control Team at Lockbourne during periods of movement of 91st AREFS KC-97 aircraft.

(3) Chief, SAC Liaison Team Harmon will assume operational responsibility of the 91st AREFS upon arrival and during TDY period of Harmon.

(4) SAC Liaison Team Harmon will function as class AX Control Team at Harmon.

b. Communications:

(1) JANAPs, ACPs, SACCEI, SAC Manuals 55-8 series dated Sept 54, ICAO procedures, radio facility charts, supplement flight information documents, and other existing procedures apply except as modified herein.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(2) Identification and Recognition and IFF in ZI NEAC w/b IAW SACCEI 2407.3. Aldis Lamps w/b used IAW ACP 156 & 158. After crossing Canadian ADIZ, monitor Air Intercept Control Common (364.2 mcs). IFF w/b operated as directed by Canadian ADC Radar Stations (2AF msg DOEO 8828, dtd 8 Jun 55).

(3) Emergency procedures w/b IAW ACP 130, 35, JANAP 300, current radio facility charts and Supplement Flight Information Documents.

(4) HF frequencies and channelization w/b normal.

(5) VHF frequencies and channelization w/b IAW SACCEI Fig 11-1 and 11-4. In-flight changes w/b made as required.

(6) UHF frequencies and channelization w/b IAW SACCEI Fig 11-7, 11-8 and 2AF msg DOEO 7730, dtd 7 Apr 55. Frequency 344.6 mcs w/b used for Taxi Control at Harmon.

(7) Communications Control Stations

(a) Primary - LORING

Secondary - ANDREWS

Alternate - HARMON

(8) ADIZ, CADIZ, FIRs & OAC procedures w/b complied with.

(9) Radio frequency propagation w/b utilized for proper frequency to be used.

(10) HF position reports w/b under ALFA procedure. Messages will be relayed to BLACKJACK and FROGMAN outside ZI.

(11) HF back-up for UHF/VHF air-to-air in ZI w/b 4270 kcs, in NEAC 4724.5 kcs.

(12) Call Signs: Tactical call signs w/b used for both air/ground and air/air.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(13) All aircraft will monitor emergency frequency 243.0 mcs in addition to other channel in use.

(14) Where aircraft are flying in cell formation, one (1) aircraft will be designated to submit reports.

(15) Nav Aids w/b IAW current radio facility charts.

EISENHART
Colonel
Commanding

DISTRIBUTION:

NEAC	1
SAC Liaison Team Harmon AB	2
Comdr 2AF	2
Comdr 8AF	2
Comdr 801st ADiv	2
Comdr 801st ABGp	4
26-5 Wx Det	1
91SRW	
Comdr	1
Historian	5
DO	7 (DO 2, DOCO 2, DOI 2, DOP 2)
DM	3
Comdr 91ARS	5
Comdr 91st FMS	1
Comdr 91st PMS	1
Comdr 91st A&ES	1
Comdr Hq Sq Sec	1
Comdr 91st Tac Hosp	1

OFFICIAL:

John H. Archer, Jr.
JOHN H. ARCHER JR
Lt Colonel USAF
Director of Operations

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
15 July 1955

OPERATIONS ORDER

SERIAL NR 300-55

POST HOLE

91SRW Opord 300-55
dtd 15 Jul 55

CONFIDENTIAL

1750

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
15 July 1955

OPERATIONS ORDER)

SERIAL NR 300-55)

CHART AND MAP REFERENCES: Listed in paragraph 1a(3) basic order.

TASK ORGANIZATIONS:

322d Strategic Recon Squadron	Lt Col James T. Chafin
323d Strategic Recon Squadron	Major Arthur K. Alexander
324th Strategic Recon Squadron	Major Hugh P. Marohl
91st Field Maint Squadron	Major Charles S. Graham
91st.Arm't E Elect Squadron	Lt Col Ernest C. Wade
91st Periodic Maint Squadron	Major Charles L.F. Perryman

1. GENERAL SITUATION: A requirement exists for a simulated photo flash bombing evaluation against a BRAVO type target for SAC Combat Wings.

a. Intelligence:

(1) Enemy Forces: Omitted

b. Friendly Forces:

(1) 801st Air Base Group: Provide normal base facilities in support of this exercise.

(2) 801st RTS: Schedule the personnel and facilities to score all simulated photo flash bombing evaluation runs accomplished by crews of the 91st SRW.

(3) 26-5 Weather Det: Provide normal forecasting facilities and conduct crew weather briefings as required.

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

c. Target Materials:

(1) JAN 29-30

(2) WAC 359

(3) Sectional Cincinnati (T-7)

(4) Target Complex Chart, Vincennes, SO359-9964-100A, 1st Edition May 1955.

(5) Target Complex Mosaic, Vincennes SO359-9964-25MA, 1st Edition May 1955.

(6) Target Complex Mosaic, Lawrenceville SO359-9968-25MA 1st Edition June 1955.

(7) Target Complex Mosaic, Vincennes, SO359-9964-50MRRI, 1st Edition May 1955.

(8) Target Complex Mosaic, Vincennes, SO359-9964-50MR.

(9) SO-359-9964-50MRR Target Area Analysis Radar, Building Heights, Vincennes.

(10) SO-359-9964-50MRS, Target Area Analysis Radar, Building Structure, Vincennes.

d. Target Intelligence:

(1) To preserve the validity of the evaluation findings, target material will be limited to the items listed above and other items constructed from information therein eg., radar target plates.

(2) Photography obtained on evaluation mission will not be used for mission preparation, briefing or execution of strikes on subsequent days of the same evaluation.

(3) Critique of the crews flying on the initial strike will not be conducted until all crews flying on subsequent strikes have departed on or completed the mission. Information

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

obtained by crews who have flown the evaluation mission will not be for either formal or informal briefing of crews scheduled to fly the evaluation mission subsequent to that time.

(4) Ground observers will not be dispatched to the target area to obtain ground information for use in mission planning and execution.

(5) In addition to restrictions imposed by SAC Reg 50-42, crews or participating personnel will not exchange or give information or advice concerning this mission to personnel of other units except for clearance or air traffic information.

2. MISSION: The 91st SRW will conduct a simulated photo flash bombing evaluation exercise against a "BRAVO" type target, the runway intersection of Lawrenceville Airport, located near Vincennes, Indiana.

a. The purposes of this evaluation are:

(1) To determine the simulated night photo flash bombing capability on a BRAVO type target.

(2) To exercise and appraise wing staff and crews in the planning and execution of this type of mission.

(3) To exercise and appraise the capabilities of photo interpreters of the 801st RTS in scoring bomb impact points from radar scope photography.

3. TASKS FOR SUBORDINATE UNITS:

a. 322SRS
323SRS
324SRS

(1) Provide all available combat crews and requiredaircraft for scheduling on a simulated night photo flash bombing evaluation mission against target "ALPHA", Lawrenceville, Ill.,

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

during one of the following periods: 2, 3 and 4 August 1955 (0045 - 0545 Zulu). Schedule contained in paragraph 3, Annex "A".

(2) Be responsible for required target study to assure air crews can successfully accomplish this mission.

b. 91st FM Sq:
91st PM Sq:
91st A&E Sq:

(1) Provide necessary maintenance and other support as required to enable aircraft and crews to meet schedule indicated in paragraph 3, Annex "A".

c. Other responsibilities:

(1) Director of Intelligence will be responsible for:

(a) Compilation and issuance of target materials listed in paragraph 1c.

(b) Providing de-briefing personnel and facilities upon the completion of each daily strike.

(c) Submission of Combat Reports as outlined in paragraph 3x(10)(b).

(2) 91st SRW Reconnaissance Section will be responsible for:

(a) Selection of offset aiming points and GPI reference points in accordance with SAC Manual 50-38. Additional references: SAC Analysis Operations FANCY (Secret) and Analysis San Antonia Evaluation(Secret). Offset aiming point must be portrayed on target material furnished by Hq 8AF.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) Preparation and administration of observer examination as directed by 8AF Reg 50-19.

(c) Preparation and submission of SAC Form 44 in accordance with SAC Reg 50-42.

(d) Preparation and submission of special report required in paragraph 3x(10)(a) 1 3 of basic order.

(e) Notifying Vincennes RBS Detachment by teletype, approximately 48 hours in advance of take-off of the scheduled take-off time of the first participating aircraft, the estimated time of the first aircraft at the IP and the total aircraft scheduled for the period. Two hours prior to take-off, verification will be given by direct teletype or telephone to the RBS site.

1. TWX address for Vincennes Bomb Plot is "ST /// FRANCISVILLE, ILL, 69, COMDR, RBS DET 3; Telephone// St Francisville 117, NOTE: Unclassified messages/// only will be addressed as above. Scheduling info /// containing dates and periods with unit identity /// coded in accordance with the current SACCEI is /// considered unclassified for this exercise. Mailing// address is P.O. Box 56, Lawrenceville, Ill. ///

(f) Conducting observers specialized briefing in accordance with SAC Manual 50-55 and schedule contained in paragraph 3x(9)(a) basic order.

(g) Submit TWX report to Hqs SAC, ATTN: DORB, the MC Grid/// Coordinates of Offset Point(s) to be used for this /// mission 48 hours prior to first scheduled takeoff. /// Coordinates will be derived from chart SO359-9964-100A.//

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(3) Radar Prediction and Target Study Section will be responsible for:

(a) Construction of target plate in accordance with SAC Reg 96-2 and will include the IP, Decatur, Ill. The target complex area will be positioned at least 20 nautical miles from any one edge of the plate.

(b) Coordinating with Wing Training, Recon Section and the squadron training sections to establish schedule to assure each participating observer will have accomplished a minimum of 10 radar target plate runs prior to execution of this mission.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(4) Chief of Maintenance will be responsible for compilation and submission of SAC Form 190, Malfunction reports as indicated in paragraph 3x(10)(a) 2 of basic order.

(5) Current Operations will be responsible for:

(a) Obtaining required ARTCC clearances in accordance with SAC Reg 55-3. Use of military necessity is not authorized.

(b) Submitting the following data to 30th Air Division (Defense) in accordance with provision of ADC msg ADOOT E-15612 dated 19 April 1955 at least 48 hours prior to date exercise is to be flown:

1. Number of aircraft in bomber stream.

2. Date and ETA of first and last aircraft at pre-IP (Galesburg, Ill) IP(Decatur, Ill) and target (Lawrenceville, Ill).

(c) Make necessary arrangements for possible transmission of the recall word "FIRESTONE" throught CAA channels.

x. General Instructions:

(1) The unclassified nickname for this evaluation mission is "POST HOLE".

(2) X-Day is 1 August 1955.

(3) This evaluation exercise will be conducted in accordance with SAC Reg 50-42 except as amended herein.

(4) All combat ready crews available during the evaluation period will be scheduled. Crews will not be recalled from SES, Survival School, TDY or leave. Late returnees from TDY etc., will be scheduled at the discretion of the wing commander based on the availability of time for such crews to adequately prepare for the mission.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(5) Non-combat ready crews may be scheduled at the discretion of the Wing Commander.

(6) "5-X" crews may be scheduled at the discretion of the Wing Commander but scores obtained by such crews will not be used for analysis purposes.

(7) Training:

(a) Night celestial grid mission is scheduled after completion of the evaluation of the mission. Record training credit may be claimed at the discretion of the individual crew.

(b) RBS runs will not be accomplished enroute to the target or prior to the evaluation run.

(c) Quanity and quality training credit for an RBS simulated photo flash run can be obtained if run is properly identified.
Either record or practice runs as declared by crew will be considered equally for evaluation and analysis purposes.

(d) Each observer scheduled for the exercise will complete a minimum of 10 ultrasonic trainer runs on the target plate of Lawrenceville, Ill. GPI techniques will be utilized to maximum extent possible on every ultrasonic trainer run.

(8) Flying Safety:

(a) Flying Safety must be emphasized by all personnel during all phases of this mission in the event of an emergency, flying safety considerations will take precedence over mission accomplishments and objectives.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(b) Weather minima and fuel reserve will be in accordance with AFR 60-16.

(c) All participating pilots will be required to become thoroughly familiar with enroute emergency bases.

1. Traux AFB, Wisconsin
2. Sedalia AFB, Missouri
3. Lincoln AFB, Nebraska
4. Selfridge AFB, Mich. ///

(d) Aircraft position and navigation lights will be on during all hours of darkness.

(e) Observers will monitor let down and landing approach phases of flight utilizing installed radar.

(f) Procedures utilized to control target times will be in/// strict accordance with SAC Manual 50-38. ///

(9) Briefing and Critique:

(a) Observers specialized briefing:
1300EST 28 July 1955, 91st ARS Briefing Room - All /// participating observers will attend.

(b) General briefing:
1300 29 July 1955, 91st ARS Briefing Room - All /// participating crews and representatives of staff agencies will attend.

(c) Pilots specialized briefings: Immediately following general briefing - 91st ARS Briefing Room.

(d) Pre-take off briefing: Briefings will be conducted in two increments. First five crews will be briefed 3 hours prior to scheduled take-off time of first aircraft remaining crews will be briefed 3 hours prior to scheduled take-off of number six aircraft. Room 304 - Base Ops Bldg.

Amnd #1 to
91SRW Opord 300-55
dtd 21 Jul 55

1759

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(e) Critique: 1300EST 5 Aug 1955 91st ARS Briefing Room -///
All participating crew members and staff agencies will attend.

(f) All briefings and critique will be conducted in accordance with SAC Manual 50-15.

(10) Reports:

(a) Miscellaneous Reports:

1. SAC From 44's will be submitted in accordance with SAC Manual 50-42 to arrive at Hqs SAC and Hq 8AF not later than 10 days following completion of the exercise. Columns 56-69 of Section II, SAC Form 44 must be completed without knowledge of or reference to RBS scores and certification to this effect must be made on the form.

2. Two copies of SAC Form 190 Aircraft Malfunction Report will be prepared on each malfunction of Armament-Electronic Equipment experienced on this exercise. One copy will be forwarded to Hq SAC, ATTN: DMG1, and one copy will be forwarded to Hqs 8AF, ATTN: MDE, not later than 7 days after completion of mission. In addition a form 190 will be prepared and forwarded to Hq 8AF on any aircraft general malfunction which causes a pre-target or target abort.

Amnd #1 to
91SRW Opord 300-55
dtd 21 Jul 55

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

2. A special report will be submitted to Hqs 8AF, ATTN: ODT3, not later than 7 days after completion of the mission. This report will present specific and detailed information on the preparation, execution and analysis of the mission. Details and format will be forwarded from Hqs 8AF at a later date.

(b) Combat reports: The following combat reports will be submitted on the reconnaissance portion of this exercise in accordance with SAC Manual 55-8 dated Sept 1954 and 55-8B, dated Jan 1954:

1. Distribution A:

a. B-2, B-10, R-11, R-51 ///

b. R-81

(1) Submit one report for each period. Change report due time to four (4) hours after 1st expected aircraft lands at briefed destination.

(2) Unit Commander's Remarks, need be reported/// only in last R-81 for each Wing participating however, any pertinent remarks affecting each night's mission may be included in the report for that period.

c. M-12, M-20, M-35 and M-40

2. Distribution B:

a. R-27

3. Target Reference Vincennes ALPHA will be utilized as target task force designator.

Amnd #1 to
91SRW Opord 300-55
dtd 21 Jul 55

1761

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(11) PIO:

(a) Public Information release of this evaluation exercise will not be made. If queried ISO will state that unit aircraft are involved in a routine training mission. SAF Reg 62-1, 24 Sept 54 applies for mass movement of aircraft.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Funding: Base maintenance and operations project 458 funds will be utilized for all expenses incident to TDY performed in conjunction with this operations order.

b. Security: Normal security measures in accordance with directives will be maintained during this exercise.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal

b. Communications:

(1) General: SACCEI, appropriate ACP8s, JANAP's and radio facilities apply.

(2) Administrative communications: Normal

(3) Airbourne Communications:

(a) Vincennes Bomb Plot frequencies:

Primary: 256.20 mcs

Secondary: 356.8 mcs

HF Backup: 4270 kcs

(b) March AFB will be the primary communications control station with McChord as the secondary. Alternate stations in excess of 1500 miles will be used.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

"POST HOL

AMND #1 to 91SRW Opord 300-55 dtd 20 Jl 55

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		91SRW	RB-47E				

PRE-FLIGHT PLAN

FROM / ROUTE	TRUE COURSE	T.C.	WIND D/V. / DRIFT	T.H.	VAR	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN	GROSS WEIGHT
Lockbourne AFB															76755	161775
Start, Taxi, Stab, Take-off & Acc	-	-	-	-	-	-	- °	-	-	-	12 / 12	:28 / :28	12 / 12		5800	5800
											00	:03	12		70955	155975
38-39N 82-59W York CMU	98½		270/14				Av-12°				70	:10	70			
	CL	181	-	181	E1½	182½	To 25M	VAR	410		70	:13	82			
38-28N 83-28W Lexal Off	CL	VAR	275/18 VAR	VAR	E1	VAR	Av-35° To 33M	VAR	410	VAR	41 / 111	:06 / :19	41 / 123		6300 / 64655	6300 / 149675
43-08N 89-20W Truax Air Base	CC	317	287/35 -2	315	-1	314	-45 ° 34.4M	.74	435	406	386 / 497	:57 / 1:16	413 / 536		9375 / 55280	9375 / 140300
45-52N 98-06W Start Proc Turn	CC	295	273/38 -2	293	-7	286	-48 ° 36.5M	.74	431	397	409 / 906	1:02 / 2:18	445 / 981		9300 / 45980	9300 / 131000
45-28N 98-29W Aberdeen, SD	CC	Pro Turn	272/38 -	-	-	-	-48 ° 36.7M	.74	431	431	42 / 948	:06 / 2:24	42 / 1023		900 / 45080	900 / 130100
42-54N 93-27W Abean Mason City (St Hi F)	CC	128	275/40 E3	131	-8	123	-49 ° 37.4M	.74	430	462	264 / 1212	:34½ / 2:58½	248 / 1271		4900 / 40180	4900 / 125200
41-25N 91-03W Muscatine, Ia	CC	130	278/42 E3	133	-6	127	-55 ° 41.0M	.81	465	502	140 / 1352	:16½ / 3:15	128 / 1399		2900 / 37280	2900 / 122300
40-57N 90-21W PIP-Galesburg, Ill	CR	132	278/42 E3	135	-5	130	-55 ° 41.0M	.81	465	501	42 / 1394	:05 / 3:20	39 / 1438		1000 / 36280	1000 / 121300
39-50N 88-57W IP-Decatur, Ill	CR	137	290/25 E1½	138½	-6	136½	-55 ° 41.0M	.81	489	489	92 / 1486	:11 / 3:31	85 / 1523		1900 / 34380	1900 / 119400
38-45-45N 87-36-05W T-LAWRENCEVILLE	CR	136	290/25 E1½	137½	-3	134½	-55 ° 41.0M	.81	465	489	91 / 1577	:11 / 3:42	85 / 1608		1900 / 32480	1900 / 117500
38-11N 85-44W (St Cp+1d) Standiford Aut, Ky	CR	106	287/25 0	106	-2	104	-55 ° 39.2M	.74	425	450	98 / 1675	:13 / 3:55	92 / 1700		1700 / 30780	1700 / 115806
39-58N 76-43W York, Pa (St Proc Turn)	CC	076	284/25 -1½	074½	E4	078½	-55 ° 40.5M	.74	425	448	434 / 2109	:58 / 4:53	411 / 2111		7100 / 23680	7100 / 108700
40-26N 76-47W (Proc Turn End Proc Turn	CC	-	285/37 -	-	-	-	-55 ° 40.5M	.74	425	425	42 / 2151	:06 / 4:59	42 / 2153		700 / 22980	700 / 108000
40-04N 82-26W Newark, Ohio (End Grid)	CC	266	285/37 E1½	267½	E5	272½	-55 ° 41.6M	.74	425	390	259 / 2410	:40 / 5:39	284 / 2437		4600 / 18380	4600 / 103400
40-03N 82-47W Columbus VOR	CC	266	285/37 E1½	265½	E2	267½	-55 ° 41.6M	.74	425	390	17 / 2427	:03 / 5:42	21 / 2458		300 / 18080	300 / 103100
			-				- °				-	:15	-		3000	3000
Desc & Land	-	-	-	-	-	-	- °	-	-	-	2427	5:57	2458		15080	100100
																15080
																85020

DATE OF TAKE-OFF			
ENGINE START		TAKE-OFF TIME	
LANDING TIME		DURATION OF FLT	
AIR-CRAFT BASIC WT	83850		
CREW WT	750		
OIL WT	420		
ATO BTL WEIGHT (Empty)			
EXT. TANKS WT (Empty)			
OPERATING WT		85020	
FUEL & OIL WEIGHT: FWD	18906		
FUEL & OIL WEIGHT: CWD	18394		
FUEL & OIL WEIGHT: AWD	22048		
FUEL & OIL WEIGHT: AUX	6336		
FUEL & OIL WEIGHT: W.B.	7500		
FUEL & OIL WEIGHT: ATO	3571		
FUEL & OIL WEIGHT: EXT.			
FUEL & OIL WEIGHT: TOTAL		76755	
BOMBS WT			
AMMO WT			
ADI FLUID WT			
INITIAL GROSS WT		161775	
START ENG AND TAXI FUEL & OIL		3925	
TAKE-OFF GROSS WT		157850	

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
1000	9500	92° (Max)

CRITICAL FIELD LENGTH: 9500

TAKE-OFF

DISTANCE	SPEED

SPEED

CRITICAL ENGINE FAILURE	EMERG BRKT PLANE	LINE

NO. OF ATO BOTTLES DELIVERED AT 85 PSI	
PELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

1763

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(c) Strike Reports (R-11) will be submitted in accordance with SAC Manual 55-8B. STORM TROOPER (Hqs SAC and Hqs 8AF) will be mandatory addressee. Reports will be routed through appropriate air/ground stations.

(d) All aircraft will monitor 243.0 mcs on "Guard" position except when it is necessary to switch to "T-R" position due to interference when passing traffic on another frequency.

(4) Recall procedures:

(a) Recall word for this mission is "FIRESTONE".

(b) The recall word will be transmitted by the following means:

1. Primary - INSAC stations on appropriate UHF frequencies.

2. Secondary - over HF via AACS air/ground stations on the optimum HF frequency.

3. Alternate - Vincennes bomb plot on UHF frequencies 258.2 mcs.

ANNEX

"A" - AIR OPERATIONS
App I - Flight Plan

EISENHART
Colonel
Commanding

91SRW Opord 300-55
dtd 15 Jul 55

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

DISTRIBUTION:

Comdr 8AF	2
Comd 801ADiv	1
Comdr 801st ABGp	2
Comdr 801RTS	2
Comdr 26-5 Wx Det	1
91SRW	
Comdr	2
DO	9 (DO 1, DOI 2, DOCO 1, DOR 2, DOC 1, DOP 2)
DM	3
DS	1
CR	1
Comdr 91A&ES	2
Comdr 91FMS	1
Comdr 91PMS	1
Comdr 322SRS	5
Comdr 323SRS	5
Comdr 324SRS	5
Historian 91SRW	4

OFFICIAL:

John H. Archer, Jr.

JOHN H. ARCHER JR
Lt Colonel USAF
Director of Operations

91SRW Opord 300-55
dtd 15 Jul 55

CONFIDENTIAL

1765

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
15 July 1955

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 300-55

AIR OPERATIONS

91SRW Opord 300-55
dtd 15 Jul 55

CONFIDENTIAL

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

HEADQUARTERS
91ST STRATEGIC RECONNAISSANCE WING (M)
Lockbourne Air Force Base, Ohio
21 July 1955

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NR 300-55

AIR OPERATIONS

1. GENERAL: Combat crews of the 91st SRW in three equal increments are directed to accomplish radar simulated photo flash bombing against an evaluation target, Lawrenceville, Ill., Airport, during the period of 2,3 and 4 Aug 55. (0045 - 0545 ZULU)

2. FORCE COMPOSITION (STRIKE):

a. X / 1 - 10 aircraft

b. X / 2 - 9 aircraft

c. X / 3 - 9 aircraft

3. SCHEDULE: Aircraft will depart Lockbourne at fifteen minute intervals in the following sequence:

X / 1

Crew	Acft Nr	TO Time (Z)	Tgt Time(Z) X/1	Tgt Alt	TFTGS	///
1. MIDDLETON	5831	2133 (X-Day)	0115	41.5M	RED	///
2. AUSTIN	5826	2148 (X-Day)	0130	41.0M	BLUE	///
3. WARD	5843	2203 (X-Day)	0145	41.5M	WHITE	///
4. DAVIS	5262	2218 (X-Day)	0200	41.0M	BLACK	///
5. MOORE	5842	2233 (X-Day)	0215	41.5M	GREEN	///
6. CHILDERS	5846	2248 (X-Day)	0230	41.0M	PINK	///
7. JOHNSON	2818	2303 (X-Day)	0245	41.5M	RUBY	///
8. SNYDER	3382	2318 (X-Day)	0300	41.0M	IVORY	///
9. FAILS	5823	2333 (X-Day)	0315	41.5M	ORANGE	///
10. ERNEST	5833	2348 (X-Day)	0330	41.0M	BROWN	///

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

SPARE 5838 (323) ///

SPARE 5822 (324) ///

X / 2

Crew	Acft Nr	TO Time (Z)	Tgt Time (Z) X/2	Tgt Alt	TFTCS	///
1. YANCEY	2722	2133 (X/1)	0115	41.5M	BRASS	///
2. FETSKO	5260	2148 (X/1)	0130	41.0M	SLATE	///
3. WILLIAMS	5840	2203 (X/1)	0145	41.5M	PUNTO	///
4. JOHANNSEN	5841	2218 (X/1)	0200	41.0M	ROSE	///
5. HOLT	5825	2233 (X/1)	0215	41.5M	PURPLE	///
6. CALLAHAN	5264	2248 (X/1)	0230	41.0M	SCARLET	///
7. BALTRUSAITIS	5848	2303 (X/1)	0245	41.5M	CHERRY	///
8. LANDESS	5263	2318 (X/1)	0300	41.0M	LEAF	///
9. MOON	5265	2333 (X/1)	0315	41.5M	WALNUT	///
SPARE	5844 (323)					///
SPARE	5822 (324)					///

X / 3

Crew	Acft Nr	TO Time (Z)	Tgt Time (Z X/2)	Tgt Alt	TFTCS	///
1. EMERSON	5837	2133 (X/2)	0115	41.5M	LEMON	///
2. HOXIE	5832	2148 (X/2)	0130	41.0M	BRONZE	///
3. EVANS	5830	2203 (X/2)	0145	41.5M	BLOND	///
4. KELLY	5266	2218 (X/2)	0200	41.0M	SILVER	///
5. BANNISTER	5828	2233 (X/2)	0215	41.5M	GOLD	///
6. BRITMAN	5847	2248 (X/2)	0230	41.0M	OCTTER	///
7. MACCAULEY	5824	2303 (X/2)	0245	41.5M	TAN	///
8. GAMMON	5845	2318 (X/2)	0300	41.0M	PEARCH	///
9. HUCKLEBERRY	5836	2333 (X/2)	0315	41.5M	AMBER	///
SPARE	5850(323)					///
SPARE	5822(324)					///

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

a. Take-off times listed above are planning times only based on metro planning factors, necessary adjustments will be made based on latest metro information to assure arrival in the target area at the scheduled time.

4. ROUTE:

LOCKBOURNE

YORK OMNI (TP)

TRUAX AIR BASE, WIS (TP)

ABERDEEN S.D. (TP) ///

ABEAM MASON CITY, IOWA (BEGIN HI PERF) ///

GALESBURG, ILL (PIP)

DECATUR, ILL (IP)

LAWRENCEVILLE AIRPORT, ILL (TGT) (VINCENNES ALPHA)

LOUISVILLE, KY (TP) BEGIN CELESTIAL GRID ///

YORK, PENN (TP) ///

NEWARK, OHIO (END CELESTIAL GRID) ///

COLUMBUS VOR ///

LOCKBOURNE

a. Aircraft will not approach within 120 miles of the target area prior to departing Muscatine, Iowa.

5. BOMBING PHASE:

a. All aircraft:

(1) Pre-IP - Galesburg, Ill., 40-57N 90-21W

(2) IP - Decatur, Ill., 39-50N 88-57W. Spacing will b[illegible] minutes between aircraft at this point.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(3) Target - intersection of the N-S and the NW-SE runways of the Lawrenceville Airport, Ill. Target designation is ALPHA.

(a) Elevation - 428 ft

(b) Coordinates - Geographic (38-45-45N 87-36-05W) Grid (E18 W21). Chart Ref: SO359-9964-100, 1st Edition May 1955.

(4) Performance: Altitudes: as specified in par 3 this annex /// (29.92HG) (Minium 35,000) .81 Mach. ///

(5) GPI Reference Points:

#1 MATOON, ILL 39-38-30N 88-23W

#2 GREENUP, ILL 39-15N 88-09W

(6) Offset Aiming Point:

(a) Railrod spur, west edge of tank farm at Lawrenceville 38-43-58N 87-41-03W.

(b) Offset Distance (Target to Aiming Point) 23,610.5'W 16,894.5'S

(c) All crews will use this offset Aiming Point.

(7) All runs will be Synchronous Radar Direct with offset checking.

(8) Bomb Load (for scoring purposes only): Three simulated M-120 photo flash bombs.

(9) Bombing Tables: TO 11 BA1-2-17-3, full trail plate and functional altitude of one half planned release altitude.

(10) Gross errors for RBS photo flash runs will be as defined in the applicable portions of par 4b(1) SAC Reg 50-28.

(11) Normal RBS scoring procedures in accordance with SAC Reg 50-4 will apply.

CONFIDENTIAL

(12) Crews will not give the RBS site final wind utilized. Crews /// will record final wind components for completion of SAC Form 44.

1770

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

(13) Crews will insure that the aircraft passes directly over the IP and that a track to target is established upon departure from IP.

(14) O-15 radar photography will be accomplished in accordance with provisions of SAC Reg 200-3 and SAC Manual 50-38.

(a) Photo logs SAC Form Nr 285 will be completed accurately and legibly and will contain the operations order number (91SRW 300-55) and codeword (POST HOLE).

(15) RBS communication procedures:

(a) Scores are classified SECRET and will not be transmitted to aircraft.

(b) Call sign for the evaluation target will be "VINCENNES BOMB PLOT".

(c) After completing the bomb run each aircraft will again advise the bomb plot of the actual run classification.

6. ABORTS:

a. Ground:

(1) Crews scheduled for a specific mission but are not airbourne as scheduled will be regarded as ground aborts.

(2) Crews scheduled for a specific mission but which are not able to get their original aircraft airbourne and must use a spare aircraft will not be counted as ground aborts as long as they are airbourne sufficient time to arrive over the target prior to 0545Z of the day the mission is scheduled.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

b. Air:

(1) EWP "go no go" decisions should apply in the case of malfunctioning equipment in the target area.

(2) Crews that abort prior to the IP may be rescheduled on the second and third nights, however there will be no make-up period for the crews aborting on the third night.

(3) Crews and/or aircraft that overfly the IP will not be rescheduled for the duration of the evaluation. The restriction on use of aircraft during the exercise is intended to provide realism in aircraft utilization.

(4) Air crews aborting between the IP and the target will be charged with an abort. These aborts will be considered as gross error score with the exception of air traffic or RBS ground aborts.

(5) In the event a crew is aircourne but aborts soon enough to use a spare aircraft and be over the target prior to 0545Z of their scheduled date, the aircraft will be regarded as an abort with an additional aircraft added to the scheduled effort and the abort rate computed on the figure.

c. The following applies to radar aborts:

(1) Radar malfunction runs will not be counted as a radar abort nor included in qualitive results for the purpose of this evaluation.

(2) If the radar has an effective range in excess of 25NM and allows discrimination of prominent returns above the ground return and if the computers and cross hairs are functioning properly a run will be made.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(3) If the radar picture is out or extremely weak prior to the pre-IP, the crew may abort. Aborting aircraft which approach no closer than 100NM of the target will be counted as air aborts but, if scheduled time permits may be reacheduled in a subsequent mission.

(4) If the picture goes out on the bomb run, run will be completed utilizing GPI reference point procedures.

(5) If the cross hairs are not visible or fail to drive, this is cause for an abort prior to pre-IP unless the observer believes if possible to make a successful run using emergency procedures.

(6) Dependent upon the return characteristic of the aiming point an inoperative off set may be cause for making a malfunction run.

THIS PAGE IS DECLASSIFIED IAW EO 13526

THIS PAGE IS DECLASSIFIED IAW EO 13526

DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-WG-91-Hi	May-Aug54	2		91st Strategic Recon. Wing	S	
288		" "	3			S	
517		Sep/54				S	
673		Oct/54				S	
776		Nov/54				S	
927		Dec/54				S	
1069		Jan/55				S	
1168		Feb/55				S	
1346		Mar/55				S	
1396		Apr/55				S	
1486		May/55				S	
1535		Jun/55				S	
1667	K-WG-91-Hi	Jul/55			91st Strategic Recon. Wing	S	
1774	Index				Index		

3825 FORM NOV 71 O - 23

PREV EDIT WILL BE USED

Page 1 Of 1 Roll Number M0933

THIS PAGE IS DECLASSIFIED IAW EO 13526

1774