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HISTORY OF THE

97TH BOMBARDMENT WING (M)  
BIGGS AIR FORCE BASE, TEXAS

1-31 DECEMBER 1957

(Unclassified Title)

97E- 2560

Unit Assigned to the  
FIFTEENTH AIR FORCE, STRATEGIC AIR COMMAND

Home Station:  
Biggs Air Force Base, El Paso, Texas

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This document was prepared by A/IC Harry J. Spiess, Unit Historian, under the supervision of Capt. Theodore B. White, Base Information Services Officer. This history is classified SECRET under the provisions of paragraph 3Cb, AFR 205-1, 3 January 1957. This classification conforms to that of its appended supporting documents, which reveal the combat capability of this unit. (UNCLASSIFIED)

~~FORMERLY RESTRICTED DATA~~

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CHRONOLOGY

<u>Date</u>	<u>Activity</u>
1 Dec 57	Promotions, P10.
3 Dec 57	Relief Action implemented, P21.
4 Dec 57	Alert Plan
9-16 Dec 57	Inspector, P4, li.
12 Dec 57	Wing Staff Meeting, P3.
20 Dec 57	Wing Staff Meeting, P3.

GLOSSARY

AFSC	Air Force Specialty Code, P.10.
EWP	Emergency War Plan, P.1, 13, 33.
IG	Inspector General, P. 4, 11, 13.
IRAN	Inspection and Repair as Necessary, P. 31, 32.
MIRS	Manned In Required Specialties, P.10.
OJT	On the Job Training, P.11.
SAC	Strategic Air Command, P.3, 5, 6, 7, 11, 14, 16, 18, 21, 23.
TDY	Temporary Duty, P.4.
USAF	United States Air Force, P. 2, 7, 14.
ZI	Zone of Interior, P.9.

~~SECRET~~

INTRODUCTION

The organization and mission of the 97th Bombardment Wing Medium remained the same in December 1957. Bodily manning reflected the Wing was under manned in officers and slightly over manned in airmen. The manning situation was not critical, however, the degree of skilled men was being felt throughout the Wing with some areas being placed in the critical category. ~~(CONFIDENTIAL)~~

As the Wing went into the fourth month of the crew upgrading program many problems were being encountered, but all forecasted dates were met in the upgrading of crews and the Wing had a total of 45 combat ready or above crews and 16 non-combat ready crews assigned as the year ended. ~~(SECRET)~~

USAF Inspector General, Colonel Earle L. Osborne, from Fifteenth Air Force, Headquarters conducted a no-notice Emergency War Plan (EWP) readiness inspection of the Wing 9-16 December. The overall EWP capability of the Wing was considered satisfactory. Discrepancies noted and recommendations made by the team were being promptly considered and corrective action was being implemented as the month came to a close. (UNCLASSIFIED)

Operation "Reflex Action" went into effect on 3 December with the deployment of six combat ready crews and five B-47 aircraft to Plattsburg Air Force Base, New York. The purpose was to increase the strike potential of the Strategic Air Command. ~~(SECRET)~~

~~SECRET~~

## CHAPTER I

## ORGANIZATION, MISSION, ADMINISTRATION

Organization

The 97th Bombardment Wing, Medium, continued to be assigned with-<sup>1</sup> in the structure of the 810th Air Division, located at Biggs Air Force Base, El Paso, Texas. (UNCLASSIFIED)

The Wing consisted of three tactical squadrons, three support squadrons, a tactical hospital and a headquarters squadron. The following squadrons were assigned to the wing: The 340th, 341st and 342nd Bombardment Squadrons. The three support squadrons were: Periodic Maintenance, Field Maintenance, and Armament and Electronics Maintenance Squadrons,<sup>2</sup> and for all tactical purposes the 97th Tactical Hospital. The tactical hospital was assigned to the 4031st United States Air Force (USAF) Dispensary for duty, and would operate as a separate unit only when the wing was in the field. (UNCLASSIFIED)

Mission

The mission of the wing remained the same in December. The primary responsibility of the wing was to train and maintain a force capable of long-range offensive bombardment operations, in any part<sup>3</sup> of the world. (UNCLASSIFIED)

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1. The 97th Group was activated and reorganized as the 97BW (M) in accordance with SAC GO 33, 10 Jun 52, as amended by SAC GO 40, 23 Jun 52.
  2. The 97th tactical and support squadrons were activated and assigned to the 97th BW on 16 Jun 52, per SAC GO 33, 10 Jun 52.
  3. The mission of the 97BW was outlined by 15th AFR 20-17, Nov 55.

~~SECRET~~

To accomplish this mission the wing was equipped with a total of 48 B-47 aircraft. In addition to the primary mission the wing was required to participate in reserve training programs, disaster relief and domestic emergencies. (UNCLASSIFIED)

Mission Developments

As the year 1957 ended the Wing had a total of 45 combat ready and 20 non-combat ready crews assigned. Six crews were at a forward area base where five of the wing's 48 aircraft were being maintained on an alert status for the purpose of increasing the strike potential of the Strategic Air Command. ~~(SECRET)~~

COMMAND

Adjutant

The Wing Commander, Colonel Salvatore E. Manzo, convened and conducted two staff meetings in December with representatives of the wing's squadrons and staff agencies present. The topics discussed were directive by application. Prominent among the subjects on the agenda and discussed at the meeting were retention, holiday leave policy of the wing, and traffic accidents. At the 12 December meeting the Director of Personnel reported that 38 first term airmen were separated and that 15 reenlisted, and that the quota of 20 reenlistments would be met by 20 December. At the 20 December meeting the Director of Personnel reported that the quota was

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4. Rept, "Report of Status of Purpose of Flight", 31 Dec 57, prep by Stat Svc, Exhibit 1.
  5. Agenda and Minutes of Staff Meeting, 12 Dec 57, prep by 97BW Adjutant. Exhibit 2.

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met. (UNCLASSIFIED)

Inspector General

A general inspection was conducted of all the components of the 97th Bombardment Wing during 9-16 December by Colonel Earle L. Osborne, Inspector General (IG) United States Air Force, Headquarters Fifteenth Air Force. The wing was considered capable of accomplishing the preparation phase of Emergency War Plan (EWP) 40-58. The unit command post was effectively manned at E plus :10 and recal procedures were initiated. A staff meeting was held by the wing commander and all key staff personnel at E plus :10 for the purpose of discussing ground rules and to levy requirements. The wing had a total of 65 crews assigned of which 45 were combat ready and 20 non-combat ready. Fifty-five of those crews were available for the exercise, six crews were on operation "Reflex" at a forward area base, two crews were on temporary duty (TDY) and two were on leave. <sup>7</sup> ~~(SECRET)~~

Commander's Call

Among the many items discussed at Commander's call was leadership and retention. It was pointed out that the criterion of military leadership in battle can be accomplished in peace by the state of training, teamwork, discipline and morale of a section, shop,

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6. Agenda and Minutes of Staff Meeting, 20 Dec 57, prep by 97BW Adjutant. Exhibit 3.
  7. Rept, "Report of General Inspection of Biggs Air Force Base, Texas," 16 Dec 57, prep by USAF IG, filed in 97th BW DO. (Discrepancies uncovered by this inspection will be contained in the various activities of the wing throughout this history.)

SECRET

crew, or unit. These indicate the degree of success you could probably achieve in war. (UNCLASSIFIED)

#### Security

In a message with two echelon indorsements, the Commander in Chief SAC, stated that a recent incident indicated that Commanders may be overlooking an important facet of the internal security program, — that of handling and safeguarding classified information. He directed that positive action be taken in all cases where it could be established that the cause of the violation or compromise was carelessness or negligence. (UNCLASSIFIED)

In a letter to all staff sections and squadrons of the wing, the wing commander revealed that a document was lost in the wing and that sufficient care and attention to transactions involving classified documents was not being exercised by the wing. The wing commander outlined his policies on this subject, stating that the loss or compromise of classified information always results in embarrassment and a needless waste of time and effort and often ends in severe disciplinary action. (UNCLASSIFIED)

#### Information Service

In December the three issues of the base newspaper, the Border

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8. Agenda, "Commander's Call Agenda" 14 Dec 57, prep by 97BW Adj. Exhibit 4.
  9. Ltr, C Hq SAC to C AF15, "Safeguarding Classified Information"; 3 Dec 57. Exhibit 5.
  10. Ltr, C 97BW to all staff sections and squadron commanders, "Handling and Protection of Classified Material", 9 December 1957. Exhibit 6.

Airman, gave prominence to retention, safety and combat crew members. A picture on the front page of the 20 December issue told the story of a combat crew member returning home late at night from duty during the Christmas holiday. <sup>11</sup> (UNCLASSIFIED)

In a Christmas message, the Wing Commander recalled the apparent scientific progress of a potential enemy in 1957 pointing out that history would properly evaluate this progress, but that the wing did not need to wait for this historical evaluation to know that the enemy's progress would make the units job in SAC tougher and more important. He stated that he was confident that all members of the wing took pride in being members of an organization that plays such a vital part in the security of the Free World, the success of which was evident to all. <sup>12</sup> (UNCLASSIFIED)

A safety message to all members of the command, from the wing commander, emphasized the need for added precaution during the holiday period. Numerous ways were pointed out in which normal vigilance could be relaxed and cause automobile accidents. <sup>13</sup> (UNCLASSIFIED)

Comptroller

Under the SAC Management Control Statement published 2 January 1958, the wing scored 59.2 in personnel, 100 in operations-materiel,

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11. Photograph, Maj. John B. Cogburn, returning home to family at Christmas. Exhibit 7.
  12. Ltr, "Christmas Message" from C 97BW to all members of the command, 10 Dec 57. Exhibit 8.
  13. Ltr, Subj "Safety During the Holiday Period", from C 97BW to all members 97BW, 16 Dec 57. Exhibit 9.

~~SECRET~~

88.8 in materiel and 79.2 in general items for the period 1 August through 30 November 1957. The grand total per cent maximum was not computed for the wing because the wing was not scored in the operations section. <sup>14</sup> (CONFIDENTIAL)

Summary

The organization and mission of the wing did not change in December. The wing was equipped with 48 B-47 aircraft and a total of 65 crews. Forty-five of those crews were combat ready and 20 non-combat ready. Six of the 45 combat ready crews were on a rotational alert at a forward area base where five of the wing's B-47 aircraft were being maintained to increase the strike potential of the Strategic Air Command. (SECRET)

A General Inspection of the wing conducted by Colonel Earle L. Osborne, of the Inspector General's office USAF, Headquarters, Fifteenth Air Force revealed that the wing was capable of accomplishing the preparation phase of operation 40-58. (CONFIDENTIAL)

Command emphasis was focused on many areas throughout December. Noticeably among those were retention, security, safety and training. (UNCLASSIFIED)

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14. Rept, "SAC Mgt Cont Statement, Bomb, Recon, and Air Ref Wgs-Nov 57," 2 Jan 58, prep by Hq SAC, DCRME, Exhibit 10.

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CHAPTER II  
PERSONNEL

Military Personnel

The combined authorized strength of the wing was 1421 officers and airmen, and the assigned strength was 1454 as of 31 December 1957. The following was a recapitulation of the wing's strength as of the <sup>1</sup> dates indicated:

SQ	<u>AUTHORIZED</u> 1 December 1957		<u>ASSIGNED</u> 1 December 1957		<u>AUTHORIZED</u> 31 December 1957		<u>ASSIGNED</u> 31 December 1957	
	<u>OFF</u>	<u>AMN</u>	<u>OFF</u>	<u>AMN</u>	<u>OFF</u>	<u>AMN</u>	<u>OFF</u>	<u>AMN</u>
HSS	60	137	57	139	60	137	57	136
340	77	93	78	107	77	93	78	105
341	77	93	71	99	77	93	73	102
342	77	93	80	107	77	93	77	113
A&E	10	298	10	303	10	298	11	270
FMS	7	296	9	312	7	296	9	318
FMS	3	66	4	63	3	66	4	74
TH	7	27	5	23	7	27	5	22
TOTAL	318	1103	314	1153	318	1103	314	1140

(UNCLASSIFIED)

Combat Crew Resources

There was a total of 61 crews assigned to the wing as of 31 December 1957. By category they were: 10 select, 18 lead, 17 combat ready and 16 non-combat ready. The wing gained four pilots and lost <sup>2</sup> one navigator in December. <sup>3</sup> (CONFIDENTIAL)

1. Rept, "Consolidated Strength Report," 31 Dec 57, prep by Stat Svc. Exhibit 11.
2. Rept, Hist of Tng Div, for Dec, 9 Jan 57, prep by 97BW Tng Div filed in 97BW Classified Files.
3. Rept, "5 SAC T-12, Wing Commander's Remarks - p2" Dec 57 prep by Records Analysis. Exhibit 12.

The Combat Crew Control Board was convened by the Deputy Wing Commander, Colonel Stephen P. Dillon, on 10 December. The board reviewed action taken that affected crews of the wing and decided on projected action for the future. <sup>4</sup> (UNCLASSIFIED)

#### Officer Personnel Actions

Authorization for the wing was 318 officers with 314 assigned, manned in required specialties was 92.67 per cent. There was a shortage of qualified personnel in such support functions as supply, personnel administration and intelligence. Body manning was not critical; however, the degree of qualification of assigned officers in those support areas was critical. Four of the eight assigned supply officers were newly commissioned second lieutenants with no experience, and two of the remaining qualified supply officers were pending overseas shipment. Three of the six personnel officers assigned were second lieutenants with no experience. <sup>5</sup> (UNCLASSIFIED)

#### Airmen Personnel Actions

In December four airman were reassigned in the Zone of Interior (ZI), and four were reassigned overseas. Five airmen were discharged under Air Force Regulation 39-10, normal expiration term of service, of which three of that number reenlisted. Seventeen airmen were discharged under the provisions of paragraph 3b (2), Air Force Regulation 39-14, early discharge to immediately reenlist. (UNCLASSIFIED)

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4. Rept, "Minutes of Combat Crew Control Board Meeting" 10 Dec 57, Exhibit 13.
  5. Sect Hist, 31 Dec 57, prep by Cent Personnel, on file in BISO.

Forty-Four airmen were discharged under the provisions of Headquarters United States Air Force Message AFPMP 32006, SAC Messages DPAP33503, and DPAP 36121, early release of airmen. One airman was discharged under Air Force Regulation 39-13 Hardship. (UNCLASSIFIED)

The wing received a promotion quota in November from the 810th Air Division. The division of the promotions which became effective 1 December 1957, were as follows:

	HQ	340BS	341BS	342BS	97FMS	97FMS	97AES
M/Sgt		1					
T/Sgt				2			
S/Sgt		5	5	1	3	11	3
A/1C	2	2	1	1	1	4	5
A/2C	2	9	8	8	8	17	7

The figures for Manned in Required Specialties (MIRS) for December were as follows:

<u>DIRECT SUPPORT</u>	<u>INDIRECT SUPPORT</u>
AUTH: 779	AUTH: 324
ASGD: 816	ASGD: 324
MIRS: 627	MIRS: 262
MIRS Percentage: 80.48	MIRS Percentage:

On the Job Training

The results of the airmen proficiency tests were received by the wing 20 December 1957, the following results were accomplished: between 12 and 15 November 1957, 71 airmen received the tests at both the five and seven skill levels of this number 64 received satisfactory ratings. Five airmen received the test at the three skill level; of

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6. TWX, from C 15AF to C 810ADiv, DPRPA 63459, Subj. Accelerated Early Release Program, 9 Nov 57, Exhibit 14.
  7. SO 126, HQ 97BW, 1 Dec 57, Exhibit 15.

this number four received satisfactory ratings. Fifty airmen were upgraded in the month of December: four to the three level, 40 to the five level, and six to the seven level. (UNCLASSIFIED)

As of 31 December 1957, there were 28 airmen in the O10 skill class placed on OJT training for the three level. Two hundred nineteen airmen were in OJT training for the five level, and 50 five level airmen were in OJT training for the seven level. Sixty-two airmen were in authorized cross-training OJT-D and four airmen first class were on OJT training to the seven level. (UNCLASSIFIED)

#### Inspection

The Fifteenth Air Force IG inspection report revealed that the wing's Directorate of Personnel was organized and functioning in accordance with SAC Manual 30-1. Monitoring of personnel functions was considered adequate. The Reports Branch was considered unsatisfactory. The inspector recommended that this section have the personal attention of the Director and closer supervision of the personnel Sergeant Major. In a previous inspection 15-24 April 1957 the Reports Branch was rated unsatisfactory. (UNCLASSIFIED)

The Officer's and Airmen's Branches were rated satisfactory, and supervision was considered adequate. However, the inspectors recommended increased emphasis and supervision in the posting of records of previous convictions and time lost (AF Form 1226) and

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8. Sect Hist, 31 Dec 57, prep by Centralized Personnel.
  9. Rept, "Report of General Inspection of Biggs Air Force Base, Texas," 16 Dec 57, prep by USAF IG, filed in 97BW DO.



in the accomplishment of annual records reviews in the airmen's  
10  
 branch. (UNCLASSIFIED)

At the time of the inspection manning records in the personnel  
 office indicated that the body manning was as follows: Officers 99  
 per cent, airmen 103 per cent. The Director indicated the follow-  
 ing areas were critically short and that they adversely affected the  
11  
 unit's mission:

OFFICER

<u>AFSC</u>	<u>TITLE</u>	<u>AUTHORIZED</u>	<u>ASSIGNED</u>
1525	Navigator	For 72 Crews.	Projected 6 Months-68
3244	Wing Gunnery	1	0
7316/34	Personnel Officers	5	5*
6416/6424	Supply Officers	9	8**

\* Three of assigned are 2/Lts from ROTC  
 \*\* Two pending PCS, 4 are 2/Lts from ROTC

AIRMENRadio Radar System

30133B	Authorized - 6	Assigned - 17	Over - 11
30153B	Authorized - 25	Assigned - 5	Short - 20
30173B	Authorized - 11	Assigned - 2	Short - 9

Armament System

32170B	Authorized - 3	Assigned - 1	Short - 2
32170C	Authorized - 3	Assigned - 0	Short - 3
32170D	Authorized - 3	Assigned - 0	Short - 3
32170E	Authorized - 21	Assigned - 6	Short - 15

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10. Ibid.  
 11. Ibid.

Aircraft Accessories Maintenance

42330	Authorized 3	Assigned 15	Over - 10
42350	Authorized 39	Assigned 21	Short - 18
42370	Authorized 5	Assigned 3	Short - 2

The Director stated the following overages in airmen personnel affected the accomplishment of the Wing's mission:  
12

Bomb Navigation - System

32130E	Authorized - 10	Assigned - 2	Over - 8
32150E	Authorized - 42	Assigned - 80	Short - 38
32170E	Authorized - 21	Assigned - 6	Short - 15

Jet Mechanics

43131E	Authorized - 25	Assigned - 129	Over - 104
43151E	Authorized - 192	Assigned - 138	Short - 54
43171E	Authorized - 93	Assigned - 88	Short - 5

Ground Safety

The ground safety activities within the wing were rated unsatisfactory by the IG inspectors, for the following reasons: ground powered equipment was left unattended in the immediate vicinity of aircraft: one assistant crew chief was found asleep against the power unit he was attending; a congestion of power units, POL equipment, construction equipment, aircraft being towed and crew vehicles, created a definite hazard on Taxiway T-4. Liquid oxygen carts not properly secured after use, and personnel not aware of the dangers of liquid oxygen. During the EWP exercise the wing ramp area was cluttered with fire extinguishers, power units, and crew chief stands. (UNCLASSIFIED)  
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12. Ibid.  
13. Ibid.

The following table, based on the SAC rating system, indicates the December trend for Ground Safety:

Month	USAF		Civilian		USAF		Cost	Strength
	Man-Days Exposure	No. Inj	Man-Hour Exposure	No. Inj	Vehicle Mileage	No. Accts		
Sep	44,820	4	776	0	20,928	0	\$1,717.00	1,499
Oct	45,942	3	1,360	0	22,927	1	1,382.00	1,489
Nov	44,280	3	1,200	0	19,654	1	1,486.00	1,483
Dec	39,990	1	1,232	0	21,354	0	1,214.00	1,297
TOTAL:	175,032	11	4,568	0	84,863	2	\$5,799.00	5,768
Rate:	6.28		0.00		2.36		Cost Index	1.00
							Military Injury Rate	6.28
							Civilian Injury Rate	0.00
							USAF Vehicle Accident Rate	2.36
							Ground Safety Index	8.64

The 97th Bombardment Wing attained 50 per cent of the total allowable points for December. The injury rate was 2.50 and USAF Vehicle accident rate was 0.00. There were no private or USAF vehicle accidents during this period. <sup>14</sup> (UNCLASSIFIED)

#### State of Discipline

The state of discipline within the various bombardment squadrons was considered marginal by the inspectors. Two out of the three tactical squadrons were rated unsatisfactory for various reasons, while the third, the 342nd Bomb Squadron was complimented. The roll call and mission briefing of the 342nd were conducted in a professional manner, and crew members were attentive and neat appearing. <sup>15</sup> (UNCLASSIFIED)

14. Rept, "Ground Safety Injury and Vehicle Rate," Dec 57, prep by Sidney S. McMath, Base Safety Engr. On file in BISO.
15. Rept, "Report of General Inspection of Biggs Air Force Base, Texas," 16 Dec 57, prep by USAF IG, filed in 97EW DC.

Awards and Decorations

The 340th Bombardment Squadron was selected as the winner of the inter-wing Flying Safety Award for December by accumulating the most credits under the point system established by the 97th Bomb Wing. Captain Charles E. LeGrand, from the 340th Bomb Squadron was selected 97th Bomb Wing Flying Safety Officer of the month for devoted interest in organizing an outstanding program within the 340th Bomb Squadron. (UNCLASSIFIED)

Outstanding maintenance man of the month selected by the wing was Staff Sergeant Marland E. Lee, for outstanding accomplishments as non-commissioned officer in charge of the Fuel Cell Repair Shop. (UNCLASSIFIED)

Summary

As 1957 came to a close, the Wing was undermanned in officers and over strength in airmen. This situation was not critical, however, the degree of skilled personnel in many areas had an adverse affect on the mission of the wing. (UNCLASSIFIED)

The Personnel Section was inspected 9-16 December, by the USAF Inspector General. Recommendations for improvement and corrective action were made by the inspectors in the areas where discrepancies were noted. (UNCLASSIFIED)

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16. Pictorial representation, Exhibit 16.  
 17. Reg, 97BW Reg 35-3, 1 Nov 57, filed in 97BW Office of Safety.  
 18. Rept, "Historical Report, 97EW Office of Safety", 13 Jan 57, on file in BISO.

~~SECRET~~

The upgrading program of combat crews continued through December. A total of 61 crews were assigned to the wing, of that number 45 were combat ready. Six of those 45 were on a rotational alert at a forward area base. (SECRET)

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CHAPTER III  
OPERATIONS AND TRAINING

Introduction

An Emergency War Plan Capability and General Inspection was conducted in the early part of December. As a result of this inspection there were a number of recommendations made as to method of operation which were in the process of being implemented during the remainder of the month. (UNCLASSIFIED)

Full Scale concentration on "Pop Up" training was placed in effect in December, however, weather conditions prevented the utilization of the primary route to the north, and a number of planned sorties had to be diverted to other training requirements because of adverse weather conditions in the "Pop Up" training areas during the month. "Reflex Actor" was begun in December with the deployment of five B-47 aircraft of the Wing and six combat ready crews to Plattsburg Air Force Base, New York. This exercise was designed to increase the strike potential of the Strategic Air Command at forward area bases. (SECRET)

The Wing requested and received an extension on the termination of the upgrade program. Although the planned quota in upgrading of crews in December was met, newly established requirements threatened to have an adverse affect on the program. (CONFIDENTIAL)

Programming Plan

In a letter through channels from SAC Headquarters, the Wing was directed to conduct a special upgrading program for the purpose of qualifying as many crews as possible in the period 1 October 1957 to

CONFIDENTIAL

1 February 1958.<sup>1</sup> With the maximum training capabilities in mind the Wing requested a delay in starting the program. Higher Headquarters viewed this unfavorably and as an alternative directed the starting date remain 1 October 1957, and if more time was needed for the completion of the training, it could be granted. ~~(CONFIDENTIAL)~~

The Wing requested and was granted an extension on the program.<sup>2</sup> The termination of the training was extended to 28 February 1958. With the loss of one crew to the B-52 program in January 1958, the Wing expected to have a total of 60 crews of which 55 would be combat ready under this program.<sup>3</sup> Although the official upgrade program terminates in February 1958 the present overall wing program was expected to produce a total of 64 complete crews of which 56 would be combat ready, by the end of April 1958. This program included the loss of one additional crew to the B-52 program but did not include any regression factors or other critical losses that could occur.

~~(CONFIDENTIAL)~~

The Wing received a draft copy of SAC Regulation 50-43, Combat Ready Status, effective 1 January 1958. It was established in this Regulation that "Pop Up" would be a prerequisite to combat crew upgrading; making the present upgrading and "Pop Up" programs obsolete. This qualification would delay the upgrading of non-combat ready

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1. Hist, 97BW Nov 57, PP 16-17.
  2. Rept, "SAC 5-T-12, Wing Commander's Remarks", P 8, Dec 57, prep by Records Analysis. Exhibit 12.
  3. Rept, "97BW Consolidated Combat Crew Availability", 23 Dec 57. Exhibit 17.

crews for a minimum of five weeks. In addition completion dates of combat ready crews would be delayed because of the number of qualified instructors diverted from combat ready to non-combat ready. The added requirement of SAC Regulation 51-19 to be included as part of student entry qualifications, graduation from the Air Training Command (ATC) Nuclear Weapons Course would prevent the formation of additional crews with the assigned personnel. <sup>4</sup> (CONFIDENTIAL)

Because of the adverse effects anticipated in the requirements of the revised regulations 50-43 and 51-19, the Wing Commander requested a waiver on the two requirements until the present upgrading program terminated. With approval of this waiver crews upgraded during the program would be qualified in "Pop Up" tactics after reaching combat ready status along with other combat crews engaged in this training. All crews scheduled for upgrading after termination of the upgrading program would complete Pop Up training prior to becoming combat ready. The same rules would apply for the completion of ATC Nuclear Weapons Course of instructions. <sup>5</sup> (CONFIDENTIAL)

Operation "Pop Up"

USAF directed that SAC expand low level navigation training <sup>6</sup> missions with the flights to be flown in daylight hours under clear weather conditions at 500 foot altitudes. The training was scheduled to start 15 November 1957, however a KC-97 of the 509th Bomb

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4. Ibid.  
 5. Ibid.  
 6. TWX, Hq 15AF to C 210 ADiv, DCT 5376, 17 Oct 57, Filed in 97BWDC. (Conf)



Wing from Walker Air Force Base crashed while slow flying one of the routes and the starting date for this program was extended to begin 25 November 1957. ~~(SECRET)~~

The month of December involved a full scale concentration on "Pop Up" training. Generally the results were satisfactory, however, weather conditions prevented utilization of the primary route to the north. Progress reported on "Pop Up" training was as follows: 11 crews completed mission one, phase I; 10 crews completed mission two, phase I, eight crews completed mission three, phase I and five crews completed mission four, phase I. There were no crews requiring additional mission in phase I training. (UNCLASSIFIED)

The requirement for the fourth "Pop Up" mission to be a standardization check flight presented a temporary operational scheduling problem to the unit, primarily because of the relatively late date the requirement was established. The Wing purposely scheduled non-standardization instructor crews for early qualification in the "Pop Up" tactic so it would not interfere with the already full schedule of the standardization crews operating under the upgrade program.

~~(CONFIDENTIAL)~~

Operations Order 96-57

Requirements existed to improve SAC strike potential at forward area bases. This overall operation was given the unclassified nickname "Reflex Action" and the mission was to maintain five B-47 alert aircraft on a weekly basis from the home base. The operation was

~~SECRET~~

scheduled to begin 3 December 1957. <sup>7</sup> ~~(SECRET)~~

On 3 December 1957, "Reflex Action" was implemented with the deployment of five B-47 aircraft and six combat ready crews, with the necessary ground and operations support personnel. Aircraft were rotated on a 2-2-1 basis, departing from Biggs Air Force Base on Tuesday, Wednesday, and Thursdays. Return of other aircraft were on Wednesday, Thursdays and Fridays. This schedule was considered not in the best interests of training because it required aircraft to land at Plattsburg by noon local time. This made it necessary to take-off from Biggs at an hour when normal Radar Bomb Scoring (RBS) times were not available. Plans were being made to change this schedule in February 1958. <sup>2</sup> ~~(SECRET)~~

On 20 November 1957, Annex D was published. This was the Logistical and Administrative instructions applicable to all personnel who would participate in operation "North Cliff" at Plattsburg Air Force Base, New York effective 29 November 1957. <sup>2</sup> ~~(SECRET)~~

Three amendments to the basic order of Operation 96-57, "Reflex Action" were published in November 1957. Amendment number one pertained to operations, routes and special weapons, and was published 20 November 1957. <sup>10</sup> Amendment number two furnished the support airlift schedule and listed the individual clothing

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7. Order, 97BW Ops Order 96-57, "Reflex Action" 14 Nov 57, Exhibit 18.
  8. Rept, Hist of Trg Div, 9 Jan 58, prep by 97BW Trg Div, filed in 97BW classified files.
  9. Annex, Annex D to Ops Order 96-57, 20 Nov 57, Exhibit 19.
  10. Order, "Amendment 1 to 97BW Ops Order 96-57, Reflex Action", 20 Nov 57, Exhibit 20.

~~SECRET~~

requirements for personnel deploying on "North Cliff"<sup>11</sup>. Amendment number three published 13 December 1957 dealt specifically with Electronic Counter Measures (ECM).<sup>12</sup> ~~(SECRET)~~

Alert Plan

The 97th Bombardment Wing Medium, published an unclassified "Alert Plan"<sup>13</sup> 4 December 1957. The primary purpose of this plan was to insure the capability of the wing, by maintaining a better state of readiness. The plan was designed to let everyone know in detail the part he plays so that upon notification of an alert he could follow through speedily and effectively until the exercise was completed. The plan would also serve as a ready guide for unit commanders, staff sections and individuals. On 20 December 1957, the wing published a classified crew flimsy,<sup>14</sup> to be used in conjunction with the alert plan, this flimsy contained the assigned crews position during the exercise. (UNCLASSIFIED)

Air Refueling

The abort rate in air refueling sorties in December was 24 out of 92 sorties scheduled. This caused the loss of 15 air refueling training sorties that had been scheduled for non-combat ready crews

11. Order, "Amendment 2 to 97BW Ops Order 96-57, Reflex Action", 22 Nov 57, Exhibit 21.
12. Order, "Amendment 3 to 97BW Ops Order 96-57, Reflex Action", 13 Dec 57, Exhibit 22.
13. Plan, "97th BW Alert Plan, 4 Dec 57," prep by 97BW, Exhibit 23.
14. Plan, Classified Crew Flimsy to 97BW Alert Plan, Exhibit 24.

~~SECRET~~

participating in the upgrade program. It was felt that a continuation of this trend might cause slippage in the overall upgrade program. <sup>15</sup> (CONFIDENTIAL)

#### Air Training

Thirteen December 1957, the Wing Commander conveyed the results of a careful review of the Wing's air and ground training achievements over the past several months to those concerned in the wing. This brought to their attention the weak areas which needed considerably more attention and emphasis. Outlining his policies for the quarter beginning 1 January 1958, the Commander made clear the areas that were weak, and pointed out the ways to correct those weaknesses. In summing up the letter the Commander stated that the Wing had a capability to be the number one Wing in SAC and that he was looking forward to a fine record in 1958. <sup>16</sup> (UNCLASSIFIED)

#### Communications and Electronics

The 97th Bomb Wing Communications-Electronics Section inspected by Fifteenth Air Force inspector general received a satisfactory rating. Normal EWP briefings were conducted during the inspection. (UNCLASSIFIED)

Ground school for B-47 crew members was conducted on the first, second and third Saturdays of December. Subjects covered were Air/

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15. Report, "SAC 5-T-12, Wing Commander's Remarks", Exhibit 12.
  16. Letter, "Air Training" 13 December 1957, prepared by C 978001 Wing. Exhibit 25.

Ground communications procedures, Escape and Evasion and Survival  
communications. <sup>17</sup> (UNCLASSIFIED)

Intelligence

The IG report revealed that the following authorized personnel were not assigned in the Intelligence Section: one Air Force Specialty Code (AFSC) 1525 navigator, one AFSC 2044 photo interpreter, two AFSC 2094 Intelligence Officers and one AFSC 70270 administrative supervisor. At the end of the reporting period, the Intelligence Section reported shortages of one 2044, two 1525E and one 70270 still existed. <sup>18</sup> (UNCLASSIFIED)

All combat mission folders and target mission folders were completed for target study on new targets assigned effective 6 January 1958. The new SAC Regulation 50-7 training requirements were initiated with emphasis on cross training. All sections within the Intelligence Division were re-writing their course outlines and effective date of completion of those outlines was set at 15 February 1958. The training outline will be in the form of completed scripts with applicable training aids, or a complete packaged unit for all instructors. <sup>19</sup> (UNCLASSIFIED)

REMARKS

The supervision imposed by the Gunnery Section was considered

17. Sect Hist, "DOC" prep by Maj. R. E. Dusenberry, 10 Jan 58.
18. Hist Rept, Intelligence Section, Jan 58, prep by Lt. Col. J. W. Hensley, Chief of Intelligence Division, 97EW on file in 8130.
19. Ibid.

~~CONFIDENTIAL~~

marginal by the IG inspectors. The officer assigned this duty was assistant ECM officer. Records of T-1A trainer section indicated that many co-pilots had accomplished four to eight hours trainer time in a month period with accrued credit received for this accomplishment. SAC regulation 50-24B limited T-1A credit to two hours per month. (UNCLASSIFIED)

From a total of 13 missions flown, the fireout average for December was 97.6 per cent. For the year 1957, out of a possible 122,900 rounds loaded 119,260 rounds were fired. The annual fire-out average was 97 per cent. (UNCLASSIFIED)

#### Special Weapons

The rating for the special weapons section in the IG report was marginal. The inspectors indicated that a lack of staff control was the reason. (UNCLASSIFIED)

In December the special weapons section continued to operate with the shortage of one instructor. With this condition existing training accomplishments were as follows:

<u>Classroom</u>	<u>Range Exercise</u>	<u>32-2 Exercise</u>	<u>Staff Personnel</u>
34 Personnel Plus	9 crews	2 Dec 1957	21 Personnel
3 Personnel at Reflex Base		9 Dec 1957	

The assembly of the 25 Technical Orders was completed 7 December

20. Rept, Hist of Eng Div, 9 Jan 58, prep by 97BW Eng Div, filed in 97BW classified files.
21. Rept, Report of E&P Capability and General Inspection, 18 Dec 57 filed in 97BW DC.

~~CONFIDENTIAL~~

1957. The section received assistance from eight additional un-  
listed personnel to accomplish this task. (UNCLASSIFIED)

#### Ground Training

December was highlighted by several crash programs to improve accomplishments in areas where only limited training had been accomplished. Handgun firing was conducted each Saturday through 21 December and approximately 75 per cent of all staff personnel completed this training. Aircrew block training was conducted each Saturday during the first three weeks of December and the final accomplishment was 52 per cent. Prior to December no block training for phase II 50-74 subjects had been conducted. Continued emphasis was also placed on the judo program. A total of 550 hours of judo training was accomplished which brought the Wing total to 70 per cent of the total requirement for phase II. (UNCLASSIFIED)

The general EWP and compliance inspection of the ground training section by the IG inspectors found poor administrative practices being followed and an accurate status of the training program was not readily available. The ground training section was rated unsatisfactory. (UNCLASSIFIED)

#### Recd-Mat

The crew upgrading program continued according to plan. The IG team inspected this section in conjunction with the Division inspection.

21. Rept, Hist of Trg Div, 9 Jan 58, prep by 9784 Trg Div, filed in 4784 classified files.
22. Ibid.
23. Ibid.

~~CONFIDENTIAL~~

7-16 December. The section was rated only marginal chiefly because of discrepancies found in the EWP folders. The discrepancies were relatively minor, however, it was clear that more attention would have to be paid by the Bomb-Nav Section to the Wing's EWP. ~~CONFIDENTIAL~~

The "Pop Up" training continued in December. The wing fell just short of it's goal to check out seven instructor crews in this procedure, because of mission cancellations due to weather and aircraft aborts. The Bomb-Nav section's responsibility for the briefing of crews, supervision of flight planning and scheduling of various routes was proving to be a major project, which required the equivalent of the full time of one officer in the section. ~~CONFIDENTIAL~~

Operation "Reflex Action" commenced on 3 December. During December which was a special training month, enroute training was not emphasized in conjunction with this deployment. Plans and schedules were firmed, however, to attempt to realize maximum training accomplishments in subsequent months. ~~CONFIDENTIAL~~

On 13 December the Wing Commander assigned a project to the section to begin preparations for the 1968 Bombing Competition. This project was launched by the earmarking of nine crews in the wing for possible participation. These crews would be given additional opportunity for bombing navigator practice under competition conditions. A project was also launched to obtain complete target intelligence on the sites that would possibly be used. (UNCLASSIFIED)

25. This.

~~CONFIDENTIAL~~



The wing was faced with the loss of five experienced Navigators; two to Air Training Command at McConnell Air Force Base, two to the B-52 program and one to "Bootstrap". (UNCLASSIFIED)

#### Flying Safety

In a letter to all commanders, maintenance personnel and combat crew members, the Wing Commander pointed out the greatest flying safety hazards that the wing faced.<sup>26</sup> Two flying safety meetings were conducted in December. The first meeting was attended by all personnel and included the following: a lecture by the flight surgeon on the dangers of self medication; a discussion and detailed instructions regarding new criteria for take-off computations required by SAC Headquarters was conducted by the Chief of Standardization Board; a lecture covering the preflight of brake chutes, aborted take-off procedures and proper use of brakes to assure maximum action was presented by the Wing Director of Safety, and a film was shown on ground control approach.<sup>27</sup> (UNCLASSIFIED)

#### Flying Time

The overall flying time logged by the Wing in December was 1234 hours. The tactical squadrons of the wing flew 212 sorties for a total of 1217:25 hours of a scheduled 226 sorties for 1333:35 hours. (UNCLASSIFIED) \*

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26. Ltr, "Figures Lie and Liars Figure", 16 Dec 57, prep by C 9784, Exhibit 26.  
 27. Interview, by A/IC H. J. Spiess with Director of Safety 9/13, Capt. J. D. Hammond 30 Dec 57.

~~CONFIDENTIAL~~

Standardization

Standardization checks were administered to the following crews and/or personnel in December: formal and no-notice checks under the provisions of SAC Regulation 51-4 were given to two crews, two staff members and seven individuals. Pre-Solo checks under the provisions of SAC Regulation 51-19 were administered to one staff member and 10 individuals. (UNCLASSIFIED)

The inspection team found the Standardization Division generally satisfactory except the processing of the paper work and the maintenance of the area were considered unsatisfactory. The Director of Standardization re-organized the records system to enable the Standardization Division to more closely monitor the progress of checks and the flow of required paper work through channels. The Division has also adopted a strict policy regarding the time allowed the Squadrons in completing corrective action and sending the paper work to the Director of Operations. <sup>28</sup> (UNCLASSIFIED)

Summary

The termination date of the crew upgrading program was extended from 1 to 28 February 1958, by higher headquarters on the request of the Wing. All forecasted dates were met, but new requirements effective 1 January 1958 would delay the program for a minimum of five weeks. ~~(CONFIDENTIAL)~~

Six combat crews and five B-47 aircraft deployed to Plattsburg, New York on operation "Reflex Action" implemented 3 December 1956.

28. Hist, "975W Standardization Division", 30 Dec 57, prep by Maj. R. H. Amy.

~~CONFIDENTIAL~~

~~SECRET~~

This rotational exercise was designed to maintain five aircraft and crews at a forward base area at all times to increase the strike potential of SAC. ~~(SECRET)~~

The month of December involved a full scale concentration on "Pop Up", low altitude flying training. Generally the results were considered satisfactory, however, weather conditions prevented utilization of the primary route to the north. ~~(SECRET)~~

On 9 December inspectors from Fifteenth Air Force called an alert which lasted for one week. Results of the Wings portion of the EWP ground phase were considered excellent. The Wing was not required to fly a USCM and this part of the inspection was omitted. The compliance portion of the inspection uncovered the usual items.  
(UNCLASSIFIED)

CHAPTER IV  
MATERIEL

Introduction

The various sections of operations and maintenance were visited by the Fifteenth Air Force Inspector General Team, in December. The general overall rating was satisfactory, however, in some phases especially the operation phase, discrepancies were noted and recommendations were made by the team for corrective action. As December ended corrective action was being taken in the weak areas. (UNCLASSIFIED)

Among the various sections inspected the Job Control Branch was awarded a very satisfactory rating for its operation, and in spite of alerts and the holiday standdown, the Wing accomplished its flying hour allocation. (UNCLASSIFIED)

Maintenance

The Maintenance function planned to provide the Wing with 1200 flying hours in 234 B-47 sorties. A total of 212<sup>1</sup> sorties were flown with a total of 1217:25 hours of flying time logged.<sup>2</sup> Thirteen sorties were cancelled for various reasons and the Wing had a score of 95.5 per cent of its aircraft operationally ready and flyable in accordance with SAC Technical Pamphlet 170-1. (UNCLASSIFIED)

Field Maintenance

The Jet Engine Shop of the Propulsion Branch, minor repaired four engines and shipped four engines to depot. The build-up section com-

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1. Plan, "Operations and Maintenance Plan 414-57, 1 Dec 57, prep by 97BW DOT. Exhibit 27.
  2. Rept, "Monthly Maintenance Summary 1-31 Dec 57, prep by Chief of Maint. Exhibit 28.

pleted five J-27-25 engines and one J-47-13 jet engine. The unit change section changed seven B-47E engines and one F-26-A engine. This section also ran up eight engines on the jet test stand. (UNCLASSIFIED)

Nylon webbing for B-5 parachutes, stock number 3305-286-7035, received in November 1957 which was found to be defective, resulted in an unsatisfactory report being forwarded to the depot. Nylon cord, stock number 4020-246-0689, on a supply difficulty letter (67-3), subject in a report in November was not received as the month closed. Technical Order 1402-2-512, Inspection of Automatic rip cord release pinion gear, Technical Order modification was started 6<sup>2</sup> December and approximately 50 were completed out of 150 assigned. Technical Order 1402-2-513, Inspection of Automatic Arming Lever, Technical Order modification was started 6 December and approximately 50 of those were completed out of 150 assigned. (UNCLASSIFIED)

IRAN of B-47 Aircraft

The following aircraft departed for the Inspection and Repair as Necessary (IRAN) facility indicated as specified in Air Force Contract AF34(601)3585: (UNCLASSIFIED)

<u>ACFT NUMBER</u>	<u>IRAN FACILITY</u>	<u>DEPARTURE DATE</u>
52-062	Douglas-Tulsa	3 Dec 57
51-5256	Lockheed-Marietta	6 Dec 57
51-7057	Lockheed-Tulsa	9 Dec 57

3. Unit Hist, "A&E Sq, 1-31 Dec 57, prep by Lt. H. A. Schadel, on file in BISO.
4. Unit Hist, 97DM, Dec 57 prep by Maj. D. H. Erickson, Actg Chief of Maintenance. On file in BISO.

~~SECRET~~

51-2445	Lockheed-Tulsa	13 Dec 57
51-2443	Lockheed-Tulsa	16 Dec 57
52-050	Douglas-Tulsa	16 Dec 57
52-055	Douglas-Tulsa	20 Dec 57

Receipt of Modified B-47 Aircraft from IRAN facility:

The following aircraft were received from the IRAN facility indicated in accordance with SAC Project SAC 6B-637: (UNCLASSIFIED)

<u>ACFT NUMBER</u>	<u>IRAN FACILITY</u>	<u>ARRIVAL DATE</u>
53-1854	Kelly AFB	10 Dec 57
51-7056	Lockheed-Marietta	17 Dec 57
51-2432	Lockheed-Marietta	21 Dec 57
52-3355	Lockheed-Marietta	21 Dec 57

One RB-47E number 52-727 was assigned 18 December 1957 from Little Rock Air Force Base, to be utilized for training purposes.

(UNCLASSIFIED)

Aircraft arriving from IRAN facilities continued to be short such items as Bomb-Nav systems, spare amplifiers, bomb bay components (Arming controls, single sling chain extensions, sway braces and miscellaneous pieces of the Mark VI configuration) and K17C camera components. Action to obtain the shortage from the IRAN facilities and the last organization possessing the aircraft produced negative results. T.O. 00-35-D-263, Section III, paragraph 3-2 required a lapse of 30 days prior to requesting shortages through supply channels. The combat capability was being maintained only by cross utilization of equipment from unmodified aircraft to the IRAN aircraft. If the Wing continued to receive aircraft with shortages

5. Ibid.

~~SECRET~~

~~SECRET~~

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from IRAN facilities, while furnishing complete aircraft to IRAN, a regression of combat capability is inevitable. The situation had passed the critical stage and Command assistance was required. <sup>5</sup> (SECRET)

Foreign Object Damage, J-47-25A Engines

The Wing lost two engines due to foreign object damage during <sup>7</sup> December. (UNCLASSIFIED)

Logistics

The 810th Air Division called a practice alert 2 December 1957, to determine the EWP readiness of the Division. It was apparent that improvements were necessary in personnel processing, preparation of personnel for EWP participation and cargo load preparations. The processing building was changed to the parachute packing building to provide a heated area and a facility that would readily lend itself to the processing problem with two lines if necessary. (UNCLASSIFIED)

The Fifteenth Air Force Air Inspector General called a no-notice EWP readiness inspection on 9 December. However, insufficient time had elapsed since the preceding test and all improvement measures had not been implemented. Accordingly the processing procedures, cargo preparation and personnel handling were declared marginally unsatisfactory. As a result of the foregoing all passengers on tactical aircraft would come from within the wing to permit easier control and loading. Further, it was mandatory to operate two processing lines

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6. Rept, "Wing Commander's Remarks, 5 SAC T-12", Exhibit 12
  7. Unit Hist, 97DM, Dec 57, prep by Maj. D. H. Erickson Actg Chief of Maintenance. On file in HISO.

to permit processing of support and tactical passengers simultaneously since all baggage must depart this station by support aircraft at E plus 5 hours. (UNCLASSIFIED)

Approximately 4000 pounds of bomb racks and allied gear was pre-positioned at Plattsburg Air Force Base on 4 December 1957 to give the Wing a recycle capability in connection with "Reflex Action."

~~(SECRET)~~

#### Production Analysis

In a booklet published by the Production Analysis Section, a considerable reduction in productive maintenance cost was reflected in the areas represented for December as compared with November 1957. The booklet made information on productive maintenance cost, a breakdown on absent manhour, lag time, utilization of manhours per squadron, excused from duty versus overtime and the delivered sorties, readily available for commander's reference. <sup>2</sup> (UNCLASSIFIED)

#### Quality Control Branch

Two periodic inspections were accomplished in the Wing and five in base flight. Three in-commission inspections were accomplished and five jacket file inspections were completed on base flight. The Quality Control Branch forwarded a data report to the Chief of Maintenance, which showed the incidence of discrepancies for each organization for a previous six months period inclusive of December. The

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8. Ibid.

9. Booklet, "Monthly Maintenance Summary," Dec 57, prep by Production Analysis Section, 97BW, Exhibit 29.



report enabled easier determination of trends. The circling of each phase of inspections, which exceeded inspection standards and supervisors, in that they could readily determine weak areas and take appropriate action. (UNCLASSIFIED)

#### Supply

There were no SAC 310 inspections conducted in December, however all unit supplies were inspected by the Fifteenth Air Force IG inspection team and were considered satisfactory. (UNCLASSIFIED)

Tool kit listings required to implement Section 6, Volume IV, Air Force Manual 67-1 on permanent issue of tool kits and flying clothing on Air Force Form 538, were prepared and disseminated to the three squadrons by the Staff Supply Section. Additional tool kit listings required in the three maintenance squadrons were in the process of being prepared and were to be disseminated in January 1958. (UNCLASSIFIED)

Initial action was taken in December to establish a Wing supply school for the purpose of training newly assigned supply officers and supervisors. Plans were made to start this school on/about 15 January 1958. (UNCLASSIFIED)

At a Commander's Noncommissioned Officers Advisory Council Meeting 17 December, the Wing Commander advised those present that

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10. Rept, "Quality Control Branch Activities Data for Dec 57", prep by Quality Control Officer. Exhibit 30.
  11. Unit Hist, 97DM, Dec 57, prep by Maj. D. H. Erickson Actg Chief of Maintenance. On file in BISO.

he visited the POL Section. The section was experiencing an extreme shortage of qualified personnel, although there were several O10 skill level airmen assigned. The Wing commander complimented the section for their OJT program. (UNCLASSIFIED)

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12. Minutes, "Commander's NCO Advisory Council, 17 Dec 57", Exhibit 21.

## BIBLIOGRAPHY

The materiel used in compiling this history was obtained from the 97th Bombardment Wing classified files, operations classified files, and squadron and staff section reports. Additional information was obtained through personal interviews with officers and airmen by the wing historian. (UNCLASSIFIED)

## ROSTER OF KEY PERSONNEL

SALVATORE E. MANZO	COLONEL	WING COMMANDER
STEPHEN P. DILLON	COLONEL	DEPUTY WING COMMANDER
JERRY N. CROWLEY JR.	LT COLONEL	DIRECTOR OF MATERIEL
JOHN H. DACUS	LT COLONEL	DIRECTOR OF OPERATIONS
WINFRED C. CRAFT	LT COLONEL	DIRECTOR OF PERSONNEL
MALCOLM C. SIMMONS	LT COLONEL	COMMANDER 340TH BOMRON
KENNETH A. YOUNG	LT COLONEL	COMMANDER 341ST BOMRON
LAWRENCE A. MADSEN	MAJOR	COMMANDER 342ND BOMRON
ROBERT A. CORRIGAN	MAJOR	CHIEF OF MAINTENANCE
WILLIAM L. BRACKLEY	LT COLONEL	COMMANDER 97FMS
STANFORD B. LANE	MAJOR	COMMANDER 97AES
TOM C. BRIZENDINE	MAJOR	COMMANDER 97FMS
ROBERT POLLACK	CAPTAIN	COMMANDER HEDRON SECTION
VERNON R. WEATHERMAN	MAJOR	ADJUTANT

LIST OF EXHIBITS

1. Aircraft Status and Purpose of Flight.
2. Agenda and Minutes of Wing Staff Meeting, 12 December 1957.
3. Agenda and Minutes of Wing Staff Meeting, 20 December 1957.
4. Commanders Call Agenda, 14 December 1957.
5. Ltr, from C HQ SAC to C 15AF "Safeguarding Classified Information", 3 December 1957.
6. Ltr, From C 97BW to all Staff Sections and Squadron Commander's "Handling and Protection of Classified Material", 9 December 1957.
7. Photograph, Wing Crew Member Returning home at Christmas.
8. Christmas Message from C 97BW to all members of the 97BW.
9. Ltr, "Safety During the Holiday Period" from C 97BW to all members of the 97BW.
10. SAC Management Control Statement.
11. Report, "Consolidated Strength Report" 31 December 1957.
12. Report, "5-SAC-T-12, Wing Commander's Remarks" December 1957.
13. Minutes of Combat Control Board Meeting, 10 December 1957.
14. TWX, From C 15AF to C 810 ADiv "Accelerated Early Release Program", 9 November 1957.
15. Special Orders, 126, Hq 97BW Promotions, 1 December 1957
16. Photograph, Combat Crew Member.
17. Rept, 97BW Consolidated Combat Crew Availability, 23 December 1957.
18. Order, 97BW OPS Order 96-57, "Reflex Action" 14 November 1957.
19. Annex D to OPS Order 96-57, 20 November 1957.
20. Order, Amendment #1 to 97BW OPS Order 96-57, "Reflex Action", 20 November 1957.

21. Order, Amendment #2 to 97BW OPS Order 96-57, "Reflex Action" 22 November 1957.
22. Order, Amendment #3 to 97BW OPS Order 96-57, "Reflex Action" 13 December 1957.
23. Plan "97BW Alert Plan", 4 December 1957.
24. Plan Classified Crew Flimsy to 97BW Alert Plan.
25. Ltr, "Air Training" 13 December 1957.
26. Ltr, "Figures Lie and Liars Figure" 16 December 1957.
27. Plan, "Operations and Maintenance Plan 414-57", 1 December 1957.
28. Report, "Monthly Maintenance Summary, 1-31 December 1957".
29. Booklet, "Monthly Maintenance Summary", December 1957.
30. Report, "Quality Control Branch Activities Data", for December 1957.
31. Minutes, "Commander's NCO Advisory Council", 17 December 1957.

REPORT OF AIRCRAFT STATUS AND PURPOSE - FLIGHT													REPORTS CONTROL SYMBOL		
MAJOR AIR COMMAND			SUBCOMMAND				WING		GROUP						
SAC			15TH AF				97TH WING		31 DECEMBER 1957						
SQUADRON			DETACHMENT				INSTALLATION		DATE OF REPORT						
							DING AFB TEXAS		31 DECEMBER 1957						
PART I															
LINE NO.	TYPE, MODEL, AND SERIES	ASSIGNMENT OR STATUS CODE	TOTAL NUMBER ACFT ON HAND	TOTAL HOURS							NOT OPERATIONALLY READY FLYABLE	NUMBER OF LANDINGS OR FLIGHTS		NO USAF/CMD NO USE	
				ON HAND	OPERATIONALLY READY	SUPPLY	TECHNICAL ORDER COMPLIANCE	PERIODIC MAINT INSP	MAL-FUNCTION MECH DEFECTS OPR DAM	OTHER REASONS		L	M	N	
1	B-47D	CC	28	31527	32930	462		514	621			397			
2															
3	TOTAL		28	31527	32930	462		514	621			397			
4															
5															
6															
7															
8															
9															
10															
PART II															
LINE NO.	TYPE, MODEL, AND SERIES	ASSIGNMENT OR STATUS CODE	TRAINING				COMBAT READINESS TNG				OTHER	TOTAL	NO USAF/CMD NO USE		
			SPECIAL FERIED BY MATS FERRY PILOTS	COMBAT CREW AND OPERATIONAL	STUDENT	ADMIN-ISTRATIVE	TRAINING	DUAL PURPOSE	SPECIAL MISSIONS	L			M	N	
1	B-47D	CC		1196						14	1210				
2															
3	TOTAL			1196						14	1210				
4															
5															
6															
7															
8															
9															
10															
TYPE, NAME, GRADE AND TITLE OF COMMANDING OFFICER										SIGNATURE OF COMMANDING OFFICER					
FRID W. McLAUGHLIN, CAPT., USAF															

Headquarters  
97TH BOMBARDMENT WING, MEDIUM  
United States Air Force  
Biggs Air Force Base, Texas

AGENDA FOR STAFF MEETING, 12 December 1957

Wing Commander

1. Crew Authorization
2. Changing Old Procedures
3. Separation of Substandard Officers
4. NCO Academy Student Selection
5. Bad Checks
6. Groundings
7. Offense Summary - Accidents
8. 60-2
9. United Fund Drive
10. Relations with Air Police
11. Operation Dividend

Director of Operations

12. Review of EWP Capability Test
13. Fly Time for December

Director of Personnel

14. Retention
15. Christmas Leave Policy
16. Access to Category I Areas and Aircraft
17. Airmen on OJT for Excessive Period of Time

Director of Materiel

18. Building Utilization

Wing Comptroller

19. SAC Management Control Statement
20. Wing Raffle



Commander, 97th Headquarters Squadron

21. Base Requests Directly Forwarded to Squadrons
22. Commitments During Alert
23. Leave Percentages
24. Christmas Party for Orphans

Commander, 97th A&E Squadron

25. Bending of Film Cans in Camera Compartment
26. Baggage on Vertical Cameras
27. Buildings to be Guarded During Alerts.

Commander, 340th Bomb Squadron

28. Staff Duty Officer During Holidays
29. Time Off During Holidays

Wing Adjutant

30. Better Christmas for Orphans
31. Headquarters Party, 18 January
32. Commander's Call, Saturday, 14 December
33. SAC Regulation 34-16 (Outstanding Airmen and NCOs)

Additional Items:

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Headquarters  
97TH BOMBARDMENT WING, MEDIUM  
United States Air Force  
Biggs Air Force Base, Texas

97ADJ

12 December 1957

SUBJECT: Minutes of Commander's Meeting - 12 December 1957

TO: See Distribution

The meeting was conducted by Colonel S. E. Manzo, Commander, 97th Bombardment Wing (M), with the following staff representatives and squadron commanders present:

Colonel Dillon		Deputy Commander
Lt Col Crowley		Director of Materiel
Lt Col Dacus	(for)	Director of Operations
Lt Col Craft		Director of Personnel
Lt Col Hensley		Director of Intelligence
Lt Col Simmons		Commander, 340th Bomb Squadron
Maj Pickhardt	(for)	Commander, 341st Bomb Squadron
Maj Rohr	(for)	Commander, 342nd Bomb Squadron
Lt Col Brackley		Commander, 97th Per Maint Squadron
Capt Tomlinson	(for)	Commander, 97th Fld Maint Squadron
Maj Lane		Commander, 97th A&E Squadron
Maj Cotnam		Commander, 97th TAC Hospital
Maj Erickson		Maint Cont Officer, 97th Bomb Wing
Capt Pollack		Commander, 97th Headquarters Squadron
Maj McCollum		Director of Safety
Capt Zimmerman		Wing Comptroller
Maj Weatherman		Wing Adjutant
1/Lt Dymmel	(for)	Wing Chaplain

The following subjects were discussed at the meeting and are directive by application:

1. Intelligence Briefing: Captain Cremo presented a classified intelligence briefing.
2. Alert Critique: Lt Col Dacus advised that a critique on the alert would be held on Monday, 16 December 1957 by the Fifteenth Air Force Inspectors. He stated that from an Operations standpoint, this alert was much better than the practice alert of a week ago.
3. Retention: Lt Col Craft reported that the Wing will reach its quota of 20 reenlistments for the period 1 November through 20 December 1957. Thirty-eight first term airmen have been separated, and fifteen reenlisted this period.
4. Christmas Leave Policy: Lt Col Craft advised that Colonel Manzo's policy regarding leaves during the Christmas holidays will be the same as during past years. Fifteen percent of each section will be allowed to be away on leave, and if more can be immediately available in the case of an emergency, this number can be exceeded.

97ADJ, 12 Dec 57, Subj: Minutes of Commander's Meeting - 12 Dec 57

5. Access to Category I Areas and Aircraft: A Disposition Form has been sent around by the Director of Personnel regarding access to these areas. The new system provides for any individual who has a SAC Flight Line Pass, an Identification Card, and who knows the password to be permitted into these areas up until the time that the airplane is loaded. At that time the access rosters will be used.

6. Airmen on OJT for Excessive Periods of Time: Lt Col Craft advised that he has sent out letters giving time elements that are considered excessive to each level. He asked that commanders take special care to prevent this and upgrade an airmen when he is considered qualified.

7. Immunization Shots: The Director of Personnel has devised a new system for insuring that all immunization shots are kept current. A Disposition Form from the Director of Personnel will remind an individual that he is due for an immunization shot, and advises that he must make arrangements himself.

8. SAC Management Control Statement: Captain Zimmerman presented a thorough briefing on Wing standings in the SAC Management Control System.

9. Wing Raffle: Capt Zimmerman advised that enough tickets have been sold to pay for all of the prizes and to pay back the money that was borrowed.

10. Base Requests Forwarded Directly to Squadrons: Captain Pollack reported that many requests for rosters, etc., are being received from Air Base Group functions, which places an extreme administrative hardship on his personnel. Colonel Manzo advised that from now on the Wing Adjutant will monitor such requests.

11. Commitments During Alert: Captain Pollack advised that during an alert, many extra men are required for KP, mess check, etc. Many of the airmen and noncommissioned officers scheduled for these duties are essential to the successful operation of the alert. Colonel Manzo will take this subject up with Air Base Group personnel.

12. Staff Duty Officer During Holidays: Lt Col Simmons brought up the problem of scheduling tactical squadron personnel for duties such as Staff Duty Officer during holidays. Colonel Manzo will go over the roster later and make a decision.

13. Time Off During Holidays: Lt Col Simmons asked whether or not it was anticipated that Wing personnel would be required to work during the coming holidays. Colonel Manzo advised that every attempt is being made to meet all commitments prior to next week end so that the majority of the personnel will not be required to work.

14. Bending of Film Cans in Camera Compartment: Major Lane reported that the practice of bending these cans makes them not useable as they must

97ADJ, 12 Dec 57, Subj: Minutes of Commander's Meeting - 12 Dec 57

carry the film. Colonel Manzo advised that some method must be devised to prevent this from happening, as it is not only destructive, it is also expensive to the Wing.

15. Baggage on Vertical Cameras: Major Lane advised that this practice is also ruining the cameras. Colonel Manzo suggested that the alert plan contain a statement cautioning crew members not to put baggage, etc. on these cameras.

16. Buildings to be Guarded During Alerts: There were about 16 people in the 97th Armament & Electronics Squadron guarding barracks during the alert, who could have been better utilized elsewhere. As this requirement is in the alert plan, Colonel Manzo directed that the plan be reviewed and revised, if necessary.

17. Building Utilization: Lt Col Crowley presented a thorough report on how the buildings would be utilized after the move into the new barracks has been completed. It is anticipated that the move will be completed before the beginning of the new year. Lt Col Craft has been appointed to obtain new day room furniture.

18. P-2 Report: Lt Col Hensley advised that 6 crew members were not tested because the squadrons sent them on TDY without coordinating with Intelligence. He asked that in the future, this coordination be accomplished in order that Intelligence could complete the testing prior to the crews' departure.

19. Christmas Dolls: Chaplain Dymmel reported that the Chaplain has many dolls to give to families of Biggs personnel, and anyone who knows of a family who wants them should contact the Chaplain's Office.

20. Better Christmas for Orphans: Major Weatherman advised that a committee has been set up, headed by Major Ferderber, to raise funds for gifts for the orphans. Voluntary contributions will be appreciated.

21. Headquarters Party, 18 January: Major Weatherman asked that Saturday, 18 January 1958, be held open, as the Headquarters Squadron is going to sponsor a party at the Officers' Club on that date.

22. Commander's Call, 14 December: Major Weatherman announced the following times for the Commander's Call to be held this coming Saturday morning: NCOs - 0730, Airmen - 0900, and Officers - 1015. Everyone must attend unless flying or in direct support of flying.

23. SAC Regulation 34-16: Major Weatherman asked that each squadron review this regulation, as it pertains to the outstanding airman and NCO awards. The next award is due for the period 1 July through 31 December 1957, and every attempt should be made to comply with the regulation as soon as possible after 31 December.

24. Changing Old Procedures: Colonel Manzo stated that the statement he made upon assuming command of the Wing relative to old procedures remaining in effect was not meant to discourage new ideas and suggestions. He will be glad to hear any ideas along these lines.

9/ADD, 12 Dec 71, subj: Minutes of Commander's Meeting - 12 Dec 71

25. Separation of Substandard Officers: Colonel Manzo referred to a letter from Headquarters USAF and advised that a new AFM 36-2 is in the process of being published. This new manual simplifies the procedure for eliminating substandard officers by streamlining administrative procedures, etc.

26. NCO Academy Student Selection: Colonel Manzo directed that as many Maintenance NCOs as possible be scheduled for attendance at the Fifteenth Air Force NCO Academy.

27. Bad Checks: Colonel Manzo reported that there has been a definite increase in the number of bad checks. He directed that each squadron commander publicize the fact that these people will be dealt with severely.

28. Groundings: Colonel Manzo advised that since information received from higher headquarters indicates that over 1100 officers have been grounded, Wing flying officers, especially those with staff positions, be very careful to keep up their flying time and proficiency.

29. Offense Summary - Accidents: Information available to Colonel Manzo reveals that traffic accidents, both on and off base, skyrocketed during the month of November. He instructed squadron commanders to stress safety during the coming holidays. He wants to be briefed on all military vehicle accidents immediately.

30. United Fund Drive: Colonel Manzo commended squadron commanders and staff representatives for the outstanding job accomplished during the United Fund Drive. He advised that the 3 bomb squadrons held top honors, with the 340th in first place, 342nd in second place, and the 341st in third place.

31. Operation Dividend: Colonel Manzo explained that any squadron commander who reenlists three or more first term airmen will receive a desk pen set. We already have three squadron commanders who will receive them, and he encouraged everyone to push reenlistment.

The meeting was adjourned at 1435 hours.

FOR THE COMMANDER:

DISTRIBUTION:

2 cys: 97DD

97DM

97DP

97DS

97DCR

97DMM

97DOI

34OES

341BS

342BS

97AES

97FMS

97FMS

97HSS

97TH

97C (File)

4 cys: Base Historian

  
VERNON K. WEATHERMAN

Major, USAF

Adjutant

Headquarters  
97TH BOMBARDMENT WING, MEDIUM  
United States Air Force  
Biggs Air Force Base, Texas

AGENDA FOR STAFF MEETING, 20 December 1957

Deputy Wing Commander

1. Duty Schedule During Holidays

Director of Personnel

2. Retention
3. Command Policy on Off-Duty Education

Director of Operations

4. Change 1, SAC Regulation 51-26, 4 Dec 57
5. Alert Check List
6. Staff SWP 21 December
7. Approach to Flying Training for 1958

Wing Comptroller

8. Wing Raffle

Director of Intelligence

9. Intelligence Briefing

Additional Items:

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Headquarters  
97TH BOMBARDMENT WING, MEDIUM  
United States Air Force  
Biggs Air Force Base, Texas

97ADJ

20 December 1957

SUBJECT: Minutes of Commander's Meeting - 20 December 1957

TO: See Distribution

The meeting was conducted by Colonel S. E. Manzo, with the following staff representatives and squadron commanders present:

Colonel Dillon	Deputy Commander
Colonel Thabault	Director of Operations
Lt Col Crowley	Director of Materiel
Lt Col Craft	Director of Personnel
Lt Col Hensley	Chief, Intelligence Division
Maj McCollum	Director of Safety
Lt Col Simmons	Commander, 340th Bomb Squadron
Lt Col Young	Commander, 341st Bomb Squadron
Maj Rohr (for)	Commander, 342nd Bomb Squadron
Lt Col Brackley	Commander, 97th Per Maint Squadron
1/Lt Schadel (for)	Commander, 97th Fld Maint Squadron
Maj Lane	Commander, 97th A&E Squadron
Maj Borgen	Commander, 97th Headquarters Squadron
Maj Erickson	Chief of Maintenance
Maj Cotnam	Commander, 97th TAC Hospital
Maj Weatherman	Wing Adjutant
Capt Petram	B-47 Mobile Training Detachment
S/Sgt Pearson (for)	Wing Comptroller

The following subjects were discussed at the meeting and are directive by application:

1. B-47 MTD: Since this unit will depart Biggs shortly, Captain Petram expressed his appreciation for the outstanding support given by this Wing during their period of assignment here.
2. Intelligence: Lt Col Hensley presented a classified intelligence briefing.
3. Change 1, SAC Reg 51-26, 4 Dec 57: Colonel Thabault requested that all personnel become familiar with this change.
4. Alert Check List: Colonel Thabault advised that a new consolidated check list has been devised, which will only be used by alert crews while on alert.
5. Staff Special Weapon Course, 21 December: Since this is an annual ground training requirement, Colonel Thabault advised that everybody should try to attend. Colonel Manzo advised that as this is only a four hour session, he expects maximum attendance.

Minutes of Commander's Meeting - 20 December 1957 (continued)

6. Approach to Flying Training for 1958: The requirements for the next three months were covered at the last monthly 60-9 meeting. Colonel Thabault advised that we are going to have to make every flying hour pay off in order to get the job done.

7. Retention: Lt Col Craft advised that the Wing has met its quota of 20 first term reenlistees during the period 1 November through 21 December, and gave specific figures pertaining to the numbers and averages of reenlistments.

8. Excessive Emergencies at Hospital: Major Cotnam reported that Beaumont Hospital and the Dispensary here at Biggs are being swamped by emergency patients coming in during the night, many of which are not bona fide emergencies. He suggested that some of these patients could come to the Dispensary during the day time. He advised that it is General Reynolds' policy to allow an airman time off from work to take his dependents to hospitals to receive medical care.

9. Base Trailer Court: Major Lane suggested to Colonel Manzo that an attempt be made to enlarge the Base Trailer Court, since this function represents a large savings to airmen owning trailers. The court is generally overcrowded, with a long waiting list. Colonel Manzo will look into the matter and advise at a later date.

10. Flying Safety: Colonel Dillon referred to a wire received from General Old re-emphasizing the importance of not relaxing efforts just because we have not had an accident for a period of time.

11. Holiday Schedule: Colonel Manzo advised that manning would be on an "as required" basis for 23, 24, 26, 27, 28, 30, and 31 December 1957.

12. Uniforms: As it has been reported that NCOs are having difficulty obtaining new uniforms, Colonel Dillon advised that a check reveals that a downtown store is the only possible place to procure uniforms at this time. Colonel Manzo advised that he will write a letter to the NCO Academy Commandant advising that uniforms are not available at this base.

13. Inspection: Colonel Manzo reported that items were disclosed during the inspection which were not written up but required action. He directed that these items be attended to immediately.

14. Command Policy on Off-Duty Education: Lt Col Craft advised that since it has been a retention problem, all airmen involved in off-duty education must advise the operations level of this so that they will not be scheduled for night duty.

The meeting adjourned at 1355.

FOR THE COMMANDER:

*Vernon R. Weatherman*  
VERNON R. WEATHERMAN

Major, USAF  
Adjutant

DISTRIBUTION:

2 cys: 97DC 97DMC 97AES  
97DM 97DOI 97FMS  
97DP 340BS 97FMS  
97DS 341BS 97HSS  
97DCR 342BS 97TH 97C (File)  
4 cys: Base Historian



COMMANDER'S CALL

14 December 1957

1. Purpose: Get acquainted.
2. Our Mission: Job getting tougher.
  - a. Educational System and Scientific advances. - Gangster society. - Different philosophy and value on life.
  - b. General Power's memo.
  - c. Combat ready alert force of adequate size is the very backbone of our deterrent posture.
  - d. President Eisenhower's talks.
  - e. Alert force is here to stay.
3. Retention:
  - a. Manpower most vital problem to achieve deterrent objective. Professional force. Quality, not quantity. Not everyone can reenlist.
  - b. Not reenlistment talk. Dollars and cents facts available elsewhere. Economic recession going on.
  - c. NCOs help by counseling, good management and supervision. Treat men as individuals. Human approach. Young airmen don't plan long range.
  - d. Pay increase (6%) & Gordiner Bill.
  - e. Proficiency Pay for enlisted personnel.
  - f. Combat Crews: Influence maintenance men.
4. QJI: Another part of manpower problem.
  - a. Shortages in skills.
  - b. Future losses to B-52 & KC-135 programs.
  - c. Training today will make mission more effective tomorrow.
  - d. Training and upgrading have effect on motivation and morale.
  - e. Not interested in a paper program that looks good to an inspector. Pay attention to details - Get down to meat.

- f. Closer monitoring from Wg Headquarters and Competition.
- 5. Upgrade of Crews: Allied problems.
- 6. Flying Training: letter - 12 December.
  - a. Utilization of time.
  - b. Attention to detail. - Crew Folders
  - c. Late take-offs - Improved maintenance
  - d. Flying priorities
  - e. Combat crew and maintenance rating systems. Operations - Best Squadron and Combat Crew each training quarter. Maintenance - Best squadron and flight line maintenance each month.
- 7. Ground Training Letter - 13 December.
  - a. Block training.
  - b. Individual and A/C responsibility.
  - c. Plattsburg training.
  - d. Crew Training folders.
  - e. Avoid crash programs.
- 8. Rating System
  - a. Know the rules.
  - b. Last quarter results over previous quarter.
  - c. Attention to detail.
- 9. Security
  - a. New concept based on detection rather than protection.
  - b. Detect and report.
  - c. Everyone is responsible.
- 10. Discipline
  - a. We are a military organization.
  - b. Military Discipline.

- (1) Personal appearance
  - (2) Observance of military customs and courtesies such as saluting.
  - (3) Delegation of responsibility and authority
  - (4) The stature, utilization and recognition of NCOs and Officers.
  - (5) Pride in self and the unit. - Esprit de Corps.
  - (6) Making men feel they are of service - they belong. Security - Recognition.
  - (7) Officers Only - Distinction between commissioned and enlisted personnel. No official or social familiarity.
- c. State of Discipline is a direct measure of the capability and reliability of a unit.

11. Leadership: (NCOs and Officers).

- a. Leadership is the art of influencing people to progress with cooperation and enthusiasm toward the accomplishment of a mission.
- b. Objective is to accomplish a mission.
- c. To be a good leader you must accept responsibility and delegate authority. You must obtain the enthusiastic cooperation of your men.
- d. Final criterion of military leadership is success in battle. It can still be done in peace by the state of training, teamwork, discipline (including AWOLs) and morale of your section, shop, crew, or unit. These indicate the degree of success you could probably achieve in war.

12. THE NCO

- a. The backbone of our outfit.
- b. My policy to increase prestige, authority, responsibility and privileges. I consider NCOs capable of leading, directing others, resolving human problems, and making decisions commensurate in scope with their responsibilities.
- c. At same time, I will exact high standards of performance from NCOs - more than from airmen. I'll not be satisfied with mediocrity.
- d. Officers will get as much from subordinates as they require and demand of them. There is no place in this Wing for anyone who expects or accepts anything but the best from his subordinates. Commanders and

officers in daily contact with NCOs exert great influence in developing a strong and efficient NCO Corps. Can't overemphasize importance.

e. Look for Wing Regulation on responsibility of NCOs.

13. Economy and Supply Discipline

14. Christmas Leave Policy: Every December, injuries and deaths from private motor vehicles increases 20% for AF Personnel, over other months, especially during holidays. Watch road hazards, fatigue, drinking. Biggs record this year - no one killed. Keep it safe.

15. 97th Bomb Wing move.

16. IG Inspection and Alert Results.

17. Goal for Wing: 97th on top in 58. Teamwork, pulling together, assume responsibility, take initiative.

18. Merry and Safe Christmas and a Successful New Year.

C Hq SAC, 3 Dec 57, Subj: Safeguarding Classified Information

97C

3rd Ind


Headquarters 97th Bombardment Wing, Medium, Biggs Air Force Base,  
Texas 8 January 1958

TO: 97DP	97ADJ	97DS	34OBS	97FMS	97HSS
97DO	97DCR	97DOP	341BS	97FMS	
97DM	97DOI	97DOW	342BS	97AES	

1. My letter subj: Handling and Protection of Classified Material dated 9 December 1957 outlines my policies on this subject. I expect each member of the wing to assume and properly discharge as applicable, his command, custodial and individual responsibilities in the safeguarding of classified material.

2. Commanders and Staff Directors will insure that the procedures being used within their activities are adequate and that all personnel involved are familiar with them. Any procedure employed within the wing that is considered to be unsound or inadequate will be brought to my personal attention.

3. This correspondence will be brought to the attention of all assigned personnel and a copy filed in all Top Secret Control Officers Information Folders.

  
S. E. MANZO  
Colonel, USAF  
Commander

C in SAC, 3 Dec 57, Subj: Safeguarding Classified Information

C

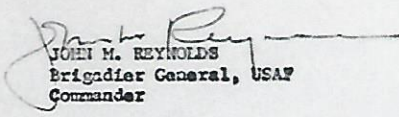
2nd Ind

Headquarters 810th Air Division, Biggs Air Force Base, Texas, 3 Jan 58

TO: ~~Commander, 95th Bomb Wing~~  
~~Commander, 97th Bomb Wing~~  
Commander, 810th Air Base Group  
Commander, 1st Strategic Support Squadron  
Director of Operations, 810th Air Division  
Director of Material, 810th Air Division  
Director of Personnel, 810th Air Division  
Comptroller, 810th Air Division  
Biggs Air Force Base, Texas

1. The necessity for properly safeguarding classified information and for handling it in a manner which will preclude compromise or loss is apparent to all addressees. In spite of this recognition there were several classified documents including top secret unaccounted for on this base over the past year. It is therefore desired that you thoroughly review the procedures and methods for handling classified information throughout your organization with a view to assuring that during 1958 there will be no lost documents.

2. Your attention is particularly invited to paragraph 4 of General Power's letter and paragraph 4 of General Old's indorsement thereto.

  
JOHN M. REYNOLDS  
Brigadier General, USAF  
Commander

C, HQ SAC, 3 Dec 57, Subj: Safeguarding Classified Information

C

1st Ind

Dec 17 1957

Headquarters Fifteenth Air Force, March AFB, California

TO: Commander, 810th Air Division, Biggs AFB, Texas

1. The basic letter from the Commander-in-Chief clearly states his position as to the importance of properly safeguarding classified information. His letter is particularly timely since current regulations provide that as of the end of this month each staff agency chief and unit commander must certify that he has inspected his activity to determine compliance with AFR 205-1 and supplemental instructions thereto.
2. SAC Regulation 205-15 established a system of Special Custodians to handle EMP material and supplements AFR 205-1 to institute extremely tight control of that information so vital to our mission. It is of particular importance that these Special Custodians and all tactical unit commanders constantly observe the provisions of these directives. As I have previously indicated, I do not believe that the writing of additional regulations on this subject is the solution to the problem. It is, rather, a matter of constant indoctrination of our personnel on the utmost importance of safeguarding the critical information pertaining to the defense of our nation.
3. Careless handling of classified information by personnel of this command will not be tolerated. I particularly subscribe to the thought expressed in paragraph 4 of the Commander-in-Chief's letter, and will review thoroughly action taken by you in future cases of this nature.
4. I desire this matter be discussed frequently with your staff and, in turn, with your crews at briefings, commanders' calls, and at other times when your personnel are assembled.

t/s ARCHIE J. OLD, JR.  
Major General, USAF  
Commander

HEADQUARTERS STRATEGIC AIR COMMAND  
United States Air Force  
Offutt Air Force Base, Nebraska

C

3 Dec 1957

SUBJECT: Safeguarding Classified Information

TO: Commander  
Ft. Worth Air Force  
March Air Force Base, California

1. A recent incident has come to my attention which indicates that commanders may be overlooking an important facet of our internal security program -- that of sufficient emphasis on the handling of classified matters as prescribed in AFI 205-1, Safeguarding Classified Information, and SACM 205-15, Security Requirements for SAC and Operations Centers.
2. I recognize that we are on the threshold of a highly critical era. Adjustment in operational methods and relocation of forces will necessarily focus the attention of the commanders upon those tangible problems; but we must not lose sight of the accountability of properly safeguarding the classified material relating to our operation.
3. In your review of administrative practices within your command, I desire that you pay particular attention to the procedures affecting the safeguarding of classified material issued to combat areas. This problem is one of granting access to the information on a strict need-to-know basis; instances of trusted personnel; i.e., key informants, top or middle, etc; and the accountability, storage and destruction of this material.
4. I want positive action taken in all cases in which it can be established that the cause of the violation or compromise is carelessness or negligence. In such cases as are appropriate, action under the Uniform Code of Military Justice will be a primary consideration.

t/s THOMAS S. PETER  
Colonel, USAF  
Commander in Chief

COPY



Headquarters  
97TH BOMBARDMENT WING, MEDIUM  
United States Air Force  
Biggs Air Force Base, Texas

97C

9 December 1957

SUBJECT: Handling and Protection of Classified Material

TO:	97DP	97ADJ	97DS	340BS	97FMS
	97DO	97DCR	97DOP	341BS	97FMS
	97DM	97DOI	97DOW	342BS	97AES
					97HSS

1. The proper control and protection of classified material within a military organization cannot be overemphasized. The loss or compromise of classified information or material always results in embarrassment, a needless waste of time and effort and often in severe disciplinary action.

2. The recent loss of a document within the Wing indicates that we are giving insufficient care and attention to transactions involving classified documents. The procedures laid down by higher headquarters are strict and, in many cases, time consuming. The procedures for handling top secret documents are based on the fact that proper protection is paramount, taking precedence over operational considerations or administrative convenience and are particularly severe; however, I expect full compliance. The following policies are effective immediately:

a. ~~Top Secret~~

(1) Documents will be transferred between designated Top Secret Control Officers or alternate TSCOs only.

(2) The Wing ~~Top Secret~~ Control Officer or his alternate will personally handle all transactions of documents received or dispatched by the Wing Classified Files Section.

(3) Distribution will be held to a minimum.

(4) Designated storage areas will be held to a minimum.

b. All Classified Material.

(1) Staff Directors, Heads of Special Staff and Squadron Commanders will take personal cognizance of procedures employed within their area of responsibility.

(2) Designated ~~Top Secret~~ Control Officers will maintain an informational folder containing pertinent regulations, letters, SOPs and other documents concerning the proper administration of classified material.

Hq 97BomWg (M), 9 Dec 57, Subj: Handling and Protection of Classified Material

(3) All records, Entry and Destruction Certificates, Certificates of Destruction, receipts, etc., will be meticulously completed to insure that at any future date there can be no doubt as to the document involved, what took place, when and the individuals concerned.

3. The Wing Adjutant will establish detailed procedures, aid and inspect staff agencies and units to insure compliance with the policies outlined herein.

/s/t/S. E. Manzo  
S. E. MANZO  
Colonel, USAF  
Commander

Headquarters  
97TH BOMBARDMENT WING, MEDIUM  
United States Air Force  
Biggs Air Force Base, Texas

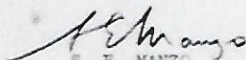
10 December 1957

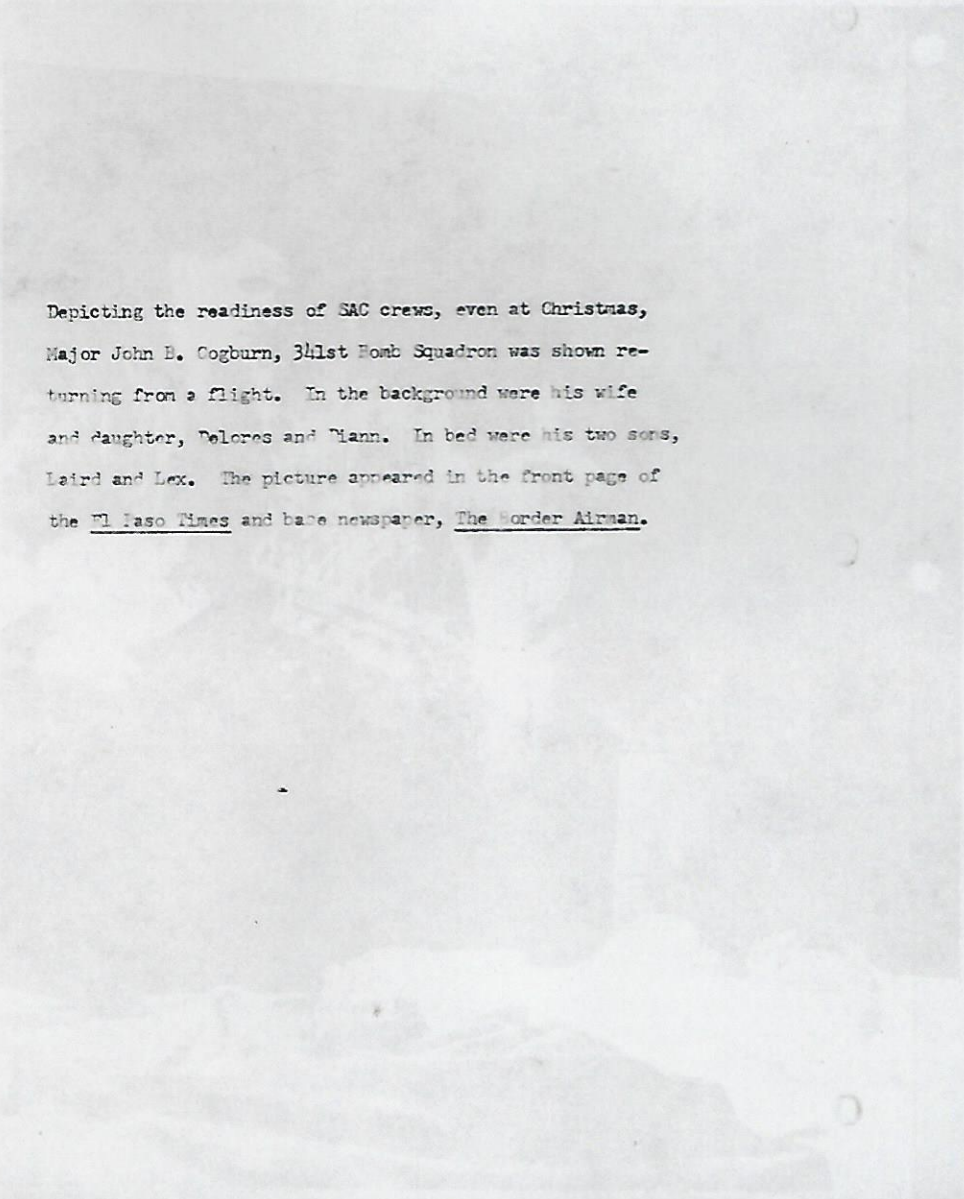
Christmas Message

As 1957 draws to a close and we look back over the year, one of the most significant occurrences that stands out is the technical and scientific progress of our potential enemy. Only history will be able to properly evaluate its full meaning. However, we do not need to wait for history to know that their progress makes our job in the Strategic Air Command tougher and more important than ever.

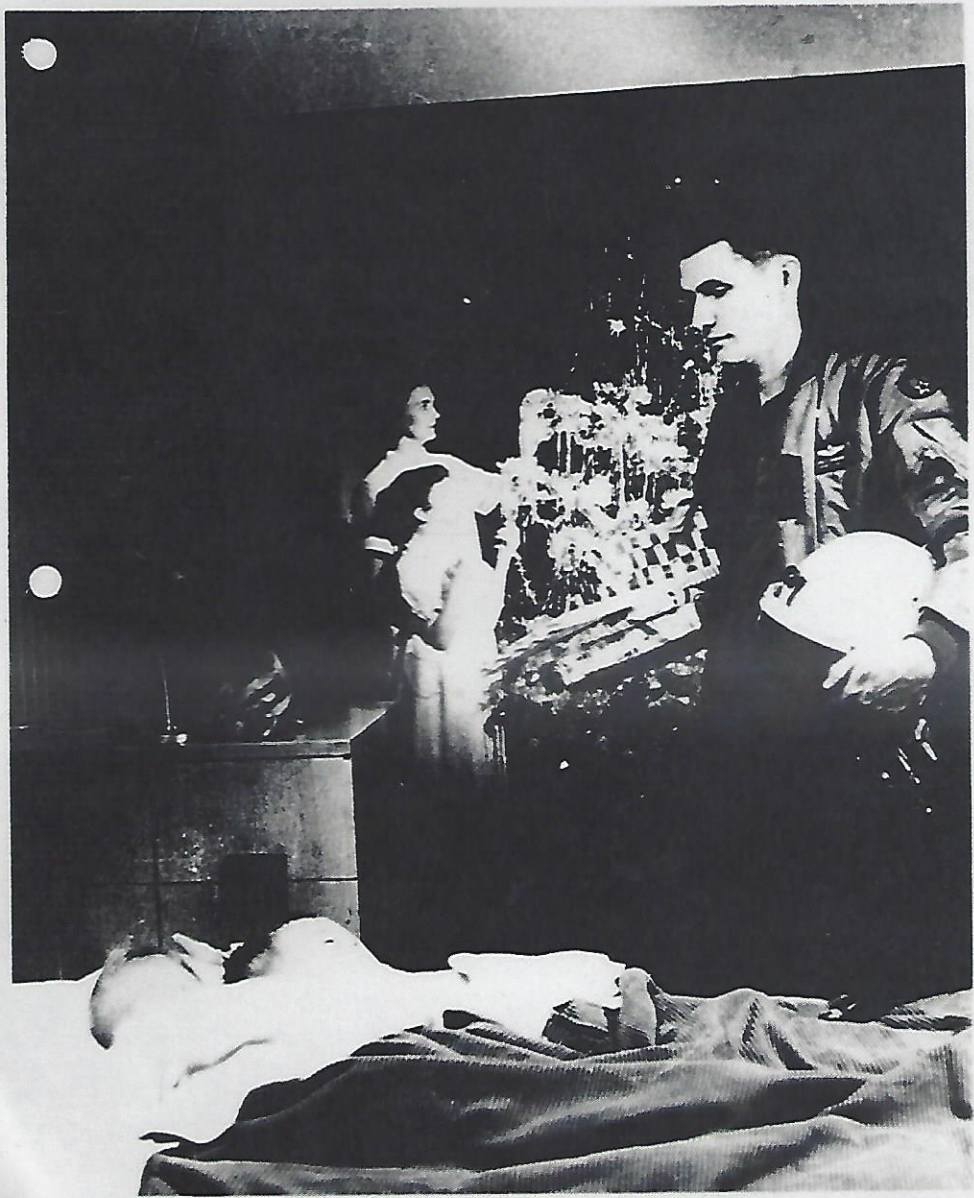
I am confident that all of us in the 97th Bombardment Wing take pride in being members of an organization which plays such a vital part in the security of the Free World. The success of our efforts to date in accomplishing our job of maintaining the peace is evident to all. Therefore, this Christmas I ask you to join me in thanking God for the blessings that He has given us in the past, and especially to ask Him to give us the wisdom, perseverance, and strength to meet the challenge of the future. With His help and your continued devotion to our mission, we cannot fail to maintain our Christian way of life in a free America.

May you and your families have a Merry Christmas and a very Happy New Year.

  
S. E. MANZO  
Colonel, USAF  
Commander



Depicting the readiness of SAC crews, even at Christmas, Major John B. Cogburn, 341st Bomb Squadron was shown returning from a flight. In the background were his wife and daughter, Dolores and Mann. In bed were his two sons, Laird and Lex. The picture appeared in the front page of the El Paso Times and base newspaper, The Border Airman.



0083

Headquarters  
97TH BOMBARDMENT WING, MEDIUM  
United States Air Force  
Biggs Air Force Base, Texas

97C

16 December 1957

SUBJECT: Safety During the Holiday Period

TO: All Personnel

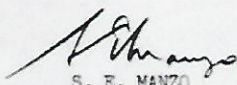
1. Many of you will be on a leave over the Christmas Holiday which will enable you to visit parents or friends in places far from El Paso. Others will have time for leisure and enjoyment of the season in the local community. All of you will have occasion to drive your automobiles during this busy season. It is my hope that no member of the 97th Bombardment Wing becomes an accident victim. By being safety conscious, you can assure your safe return to your duties refreshed for the work of another year.

2. This is a particularly joyous season to all, and so it should be. Sometimes we tend to relax our vigilance in driving and in many other ways; absorbed in the pleasures or anticipation of Christmas, home, parents or friends. We must not allow ourselves to become so engrossed as to forget the many hazards connected with safely reaching our destination and subsequently returning to our homes here.

3. Our record so far this year is exemplary in that we have not had a fatal accident on this base. This record can only be maintained through your vigilance and care in combating the dangers of speed, bad weather, road conditions, and fatigue while driving. Your courtesy and care on the highways will either make this a very happy occasion or else contribute to personal trouble, fatalities and sorrow.

4. Personal conduct in the use of public transportation is another area in which you can contribute greatly to the respect accorded you as a member of the Air Force. Instances of drunkenness and misbehavior in public are a source of great embarrassment to each of us, besides lowering our esteem in the eyes of the public. Let your standards be such as to reflect credit on yourself and the Air Force.

5. Let me again wish each of you the best of Christmas joy and an accident free holiday season.

  
S. E. MANZO  
Colonel, USAF  
Commander

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HEADQUARTERS STRATEGIC AIR COMMAND  
UNITED STATES AIR FORCE  
OFFUTT AIR FORCE BASE, NEBRASKA



DCRME

2 January 1958

SUBJECT: (Unclassified) SAC Management Control Statement, Bombardment, Reconnaissance and Air Refueling Wings - November 1957

TO: See Distribution

1. The analysis section of the wing statement has been deleted. This was done to expedite the publication and provide a more timely receipt of the statement by the using agencies. (UNCLASSIFIED)

2. Top Quarter and Bottom Quarter. The selection of the top quarter has remained unchanged. The top quarter indicates that at least one fourth of the units obtained this score. All KC-97 units scored in the Operations Section were considered in selecting the Top Quarter. The scores which are underlined were not always limited to the bottom one fourth of the units. Likewise, not all bottom-quarter scores were underlined. An attempt was made to recognize acceptable performance and also to indicate those areas where the performance was unsatisfactory or marginal. All units scored in an item were considered in selecting those units to be underlined. (UNCLASSIFIED)

3. Explanation of symbols used is as follows: NA - No Measured Activity, NC - Grand Total Percent of Maximum not computed for wings not scored in the Operations Section, NS - Not Scored, RW - Requirement Waived, X - No Requirement, # - No Activity. (UNCLASSIFIED)


4. Retention. The retention statistics contained in this statement are not to be reproduced or disseminated outside the Air Force. (UNCLASSIFIED)

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ROGER L. HOWARD  
Colonel, USAF  
Chief, Management Analysis  
Division, D/Comptroller

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## JAF MANAGEMENT CONTROL STATEMENT

8/75-47 WINGS - NOVEMBER 1953

Item	Top 1st	1st AD			2d AD			2d Air Force		823 AD		825 AD	
		8/75-47	301	305	306	2	308	21	98	19	119	79	384
PERCENT OF MAXIMUM SCORE OBTAINED													
<b>A. Personnel</b>													
1. Manning in Required Specialities													
a. Officers													
(1) Percent of Required	15	97	96	97	97	94	93	91	95	97	95	95	97
(2) Percent of Assigned	15	89	68	96	86	84	87	83	87	88	88	86	87
b. Airmen													
(1) Direct Support													
(a) Percent of Required	50	86	87	86	86	84	86	84	77	80	82	82	73
(b) Percent of Assigned	50	83	74	83	43	82	82	79	70	81	78	78	72
(2) Indirect Support													
(a) Percent of Required	25	86	93	85	88	78	82	82	75	82	78	82	74
(b) Percent of Assigned	25	86	69	84	87	81	86	83	81	92	83	81	78
2. OJT Effectiveness	100	61	59	16	52	61	88	59	79	52	58	55	58
3. Retention													
a. First-term airmen	75	60	100	10	10	50	30	50	23	20	30	30	40
b. Career Airmen	25	100	100	100	100	80	100	100	100	100	100	100	100
c. Direct-support Airmen	5	50	100	10	10	50	40	20	10	20	30	20	30
4. WOL Rate	30	10	40	30	30	50	30	70	100	50	80	70	10
TOTAL	485	65.2	80.6	45.2	53.5	65.5	68.1	57.0	57.8	55.3	61.0	57.4	58.6
<b>B. Operations-Material</b>													
1. Flying Hrs as Percent of Standard													
a. Bomb/Person, w/o ARPF	250	100	-	-	-	-	-	11	-	91	-	85	-
b. Bomb/Person, w/ARPF	170	100	91	100	100	100	100	97	-	94	-	86	-
c. Tanker	10	100	91	100	100	97	100	97	-	-	-	-	-
2. Sorties as Percent of Standard													
a. Bomb/Person, w/o ARPF	250	100	-	-	-	-	-	16	-	99	-	10	-
b. Bomb/Person, w/ARPF	170	100	100	100	100	100	100	95	-	100	-	91	-
c. Tanker	10	100	100	100	100	100	100	100	-	100	-	100	-
3. Bonus Points	(280)	-	0	0	0	0	0	-	-	-	-	-	-
TOTAL	580	99.8	91.0	100	100	99.5	100	95.1	12.5	99.0	91.0	93.1	81.0
<b>C. Material</b>													
1. Aircraft Maintenance Scheduling													
a. Airborne Sorties as Percent of Requirements	100	94	80	86	77	91	71	65	50	57	80	37	72
b. Percent Airborne Sorties Which Are Variations from Schedule	100	100	100	86	80	97	93	81	93	97	100	100	100
c. Time to Complete Periodic Insp	50	100	100	100	100	100	100	100	100	100	100	100	100
2. Aircraft Reliability													
a. Percent Aircraft Operationally Ready and Flightable	50	80	80	30	30	50	70	50	80	70	80	30	30
b. Percent Scheduled Sorties Airborne as Scheduled	100	94	83	100	94	88	70	85	70	100	90	81	30
TOTAL	400	91.0	83.0	86.0	63.0	87.8	61.7	72.8	72.3	87.3	90.0	65.4	61.3
<b>D. General Items</b>													
1. Cost per Flying Hour													
a. Flying	150	91	73	84	74	82	85	81	78	83	78	79	79
b. Ground	50	100	100	100	100	100	100	100	100	100	100	100	100
2. Reports on Time	25	100	80	100	100	100	100	80	100	80	100	100	100
3. Reports on Time	40	100	100	89	89	89	89	100	82	100	100	100	100
4. UPM Sabotage													
TOTAL	265	83.9	84.0	89.3	84.0	85.3	88.2	89.8	84.3	88.0	88.0	86.4	88.1
<b>E. Operations</b>													
1. Bomb/Person	1200	83.6	88.7	74.0	78.3	92.5	71.3	50	84	71	81	51	51
2. Tanker	480	95.6	95.6	98.3	88.2	93.3	93.4	81	8	85	8	81	7
TOTAL	1680	84.2	90.7	86.1	83.3	92.4	82.0	66	86	79	81	56	56
GRAND TOTAL PERCENT OF MAXIMUM	3250	80.1	80.9	84.2	75.0	88.1	83.2	80	80	80	80	80	80

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IAC MANAGEMENT CONTROL STATEMENT  
M/R-B-47 (12MG) - NOVEMBER 1957

20 AF	8th Air Force										15th Air Force										
	21 AD	22 AD	23 AD	24 AD	25 AD	26 AD	27 AD	28 AD	29 AD	30 AD	31 AD	32 AD	33 AD	34 AD	35 AD	36 AD	37 AD	38 AD	39 AD	40 AD	
121	55	90	80	26	40	110	100	85	107	100	140	22	120	43	103	109	97	96	101	9	
PERCENT OF MAXIMUM SCORE OBTAINED																					
88	97	93	95	95	94	96	96	96	97	95	97	95	97	95	97	96	97	94	89	96	95
90	93	94	81	88	89	81	82	85	91	85	85	85	85	85	88	97	95	89	83	87	85
85	78	77	86	82	89	83	85	82	82	82	84	81	85	86	86	83	83	81	81	81	76
82	79	77	82	89	83	85	85	82	82	82	81	79	81	86	80	83	75	79	75	75	72
74	85	86	91	81	82	89	88	86	91	90	83	86	85	82	82	82	79	77	81	81	76
80	88	84	87	89	90	84	86	88	88	82	81	81	84	83	83	83	79	78	82	82	78
53	62	66	63	48	85	28	84	79	31	28	31	34	34	34	34	32	32	31	24	24	35
40	60	60	70	80	100	50	10	20	40	20	20	20	20	60	100	40	40	50	50	50	10
100	100	100	90	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
50	40	40	50	20	70	30	10	10	10	10	10	10	10	10	100	20	20	60	60	60	10
90	70	10	10	100	10	90	40	40	40	40	40	40	40	90	100	70	70	20	20	20	60
64.5	64.2	64.2	64.5	65.2	64.6	58.4	53.8	57.4	69.2	66.3	50.6	58.2	75.7	65.8	60.4	59.2	61.6	73.1	68.2		
97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	100	-	-	-	-
-	100	100	100	97	100	79	100	97	94	80	100	93	100	96	-	100	-	86	80	98	100
-	89	100	76	95	100	82	97	87	53	90	82	82	91	88	-	100	-	100	51	100	100
100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	-	100	-	-	-	-
-	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
-	100	99	76	94	100	82	94	94	100	100	100	100	100	100	100	100	100	100	100	100	100
-	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
98.5	96.3	99.8	92.0	97.2	99.0	93.0	98.9	95.1	95.0	98.2	92.3	98.1	91.8	93.3	91.3	94.4	98.4	91.0	91.4	92.3	
80	100	85	84	94	91	94	82	81	80	87	83	87	87	100	100	93	100	80	80	80	80
100	100	100	100	97	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
80	70	70	80	100	100	60	50	40	30	30	30	30	30	30	30	30	30	30	30	30	30
100	74	84	94	100	100	86	80	70	60	50	40	30	30	30	30	30	30	30	30	30	30
83.0	89.8	88.0	92.0	97.8	97.8	81.0	85.8	77.3	85.0	94.5	84.3	91.8	93.3	91.3	94.4	98.4	91.0	91.4	92.3		
25	25	70	78	83	79	73	81	81	91	78	77	77	77	77	77	77	77	77	77	77	77
60	100	80	100	100	80	80	100	100	60	80	60	100	100	100	80	100	100	100	100	100	100
100	85	100	85	100	100	100	100	100	75	80	40	80	80	80	80	80	80	80	80	80	80
100	89	100	89	100	100	100	100	100	28	100	89	80	80	100	100	100	100	100	100	100	100
28.3	81.0	81.2	80.7	80.4	84.3	80.9	89.2	85.9	72.2	80.2	71.9	80.6	87.1	87.3	88.9	72.2	71.1	87.8	84.0		
93	84.2	85	84.8	93.4	83.4	81	90.0	88.7	81	81	81	81	81	81	81	81	81	81	81	81	81
1	81	81	81	81.8	95.6	85	86.6	86.6	81	81	81	81	81	81	81	81	81	81	81	81	81
81	84.2	82	84.8	84.7	87.5	80	88.8	85.1	81	81	81	81	81	81	81	81	81	81	81	81	81
80	87.2	80	83.3	80.4	80.3	80	82.0	82.5	80	80	80	80	80	80	80	80	80	80	80	80	80

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## MANAGEMENT CONTROL STATEMENT B-29 SUPERSONIC - NOVEMBER 1957

Item Weight	B-47		F-105		2d Air Force		38 AD		8th Air Force	
	PR-47	PR-47	44	301	4 AD	306	2	308	55	301 AD
	411	26	55							

PERCENT OF MAXIMUM SCORE OBTAINED

### Operations

#### 1. Training Accomplishments

a. Bomb/vecon	200	200	200	96	93	93	77	97	91	90	96
b. Tanker	89	-	-	100	100	100	94	96	95	X	X

#### 2. Wing Reliability

a. Radar PR - Bomb/vecon	80	15	-	96	92	94	91	95	95	X	80
b. Visual PR - Bomb	30	-	-	85	71	81	75	72	66	X	X

c. Night Celestial Navigation	20	15	15	100	100	100	100	100	100	100	100
(1) Bomb/vecon	13	-	-	100	100	100	99	100	98	X	X
(2) Tanker											

d. Grid Celestial Navigation	20	15	15	99	90	96	95	93	98	99	100
(1) Bomb/vecon	13	-	-	100	100	97	98	89	95	X	X
(2) Tanker											

e. Gunnery	10	10	10	89	90	78	89	82	86	80	89
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f. Cruise Control - Tanker	9	-	-	100	100	100	96	95	100	X	X
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g. Rendezvous	20	15	20	100	100	100	100	95	95	100	100
(1) Bomb/vecon	10	-	-	100	100	100	96	91	91	X	X
(2) Tanker											

h. Refueling											
(1) Wet Hookups	20	20	20	100	100	100	100	100	100	100	90
(a) Bomb/vecon	16	-	-	100	100	100	100	98	100	X	X
(b) Tanker											

(2) Mass Night Refueling	20	20	-	100	95	100	91	75	58	X	94
(a) Bomb/vecon	10	-	-	100	91	75	97	85	100	X	X
(b) Tanker											

i. VAI Photoflash	-	50	50	96	X	X	X	X	X	90	92
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j. Large scale Photo	-	40	40	97	X	X	X	X	X	93	90
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k. Weather Form	-	-	50	-	X	X	X	X	X	95	X
-----------------	---	---	----	---	---	---	---	---	---	----	---

l. Total Reliability Score	200	100	200	96	92	94	92	82	88	96	94
(1) Bomb/vecon	89	-	-	94	80	84	77	77	71	X	X
(2) Tanker											

#### 3. COM Effectiveness

a. Bomb/vecon	200	200	200	80	82	82	84	87	75	80	89
b. Tanker	89	-	-	96	80	89	83	82	84	X	X

#### 4. Non-combat Ready Crew Operating

a. Bomb/vecon	200	200	200	100	77	100	77	100	77	100	70
b. Tanker	89	-	-	100	88	100	83	86	86	X	X

#### 5. Non-combat Ready Crew Flying Time

a. Bomb/vecon	100	100	100	100	80	100	42	100	100	100	75
b. Tanker	44	-	-	100	100	X	100	89	97	X	X

#### 6. Probation Status - Bomb/vecon

	-	200	200	100	84	84	84	80	80	93	100
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#### 7. Evaluation - Bomb/vecon

	100	100	100	82	85	87	85	76	82	80	80
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Bomb/vecon Total	1000	1200	1200	93.6	86.7	94.0	78.5	87.1	72.0	94.1	84.9
Tanker Total	400	-	-	97.8	95.8	95.1	86.0	92.0	93.4	X	X

TOTAL OPERATIONS	1400	1200	1200	91.2	90.2	91.2	81.2	89.0	82.0	94.0	86.0
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## SAC MANAGEMENT CONTROL STATEMENT

8/28-12/31/51 - NOVEMBER 1951

Item	8th Air Force										15th Air Force	
	760	802 AD	818 AD	827 AD	837	843	849	851	852	853	854	855
All	760	802 AD	818 AD	827 AD	837	843	849	851	852	853	854	855
PERCENT OF MAXIMUM SCORE OBTAINED												
<b>E. Operations</b>												
<b>1. Training Accomplishments</b>												
a. Bomb/Recon	200	96	92	88	86	81	72	71	6	6		
b. Tanker	89	100	100	97	92	91	82	8	99	100		
<b>2. Wing Reliability</b>												
a. Radar RBs - Bomb/Recon	60	94	91	94	91	82	93	93	6	6		
b. Visual RBs - Bomb	20	85	85	83	89	86	85	76	6	6		
c. Night Celestial Navigation												
(1) Bomb/Recon	20	100	100	99	100	96	100	100	6	6		
(2) Tanker	13	100	100	100	97	100	99	6	100	100		
d. Grid Celestial Navigation												
(1) Bomb/Recon	20	99	100	97	96	96	96	95	6	6		
(2) Tanker	13	100	100	100	98	100	100	6	100	100		
e. Gunnery	10	89	87	88	85	72	58	70	6	6		
f. Cruise Control - Tanker	9	100	100	100	100	100	100	6	100	100		
g. Rendezvous												
(1) Bomb/Recon	20	100	100	100	100	100	95	100	6	6		
(2) Tanker	18	100	100	97	100	96	85	6	100	100		
h. Refueling												
(1) Jet Backups												
(a) Bomb/Recon	20	100	100	100	100	100	94	100	6	6		
(b) Tanker	18	100	100	100	99	100	99	6	100	99		
(2) Max Night Refueling												
(a) Bomb/Recon	20	100	100	100	77	91	83	93	6	6		
(b) Tanker	13	100	92	100	92	99	100	6	97	94		
i. RBs Photoflash	-	96	6	6	6	6	6	6	6	6		
j. Large scale Photo	-	91	6	6	6	6	6	6	6	6		
k. Weather Recon	-	6	6	6	6	6	6	6	6	6		
l. Total Reliability Score												
(1) Bomb/Recon	200	94	86	84	81	82	73	70	6	6		
(2) Tanker	109	99	94	95	91	99	91	6	99	98		
<b>3. ODM Effectiveness</b>												
a. Bomb/Recon	200	88	86	84	81	80	72	74	6	6		
b. Tanker	89	91	90	88	87	82	74	6	90	90		
<b>4. Non-combat Leads - Crew Operating</b>												
a. Bomb/Recon	200	100	100	100	100	100	99	100	6	6		
b. Tanker	89	100	100	100	99	99	99	6	99	99		
<b>5. Non-combat Leads - Crew Flying Time</b>												
a. Bomb/Recon	100	100	100	100	100	100	99	100	6	6		
b. Tanker	64	100	6	100	100	99	99	6	100	6		
<b>6. Probative Status - Bomb/Recon</b>												
	-	100	84	81	81	81	81	81	6	6		
<b>7. Evaluation - Bomb/Recon</b>												
	100	88	73	81	81	76	71	74	6	6		
Bomb/Recon Total	1000	91.0	81.8	78.4	80.0	80.7	71.2	69.0	6	6		
Tanker Total	480	95.8	97.0	95.0	95.0	95.0	93.2	6	92.4	93.4		
TOTAL OPERATIONS	1480	94.7	89.7	83.7	85.0	85.8	74.4	72.0	6	6		

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(AL) MANAGEMENT GENERAL STATEMENT  
B-26 AND B-52 (SING) - NOVEMBER 1957

Item	B-26-36						B-52	
	Doc 711	28 Air Force 19 44	15th Air Force 14 55	413 50	1100 55	1100 55	Item Weight	8th AF 65 10
Weight	8/22-36	7	72	5	95			
PERCENT OF MAXIMUM SCORE OBTAINED								
<b>A. Personnel</b>								
1. Manning in Required Specialties								
a. Officers								
(1) Percent of Required	15	95	95	87	91	89	15	95
(2) Percent of Assigned	15	99	90	90	97	79	15	94
b. Airmen								
(1) Direct Support								
(a) Percent of Required	50	91	84	91	65	28	50	84
(b) Percent of Assigned	50	96	80	98	89	93	50	25
(2) Indirect Support								
(a) Percent of Required	25	88	77	88	97	87	25	84
(b) Percent of Assigned	25	88	77	87	94	84	25	82
2. OJT Effectiveness	100	79	58	64	79	79	100	28
3. Retention								
a. First-term Airmen	75	60	60	84	40	50	75	20
b. Career Airmen	25	100	90	94	100	90	25	37
c. Direct-support Airmen	75	70	50	86	70	30	75	13
4. AML Pace	30	100	90	100	22	10	30	20
TOTAL	485	81.5	69.8	83.5	72.1	56.2	485	42.4
<b>B. Operations-Materiel</b>								
1. Flying Hrs as Percent of Standard								
a. Bomb w/o AREFI	250	100	100	100	100	92	250	130
2. Sorties as Percent of Standard								
a. Bomb w/o AREFI	250	100	100	100	100	100	250	130
3. Bonus Points (Percent)								
(200)	-	0	0	0	0	0	(200)	0
TOTAL	500	100.0	100.0	100.0	100.0	95.0	500	130.0
<b>C. Materiel</b>								
1. Aircraft Maintenance including								
a. Airborne Sorties as Percent of Requirements								
	100	100	10	90	100	100	100	80
b. Percent Airborne Sorties Which are Variations from Schedule								
	100	100	100	100	100	100	100	100
c. Time to Complete Periodic Test								
	50	100	100	90	100	100	50	100
2. Aircraft Reliability								
a. Percent Aircraft Operationally Ready and Flyable								
	50	100	100	90	100	100	50	100
b. Percent scheduled Sorties Airborne as scheduled								
	100	100	90	100	100	100	100	100
TOTAL	400	97.5	75.0	95.0	98.0	97.5	400	95.0
<b>D. General Items</b>								
1. Cost per Flying Hour								
	100	88	89	89	77	82	-	91
2. Safety								
a. Flying								
	50	100	100	100	100	100	50	100
b. Ground								
	25	100	100	50	100	100	25	50
3. Reports on Time								
	40	100	100	100	89	100	40	100
4. ECHM Inhibitor								
	-	-	-	-	90 IN 0 COMPLETED	-	-	90
TOTAL	285	92.0	93.0	85.7	92.0	92.1	285	87.4

# CONFIDENTIAL

**~~CONFIDENTIAL~~**

AIR MANAGEMENT CONTROL SYSTEMS  
 REPORT ON R-12 VISUAL - NOVEMBER 1957

R-12-11

R-12

1000	700	20 NIS FIVE	100 ALL FIVE	
Weight	14	19 50	14 00	810 00
	R-12-10	7	22	5

PERCENT OF MAXIMUM LOAD HANDLED

	1000	700	20 NIS FIVE	100 ALL FIVE	1000	800 AF
	Weight	R-12-10	7	22	5	Weight
<b>E. Operations</b>						
<b>1. Training Accomplishments</b>						
a. Amb	200	100	100	100	25	100
<b>2. Long Reliability</b>						
a. Radar (R)						
(1) Primary Operator	50	90	90	97	98	90
(2) Secondary Operator	10	100	97	72	100	80
b. Visual (R)						
(1) Primary Operator	35	89	82	71	2	89
(2) Secondary Operator	5	90	89	6	6	90
c. Night Celestial Navigation	20	100	100	100	100	100
d. Grid Celestial Navigation	20	100	100	100	97	100
e. Gunnery	10	100	100	99	100	97
f. Big Photo Fused	30	81	81	73	75	83
g. Cruise Control	20	100	100	100	100	100
h. Bombazines	-	-	-	-	-	-
i. Following						
(1) Day Bombing	-	-	-	-	-	-
(2) Mass Night Following	-	-	-	-	-	-
Total Reliability Score	200	93	93	89	92	92
3. DDM Effectiveness	200	100	100	91	80	90
4. Noncombat Ready Low Altitude	200	100	100	100	100	100
5. Noncombat Ready Low Flight Time	100	-	-	-	12	-
6. Formation Status	100	100	100	100	100	100
7. Fuel Status	100	89	72	81	80	70
<b>TOTAL OPERATIONS</b>	<b>1200</b>	<b>90.8</b>	<b>90.8</b>	<b>86.7</b>	<b>83.8</b>	<b>87.8</b>
<b>OF TWO TOTAL EFFORT IN MAXIMUM</b>	<b>2000</b>	<b>94.1</b>	<b>88.8</b>	<b>84.1</b>	<b>85.1</b>	<b>86.5</b>

**~~CONFIDENTIAL~~**

# CONFIDENTIAL

140 MAXIMUM CONTROL STATISTICS  
KI-97 (SING) AND (SING) - NOVEMBER 1957

	KI-97 A24			KI-97 A2EP5				
	Item Weight	Top 40-97	8th Air Force 57 AD 4080	Item Weight	Top 40-97	2d Air Force 303 376	8th Air Force 802 AD 91	521 AD 26
PERCENT OF MAXIMUM LOADS (SING)								
<b>A. Personnel</b>								
1. Manning in Required Specialties								
a. Officers								
(1) Percent of Required								
(2) Percent of Assigned								
b. Airmen								
(1) Direct Support								
(a) Percent of Required								
(b) Percent of Assigned								
(2) Indirect Support								
(a) Percent of Required								
(b) Percent of Assigned								
2. GWT Effectiveness								
a. Retention								
b. First-term Airmen								
c. Career Airmen								
d. Direct-support Airmen								
3. MMR Rate								
TOTAL								
<b>B. Operations-Material</b>								
1. Flying Hrs as Percent of Standard								
2. Sorties as Percent of Standard								
3. Bonus Points								
TOTAL								
<b>C. Material</b>								
1. Aircraft Maintenance Scheduling								
a. Airborne Sorties as Percent of Requirements								
b. Percent Airborne Sorties Which are Variations from Schedule								
c. Time to Complete Periodic Insps								
2. Aircraft Reliability								
a. Percent Aircraft Operationally Ready and Eligible								
b. Percent Scheduled Sorties Airborne as Scheduled								
TOTAL								
<b>D. General Items</b>								
1. Cost per Flying Hour								
2. Safety								
a. Flying								
b. Ground								
3. Reports on Time								
4. GWT Salvage								
TOTAL								
<b>E. Operations</b>								
1. Training Accomplishments								
2. Squadrons Reliability								
a. Night (Sustained) Navigation								
b. Cold (Sustained) Navigation								
c. Cruise Control								
d. Bombing								
e. Scheduling								
f. Fuel Burn								
g. Mass Night (Sustained)								
h. TOTAL RELIABILITY (SING)								
3. GWT Effectiveness								
4. Maintenance (Sustained) Flying Time								
5. Operational (Sustained) Flying Time								
TOTAL								
GRAND TOTAL (SING) OF MAXIMUM								

# CONFIDENTIAL

AS OF 31 DEC 1958																			
ORGANIZATION	AUTH		AUTH OVER		ASGD		ATCH		PFD		PNFD		AV	SCK		LEAVE		TDY	
	O	A	O	A	O	A	O	A	O	A	O	A		O	A	O	A	O	A
1 HQ 97TH BM WG	60	137			57	136			46	108						6	22	5	6
2 340TH BM SQ	77	93			78	105			59	83		1		1	8	8	11	12	
3 341ST BM SQ	77	93			73	102			47	79	1				7	10	18	13	
4 342ND BM SQ	77	93			77	113			51	82		3		1	15	17	11	10	
TOTAL BM SQ	231	279			285	456			203	352	1	4		2	36	57	45	41	
5 97TH A&E SQ	10	298			11	270			9	200					1	45	1	25	
6 97TH PER SQ	3	66			4	74	1		2	56					2	8	1	10	
7 97TH FLD SQ	7	296			9	318			7	243		4		3	1	40	1	28	
TOTAL MAINT SQ	20	660			24	662	1		18	499		4		3	4	93	3	63	
8 97TH TAC HOSP	7	27			5	22			4	18						3	1	1	
TH AR SQ	<del>11</del>	<del>103</del>			<del>11</del>	<del>110</del>	<del>1</del>		<del>2</del>	<del>100</del>	<del>1</del>	<del>8</del>			<del>5</del>	<del>40</del>	<del>153</del>	<del>49</del>	<del>105</del>
TOTAL BM SQ	318	1103			314	1110	1		225	869	1	8		5	40	153	49	105	

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Commander's Remarks, 5-SAC-T12  
97th Bombardment Wing, Medium, December 1957

- a. Crew members gained: ~~TC~~  
Four Pilots
- b. Crew members lost: ~~TC~~  
One Navigator to Squadron Staff  
(Squadron Navigator)
- 2. Crew member changes: ~~TC~~  
One Aircraft Commander  
Eight Pilots  
Five Navigators
- 3. New Crews: /U/  
R-76 formed 2 December 1957.
- 4. Incomplete Maintenance Crews: ~~TC~~

ICM 401

Aircraft Commander

- a. Boyles, Howard H. Jr.                      Captain
- b. 4344
- c. 2 August 1957                              Complete
- d. 20:25

Pilot

- a. Brizendine, Tom O.                        Major
- b. 4311
- c. 22 May 1957                                Complete
- d. 4:20

Navigator

- a. Rader, Thomas O.                         Major
- b. 3211
- c. 11 December 1957                        Complete
- d. 2:00

ICM 402

Aircraft Commander

- a. Harre, Eugene                              Captain
- b. 4341
- c. 4 October 1957                            Complete
- d. 17:35

Pilot

- a. Brackley, William L                        Lt Colonel
- b. 4311
- c. None
- d. 7:45

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4h, Commander's Remarks, 5-SAC-T12/~~SECRET~~

(1) 97th Bombardment Wing, Medium, December 1957: /U/

(2) Specific Remarks: ~~75~~

(a) Hours flown performing missions ordered by higher headquarters. ~~107~~

1. Ltr, Headquarters Fifteenth Air Force, Subject: Initial Training of Medium Bomb Wings in the Pop-Up Tactic, dated 18 October 1957.

a. "POP-UP"

b. Low level bombing and navigation training missions.

c. 1 through 31 December 1957

d. 38 sorties for 192:50 hours.

2. Fifteenth Air Force Message D05145, dated 3 October 1957.

a. "REFLEX"

b. Deployment to advanced base.

c. 1 through 31 December 1957.

d. 37 sorties for 214:30 hours.

3. Ferry flights to and from IRAN: 12 sorties for 45:15 hours.

(b) Test Hops: /U/

1. Sorties: 7

2. Hours flown: 12:25

(c) Weather or local conditions: /U/

1. Flying hours lost due to weather: None.

(d) Restrictive directives: Fifteenth Air Force "No Notice" Inspection from 15 December 1957 through 18 December 1957. /U/

(e) Crew data: ~~79~~

1. Crew member gains and losses: ~~47~~

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Commander's Remarks, 5-SAG-T12  
97th Bombardment Wing, Medium, December 1957

Navigator

a. Schlagal, Robert C. Captain  
b. 3231B  
c. None  
d. None

ICM 403

Aircraft Commander

a. Corrigan, Robert A. Major  
b. 4316  
c. None  
d. None (TDY)

Pilot

a. Ricks, Albert C. Jr. Captain  
b. 4355  
c. None  
d. None

Navigator

Unmanned

ICM 404

Aircraft Commander

a. Vinson, Vernon F. Major  
b. 4344  
c. None  
d. 6:35

Pilot

a. Beeson, Jack T. Major  
b. 4344  
c. None  
d. None

Navigator

Unmanned

ICM 405

Aircraft Commander

a. Erickson, Donald H. Major  
b. 4355  
c. None  
d. None

Pilot

a. Slaughter, Richard G. Captain  
b. 3231B  
c. 18 July 1957 Complete  
d. None

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97E-10C

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Commander's Remarks, 5-SAG-T12  
97th Bombardment Wing, Medium, December 1957

Navigator

a. Lane, Stanford B. Major  
b. 3211  
c. 9 October 1957 Complete  
d. 7:10

ICM 407

Aircraft Commander

a. Cleveland, William L. Captain  
b. 4344  
c. None  
d. None

Pilot

a. Lowe, Thomas R. Jr. Captain  
b. 4331  
c. None  
d. None

Navigator

Unmanned

2. Crew status changes: ~~4/~~

IN-96 to N-96, 2 December 1957, Upgraded

R-18 to L-18, 16 December 1957, Upgraded

IN-44 disbanded 16 December 1957, A/C to Spare Crew Member, Pilot to Pilot S-68, Navigator to Spare Crew Member.

IN-39 disbanded 23 December 1957, A/C to L-49 as Pilot, Pilot to Pilot R-32, Navigator to Spare Crew Member.

IN-57 disbanded 23 December 1957, A/C to Spare Crew Member, Pilot to Spare Crew Member, Navigator to Spare Crew Member.

IN-60 disbanded 23 December 1957, A/C to Spare Crew Member, Pilot to Pilot L-33, Navigator to Spare Crew Member.

N-42 disbanded 23 December 1957, A/C to Pilot S-63, Pilot to Pilot L-75, Navigator to Spare Crew Member.

N-85 to R-85, 23 December 1957, Upgraded.

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Commander's Remarks, 5-SAC-TL2  
97th Bombardment Wing, Medium, December 1957

IM-99 disbanded 23 December 1957, A/C to Pilot  
L-77, Pilot to Spare Crew Member, Navigator to  
Spare Crew Member.

R-76 disbanded 23 December 1957, A/C to Squadron  
Operations Officer, Pilot to Pilot R-50, Navigator  
to Wing Staff Navigator.

N-71 disbanded 23 December 1957, A/C to Commander  
Headquarters Squadron Section, Pilot to PCS,  
Navigator to Spare Crew Member.

6. Standboard Crews: ~~for~~

S-72, 16 Nov 56	S-30, 16 Nov 56	S-05, 16 Nov 56
S-43, 26 Sep 57	S-11, 26 Sep 57	S-68, 16 Nov 56
	L-06, 16 Nov 56	

(f) Refueling data: ~~LC~~

1. Individual sorties:

<u>a.</u> Number of refueling sorties confirmed:	92
<u>b.</u> Number of sorties airborne:	90
<u>c.</u> Number of sorties completing electronic rendezvous:	33
<u>d.</u> Number of tanker sorties completing electronic rendezvous on double refueling missions:	N/A
<u>e.</u> Number of sorties not completing electronic rendezvous:	57
Weather	2
Aircraft malfunctions	3
Tanker Cancellations (Maintenance)	22
Tanker Malfunction	1
Tanker Cancellation (Standdown)	1
Not scheduled	28
<u>f.</u> Number of sorties transferring required fuel:	63
<u>g.</u> Number of tanker sorties transferring required fuel on double refueling missions:	Not-Applicable

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97E-10C

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Commander's Remarks, 5-SAC-TL2  
97th Bombardment Wing, Medium, December 1957

h. Number of sorties failing to transfer  
required fuel: 29

Weather	2
Aircraft Malfunctions	3
Tanker Cancellations (Maintenance)	22
Tanker Malfunction	1
Tanker Cancellation (Standdown)	1

i. Remarks: None

2. Mass Night Cell sorties: Not applicable for this reporting period. /U/

2. Fuel Transferred: Not applicable. /U/

(g) Materiel and Personnel Problems: ~~/C/~~

1. Materiel Problems: ~~/C/~~

a. AN/ALT-8B ECM Components. Receipt of additional AN/ALT 6B ECM systems during the month of November has relieved present deficiencies (74 sets of AN/ALT 6B systems now on hand). ~~/C/~~

2. Personnel Problems: ~~/C/~~

a. The Supply Officer situation continues to be critical in skill level. The recent input of newly commissioned Second Lieutenants has eased the shortage in numbers; however, a minimum of 60 to 90 days of local training will be necessary before any degree of experience will be attained by these officers. ~~/C/~~

b. Other support functions such as personnel and administration are in the same category as the supply field, with body manning high and experience low. The position of Wing Gunnery Officer, AFSC 3244, has been vacant for approximately ten (10) months with no known input. This vacancy will become more critical as the crew up-grading program progresses. ~~/C/~~

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97E-10C

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Commander's Remarks, 5-SAC-T12  
97th Bombardment Wing, Medium, December 1957

- c. Although the body strength of the Wing is over 100% manned with 1,103 airmen authorized and 1,130 airmen assigned, the proper accomplishment of our mission is hampered by the lack of skilled and experienced personnel in the following listed career fields. ~~78/~~

<u>AFSC</u>	<u>AUTHORIZED</u>	<u>ASSIGNED BY CAFSC</u>	<u>PROJ ASGD AS OF 1 APR 58</u>
30133B	6	15	9
30153B	25	4	8
30173	11	2	3
30130B	2	8	5
30150B	13	6	7
30170	7	6	6
32130E	10	3	0
32150E	40	58	52
32170E	18	9	11
42330	5	15	10
42350	39	20	24
42370	5	3	4
68171	3	1	0

(h) Comments or recommendations of Unit Commander: ~~6/~~

1. Twenty-eight aircraft have been received from IRAN facilities short such items as Bomb-Nav systems spare amplifiers, bomb bay components (Arming controls, single sling chain extensions, sway braces and miscellaneous pieces of the Mark VI configuration) and K17C Camera components. Action to obtain the shortages from the IRAN facilities and the last organization possessing the aircraft have produced negative results. T.O. 00-35-D-263, Sect III, Par 3-2 requires a lapse of 30 days prior to requesting shortages through supply channels. Combat Capability is being maintained only by cross utilization of equipment from unmodified aircraft to the IRAN aircraft. If we continue to receive aircraft with shortages from IRAN facilities, while furnishing complete aircraft to IRAN, a regression of combat capability is inevitable. The situation has passed the critical stage and immediate Command assistance is required. ~~78/~~
2. There were forty-five (45) Combat-Ready and above crews assigned as of 31 December 1957. ~~6/~~

F-64C

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97E-10C

~~SECRET~~

Commander's Remarks, 5-SAC-T12  
97th Bombardment Wing, Medium, December 1957

2. There were thirteen (13) Non-Combat-Ready crews assigned as of 31 December 1957, three (3) of which were IN crews. ~~for~~

4. Projected upgrade date of each non-combat-ready and IN crew, follows, by crew number. ~~for~~

M-01, 13 Jan 58	M-07, 27 Jan 58
M-08, 24 Feb 58	M-12, 3 Feb 58
M-37, 3 Feb 58	M-38, 27 Jan 58
M-62, 24 Feb 58	M-67, 17 Mar 58
M-79, 3 Feb 58	M-96, 17 Feb 58
IN-09, 17 Mar 58	IN-19, 3 Feb 58
IN-65, Unknown	

5. Problems encountered in the Upgrade Program: ~~for~~

a. This wing has been notified that the termination of the upgrade program has been extended to 28 February 1958. Under the present program, the 97th Bombardment Wing would have a total of 60 crews of which 55 would be combat ready. This includes the loss of one Lead crew to the B-52 program in January 1958. Further, although the official upgrade program terminates in February 1958 the present overall wing program was expected to produce, by the end of April 1958, a total of 64 complete crews of which 56 would be combat ready. This long range program included the loss of an additional Lead crew to the B-52 program in March 1958. This forecast did not include a regression factor for staff replacements and other critical losses that could occur. ~~for~~

b. The recent receipt by this wing of a draft copy of the new SAC Regulation 50-43, Combat Ready Status, effective 1 January 1958 and its establishment of Pop-Up qualification as prerequisite to combat crew upgrading has the effect of making both the present upgrading and Pop-Up programs obsolete. Adding Pop-Up qualification sorties to the crew upgrading program will delay the upgrading of NCR crews presently under the program a minimum of 5 weeks. In addition programmed completion dates of combat ready crews currently qualifying in this tactic will be delayed as a result of the number of qualified instructors diverted from OR to NCR crews.

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Commander's Remarks, 5-SAC-T12  
97th Bombardment Wing, Medium, December 1957

Further, the added requirement of SAC Reg 51-19 to include as part of student entry qualifications, graduation from the ATC Nuclear Weapons Course will prevent the formation of any additional crews with presently assigned personnel. Of 16 newly assigned pilots, only 2 have completed ABC training. This wing has requested, but has not received quotas for this course. ~~for~~

- c. Because of the adverse effect of these new requirements established in the revised SAC regulations 50-43 and 51-19 on both the crew upgrade program and the program for qualification of present combat-ready crews in the Pop-Up tactic, I am requesting a waiver of these two specific requirements until the termination of the present upgrade program on 28 February 1958. Crews upgraded during this program will be qualified in the Pop-Up tactic after reaching CR status along with other combat ready crews engaged in this training. All crews scheduled for upgrading after 28 February 1958 will complete Pop-Up training prior to becoming Combat Ready. The same set of rules would apply for completion of the ATC Nuclear Weapons course of instruction. ~~for~~
- d. The wing upgrade flying program was based upon the assumption that newly assigned personnel would have completed required prerequisite training, such as advanced survival, MTD, Simulator etc., prior to arrival on this station. Only 2 of the 16 new pilots scheduled to arrive in January 1958, will have completed required B-47 transition training. The wing has been advised that there will be no more Aircraft Commander quotas available at McConnell AFB, and that only 4 co-pilot quotas are available to this wing. The need for this type of training becomes more acute in view of the fact that Biggs Air Force Base will not have a B-47 Mobile Training Detachment in January 1958. ~~for~~
- e. The effect of Operation "Reflex" is detrimental from the standpoint of reducing the number of instructor personnel that will be available for upgrade training flights. This wing has attempted to minimize this loss by an aggressive instructor checkout program of eligible personnel. ~~for~~

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Commander's Remarks, 5-SAC-T12  
97th Bombardment Wing, Medium, December 1957

- f. The excessive tanker abort rate, <sup>24</sup> of 92 scheduled sorties in December, caused the loss of 15 Air Refueling training sorties that had been scheduled for non-combat ready crews participating in the upgrade program. A continuation of this trend could cause slippage in the overall upgrade schedule. ~~/C/~~
6. Recommendations for future units participating in upgrading programs: /U/
- a. All personnel assigned to a unit engaged in the upgrade program arrive on station a minimum of 15 days prior to the commencement of the flying portion of the program with all prerequisite training such as survival, MTD, simulator, etc., complete. /U/
7. Progress Report on "Pop-Up" Training: ~~/C/~~
- a. Number of crews completing:
- |                            |    |
|----------------------------|----|
| (1) Mission One, Phase I   | 11 |
| (2) Mission Two, Phase I   | 10 |
| (3) Mission Three, Phase I | 8  |
| (4) Mission Four, Phase I  | 5  |
- b. Number of crews requiring additional mission in Phase I training:
- None
- g. Statement of any operational problems encountered during reporting period. /U/
- (1) The requirement for the fourth Pop-Up mission to be a standardisation check flight presents a temporary operational scheduling problem to this unit, primarily because of the relatively late date the

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97B-10C

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Commander's Remarks, 5-SAC-T12  
97th Bombardment Wing, Medium, December 1957

requirement was established. This wing purposely scheduled non-standardization instructor crews for early qualification in the Pop-Up tactic so as not to interfere with the already full schedule of the standardization crews operating under the current upgrade program. *tc/*

- (2) Crew "Reflex" requirements added to Annual Standardization checks and upgrade requirements makes the addition of Pop-Up standardization checks a saturation point in the Wing Standardization program. *LC/*

*S.E. Manzo*  
S.E. MANZO  
Colonel, USAF  
Commander

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Headquarters  
97TH BOMBARDMENT WING, MEDIUM  
United States Air Force  
Biggs Air Force Base, Texas

97DPOC

10 December 1957

SUBJECT: Minutes of Combat Crew Control Board Meeting (No. XV)

TO: See Distribution

1. The Combat Crew Control Board met at 1030 hours, 10 December 1957. The following members were present:

Colonel Dillon, Deputy Commander  
Lt Col Dacus, Director of Operations  
Lt Col Craft, Director of Personnel  
Lt Col Young, Comdr, 311RS  
Maj Wolfenden, Wing Navigator  
Maj Eanes, Squadron Observer, 311RS  
Maj Rohr, Squadron Operations Officer, 312RS  
Maj Randall, Directorate of Operations  
Maj Oster, Directorate of Operations  
Capt Gribbling, Directorate of Operations

2. Effective 16 December 1957, the following action was directed:

- a. 310th Bomb Sq crew change: Upgrade R-18 to L-18.
- b. 311st Bomb Sq crew changes:
  - (1) Replace Lange (Pilot on R-52) with Pierson.
  - (2) Replace Pierson (Pilot on L-11) with Lange.
  - (3) Replace Eanes (NB on R-17) with Wolbert (SCM).  
Eanes to be assigned as Sq Observer.
- c. 312nd Bomb Sq crew changes: None.

*E. A. Horney*  
E. A. HORNEY  
2nd Lt, USAF  
Recorder

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3 cys ea Repts & Anal (DOT), and DCI  
2 cys ea DP, DO, DOT, DOR, DPO  
1 cy ea WS, OST(310ABG), Link Trgr(310ABG OST),  
DOP, and Adj  
15 cys to DPOC

HEADQUARTERS  
97TH BOMBARDMENT WING, MEDIUM (SAC)  
United States Air Force  
Biggs Air Force Base, Texas

SPECIAL ORDERS)  
NUMBER 126)

1 December 1957

1. UP AFR 39-29 EA of the FNA , ORGN INDC, 97th BOMWG (M) SAC this STA; are PROM to GR of MSGT (TEMP) W/RANK FR 1 DEC 57. AUTH: LTRS HQS 15th AF, SUBJ: Airman promotions, December 1957, DTD 9 NOV 57.

GR. PAFSC. NAME. AFSN. ORGN  
TSGT (43171E) JOHN DOUTHITT (b) (6) 340th BOMRON

2. UP AFR 39-29 EA of the FNA, ORGN INDC, 97th BOMWG (M) SAC this STA; are PROM to GR of TSGT (TEMP) W/RANK FR 1 DEC 57. AUTH: LTRS HQS 15TH AF SUBJ: Airman promotions, December 1957, DTD 9 NOV 57.

GR. PAFSC. NAME. AFSN. ORGN  
SSGT (43171E) DONALD V JOHNSON (b) (6) 342nd BOMRON  
SSGT (32371F) WILBUR H HENDERSO (b) (6) 342nd BOMRON

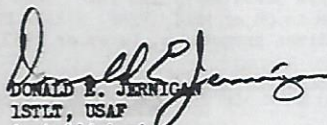
3. UP AFR 39-29 EA of the FNA, ORGN INDC, 97th BOMWG (M) SAC this STA; are PROM to GR of SSGT (TEMP) W/RANK FR 1 DEC 57. AUTH: LTRS HQS 15TH AF, SUBJ: Airman promotions, December 1957, DTD 9 NOV 57.

GR. PAFSC. NAME. AFSN. ORGN  
A/1C (43151E) BOBBY CRIBB (b) (6) 340th BOMRON  
A/1C (43151E) WILLIAM O KNIGHT (b) (6) 340th BOMRON  
A/1C (43151E) JAMES A MORELAND (b) (6) 340th BOMRON  
A/1C (43151E) RICHARD J TAYLOR (b) (6) 340th BOMRON  
A/1C (43151E) S. T. TURNER (b) (6) 340th BOMRON  
A/1C (43151E) DONALD H WESTAWAY (b) (6) 341st BOMRON  
A/1C (43151E) MANUEL S CARRASCO (b) (6) 341st BOMRON  
A/1C (43151E) CARL FULKERSON (b) (6) 341st BOMRON  
A/1C (43151E) EUGENE F DUFF (b) (6) 341st BOMRON  
A/1C (43151E) DUTCH ROBBINS (b) (6) 341st BOMRON  
A/1C (43151E) ROBERT J KOENIG (b) (6) 342nd BOMRON  
A/1C (43151E) BRUCE A BURD (b) (6) 97th PERMAINTRON  
A/1C (43151E) LARRY J CLARK (b) (6) 97th PERMAINTRON  
A/1C (43151E) WALTER B WILSON (b) (6) 97th PERMAINTRON  
A/1C (30153B) WALTER M COBLE (b) (6) 97th ARMT&ELECTMAINTRON  
A/1C (32150E) RALPH SHEDD (b) (6) 97th ARMT&ELECTMAINTRON  
A/1C (30150C) GERALD E STRENGTH (b) (6) 97th ARMT&ELECTMAINTRON  
A/1C (47250) FARRELL GARNAND (b) (6) 97th FLDMAINTRON  
A/1C (43250) KENNETH L HILL (b) (6) 97th FLDMAINTRON  
A/1C (43250) VIRGIL R HUBER (b) (6) 97th FLDMAINTRON  
A/1C (43250) RICHARD A LOWREY (b) (6) 97th FLDMAINTRON  
A/1C (43250) LARRY D DAVIS (b) (6) 97th FLDMAINTRON  
A/1C (42350) JOHN W STACY (b) (6) 97th FLDMAINTRON  
A/1C (43155) JAMES L SUTTLES (b) (6) 97th FLDMAINTRON

SO 126, HQ 97th BOMWG Biggs AFB, Texas dated 1 DEC 57 Cont'd

A/1C (43151E) GERALD K TAYLOR (b) (6)	97th FLDMAINTRON
A/1C (42250) GLENN L TOEWS (b) (6)	97th FLDMAINTRON
A/1C (43250) KENNETH W WALKER	97th FLDMAINTRON
A/1C (42350) RONALD S WELDING	97th FLDMAINTRON

FOR THE COMMANDER:

  
DONALD E. JERNIGAN  
1STLT, USAF  
Asst Adjutant

DISTRIBUTION: "A" Plus  
5 EA AMN PARA 1-3  
2 HQ 15TH AIR FORCE  
3 97th TACHOSP  
1 COMDR 810th ADIV  
5 810th BPO  
5 97R&A

TWICE IN A ROW--Colonel S. E. Manzo, 97th Bombardment Wing Commander (center ) presents the Wing Flying Safety Trophy to Lt. Col. Malcolm C. Simons, 340th Bomb Squadron Commander, Capt. Charles E. LeGrand 340th Flying Safety Officer looks on. In the face of stiff competition from other 97th Bomb Wing Squadrons, the 340th hoped to make the trophy a permanent possession with a third win.



0 1 2 0

97TH BOM. WING  
 CONSOLIDATED COMBAT CREW AVAILABILITY

As of 23 Dec 57

Select, Lead & Combat Ready Crews:

3/0th Bomb Squadron	14
3/1th Bomb Squadron	14
3/2nd Bomb Squadron	17
Sub-Total	<u>45</u>

Wing Crews:

3/0th Bomb Squadron	3
3/1st Bomb Squadron	3
3/2nd Bomb Squadron	3
Sub-Total	<u>9</u>

Wing Crews:

3/0th Bomb Squadron	4
3/1st Bomb Squadron	0
3/2nd Bomb Squadron	0
Sub-Total	<u>4</u>

GRAND TOTAL: 58

Code: #Instructor  
 ##Standboard

Note: (1) Flying time (Columns 7 & 8) is as of 30 Sept 57

(2) After first sheet of each squadron, columns will be identified by number only



310TH BOMBARDMENT SQUADRON

Squadron Staff Office.  
 Commander - Lt Col Simmons  
 Operations - Maj Beck  
 Observer - Maj Urban  
 Maintenance - Maj Yinson  
 Supply - 2Lt Michel

No. of Crews by Type:  
 Select 2  
 Lead 6  
 Combat-Ready 6  
 N 3  
 IN 1  
 TOTAL: 21

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
NO.	POS	SEC	RANK & NAME	DAFSC	DOS	B-17 TIME	TOTAL TIME	REMARKS	PRE-SOLO DATE	UPGRADE DATE
S-05	AC	<del>AS</del>	Maj Burnett*	123MB	Indef	803	3136			
**	P	<del>AS</del>	Capt Bullock	1245A	Indef	182	1703			
NB	<del>AS</del>	<del>AS</del>	Maj Orsencolo	1525B	Indef	762	4104			
S-11	AC	<del>AS</del>	Maj Holloway*	1245A	Indef	744	3096			
**	P	<del>AS</del>	Capt Jacobson	1241A	Indef	546	1611			
NB	<del>AS</del>	<del>AS</del>	Maj King	1525B	Indef					
L-04	AC	<del>AS</del>	Capt Wiley *	1245A	Indef	738	3618			
	P	<del>AS</del>	Capt Notmazel	123MB	Indef	451	2091			
NB	<del>AS</del>	<del>AS</del>	Maj Alexander	1525B	Indef	685	3928			
L-06	AC	<del>AS</del>	Capt Latimer *	123MB	Indef	647	4019			
**	P	<del>AS</del>	Capt Dahl	1245A	Indef	599	1774			
NB	<del>AS</del>	<del>AS</del>	Capt Bopp	1525B	Indef	582	4504			

0123

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
L-15	AC	<del>AC</del>	Maj Jones	1231B	Indef	507	4629			
	P	<del>P</del>	Lt Fessenden	1245A	Indef	518	1707			
	NB	<del>NB</del>	Capt Toney	1525B	Indef	1092	3615			
L-18	AC	<del>AC</del>	Maj Coble *	1245A	Indef	919	3665			
	P	<del>P</del>	Lt Dodds	1245A	27Mar59	84	454			
	NB	<del>NB</del>	Capt Fife	1525B	Indef	215	3323			
L-29	AC	<del>AC</del>	Capt LeGrand *	1231B	Indef	618	2405			
	P	<del>P</del>	Capt McCreech	1245A	Indef	223	2763			
	NB	<del>NB</del>	Lt Harms	1525B	3May59	191	458			
L-84	AC	<del>AC</del>	Maj Squires	1245A	Indef	535	3115			
	P	<del>P</del>	Lt Mamer	1231B	Indef	244	490			
	NB	<del>NB</del>	Capt McCord	1525B	Indef	253	1562			
R-03	AC	<del>AC</del>	Maj Horns	1231B	Indef	229	3497	Possible PCS in Jan 58		
	P	<del>P</del>	Maj Gaston	1245A	Indef	88	2630			
	NB	<del>NB</del>	Lt Bair	1525B	Indef	477	1034	PCS to Pilot Training in Mar 58		
R-20	AC	<del>AC</del>	Maj McCollum *	1231B	Indef	977	4147			
	P	<del>P</del>	Capt Miller	1245A	Indef	685	2104			
	NB	<del>NB</del>	Lt Wheelahan	1525B	Indef	46	903			

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
R-21	AC	<del>PS</del>	Capt Moore, Jr	1215A	Indef	519	3487			
	P	<del>S</del>	1Lt Whitehouse	1211A	Indef	136	511			
	NB	<del>S</del>	1Lt Pillar	1521B	20May59	106	481			
R-26	AC	<del>PS</del>	Capt Griesser	1231B	Indef	825	2951			
	P	<del>PS</del>	Capt Perabing	1211A	Indef	754	2023			
	NB	<del>PS</del>	1Lt Hart	1525B	Indef	415	1144			
R-27	AC	<del>PS</del>	Capt Clark *	1215A	Indef	710	3208			
	P	<del>PS</del>	Capt Gribbling	1411	Indef	527	2467			
	NB	<del>PS</del>	Capt Acosta	1525B	Indef	384	2123			
R-50	AC	<del>PS</del>	Capt Held	1215A	Indef	712	2172			
	P	<del>PS</del>	Capt Zimmerman	1231B	Indef	524	1598			
	NB	<del>PS</del>	Capt Lemons	1525B	Indef	187	2774			
N-01	AC	<del>S</del>	1Lt Hain	1231B	Indef	39	2138		Comp1	13Jun58
	P	<del>S</del>	1Lt Kaelin	1231B	5Dec58	33	116		Comp1	
	NB	<del>PS</del>	1Lt Serpa	1521B	Indef	46	1021		Comp1	
N-07	AC	<del>PS</del>	Maj Carson	1231B	Indef	51	5180		Comp1	27Jan58
	P	<del>PS</del>	Capt McNeal	1211A	Indef	24	1973		Comp1	
	NB	<del>PS</del>	1Lt Boies	1521B	5Sept59	50	377		Comp1	

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
N-62	AC	<del>P</del>	Capt Cameron	1241A	Indef	53	2390		UNKNOWN	
	P	<del>P</del>	Lt Delery	1231B	Indef	34	2061			
	NB	<del>P</del>	Lt Carnes	1521B	Indef	4	624			
IN-08	AC	<del>P</del>	Lt Webb	1231B	Indef	80	495		Comp1	24Feb58
	P	<del>P</del>	Lt Hermann	1231B	23Jan59	29	285		Comp1	
	NB	<del>P</del>	Lt Cummings	1521B	Indef	4	322		Comp1	
IN-09	AC	<del>P</del>	Maj Harrow	1241A	Indef	unknown			28Jan58	24Feb58
	P	<del>P</del>	Capt Wells	1231B	Indef	unknown			unknown	
	NB	<del>P</del>	Capt Kowalski	1521B	Indef	8	5063		6Jan58	
IN-19	AC	<del>P</del>	Maj Woodrich	1234B	Indef	166	3037		Comp1	Comp1
	P	<del>P</del>	Capt Ryan	1241A	Indef	60	2423	HTY: ETA 15 Feb 58		
	NB	<del>P</del>	Lt Perry	1521B	3May59	78	394		Comp1	Comp1
IN-65	AC	<del>P</del>	Maj Parsons	1241A	Indef	3	2089		Comp1	24Feb58
	P	<del>P</del>	Lt Williams	1231B	Indef	8	652		unknown	
	NB	<del>P</del>	Lt Carroll	1521B	Indef	unknown			unknown	
SOM	AC	<del>P</del>	Maj Smith	1231B	Indef	166	7394	-----		
SOM	P	<del>P</del>	Lt Cason	1231B	7Feb59	33	296	Programmed as AC on R-20		
SOM	P	<del>P</del>	Capt Nelson	1231B	Indef	12	1832	To R-50 when Combat-Ready		
SOM	P	<del>P</del>	Lt Smith V P	1231B	Indef	11	749	Pending grounding		
SOM	NB	<del>P</del>	Lt Donovan	1521B	27Mar58	7	333	To R-27 when Combat-Ready		

(10) (11)

(9)

(8)

(7)

(6)

(5)

(4)

(3)

(2)

(1)

SCM NB ~~NS~~ Capt Clohe 1525B Index 10 2199

SCM NB ~~NS~~ Illt Owen 1521B Index 323

31ST BOMBARDMENT SQUADRON

No. of Crews by Type:  
 Select 2  
 Lead 6  
 Combat-Ready 6  
 N 3  
 IN 0  
 TOTAL: 17

Squadron Staff Officers:  
 Commander Lt Col Young  
 Operations -Maj Cavanaugh  
 Observer -Maj Emswiler  
 Maintenance -Maj Beeson  
 Supply -Capt Trause

(10) PRE-SOLO UPGRADE  
 DATE DATE  
 (11) UPGRADE  
 DATE

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
NO.	POS	SEC	CLM	DAFSC	DOS	E-47 TIME	TOTAL TIME	REMARKS
S-30	AC	AS	Maj Cogburn *	1245A	Indef	1220	4106	
**	P	AS	Lt Robillard	1234B	Indef	422	697	
	NB	AS	Maj Reed	1525B	Indef	757	4718	
S-43	AC	AS	Maj Oulder *	1234B	Indef	729	2764	
**	P	AS	Lt Burel	1234B	1458p58	303	666	
	NB	AS	Maj Cornett	1525B	Tudaf	591	3189	
I-33	AC	AS	Maj Pichhardt *	1245A	Indef	882	8292	
	P	AS	Lt Young W A	1231B	Indef	73	2392	
	NB	AS	Capt Davenport	1525B	Indef	584	3183	
I-36	AC	AS	Capt Daidermann	1245A	Tudaf	806	3852	
	P	AS	Capt Smith	1234B	Tudaf	733	1580	
	NB	AS	Capt Cox	1525B	Indef	773	3817	

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
L-41	AC	<del>TS</del>	Maj Gibson	1231B	Indef	423	2920			
	P	<del>TS</del>	1Lt Lange	1231B	29Mar58	584	918			
	NB	<del>TS</del>	Capt Kottas	1525B	Indef	669	2373			
L-46	AC	<del>TS</del>	Capt Bridgewater	1245A	Indef	586	2029			
	P	<del>TS</del>	1Lt Collar	1231B	11Feb58	494	869	Replace with Lt Dornbosch 3 Feb 58		
	NB	<del>TS</del>	1Lt Griffin	1525B	Indef	456	861			
L-49	AC	<del>TS</del>	Capt Carr #	1245A	Indef	660	4380			
	P	<del>TS</del>	1Lt Smith H L	1231B	Indef	32	2504			
	NB	<del>TS</del>	Capt Murray	1525B	Indef		134			
L-54	AC	<del>TS</del>	Capt Moore	1245A	Indef	660	3435			
	P	<del>TS</del>	1Lt Womble	1231B	28Jan58	325	651	Replace with Capt D. Mech fr SCM		
	NB	<del>TS</del>	1Lt Sorick	1525B	Indef	376	861			
R-32	AC	<del>TS</del>	Capt Hartmann	1231B	Indef	843	3889			
	P	<del>TS</del>	1Lt Lother	1231B	Indef	52	1765			
	NB	<del>TS</del>	Maj Sanborn	1525B	Indef	736	4673			
R-40	AC	<del>TS</del>	Maj Howard	1231B	Indef	233	5356			
	P	<del>TS</del>	Capt Colley	1245A	Indef	179	2836			
	NB	<del>TS</del>	1Lt Lemon	1521B	29May59	190	179			

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
R-45	AC	JS	Maj Wilcox	1234B	Indef	469	3173			
	P	JS	Capt Emery	1245A	Indef	527	2510			
	NB	JS	Capt Hunt	1525B	Indef	704	5138			
R-47	AC	JS	Maj Flanders	1241A	Indef	176	2450			
	P	JS	Lt Shuring	1231B	10Feb58	151	457	Replace w/ th Capt Hodges fr SCH 20 Jan 58		
	NB	JS	Zlt Wolbert	1521B	3May59	149	450			
R-52	AC	JS	Capt Wood	1245A	Indef	465	2690			
	P	JS	Capt Pierson	1245A	Indef	725	1739			
	NB	JS	Capt Giddings	1525B	Indef	308	3482	PCS to McConnell. Replace w/ th Bouton fr SCH		
R-56	AC	JS	Maj Parker	1231B	Indef	174	5143			
	P	JS	Lt Webb	1241A	Indef	80	495			
	NB	S	Zlt Major	1521B	3May59	130	399			
N-37	AC	JS	Lt Brennan	1234B	Indef	847	2039		Compl	3Feb58
	P	JS	Lt Tison	1231B	2Jan59	331	289		Compl	
	NB	JS	Lt Thomas N G	1521B	6Dec58		333		Compl	
N-38	AC	JS	Capt Gibbs	1231B	Indef	84	4420		Compl	27Jan58
	P	JS	Capt Thede	1231B	Indef	73	3621		Compl	
	NB	JS	Lt Bolley	1521B	6Dec58		297		Compl	



(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
N-67	AC	JS	Capt Goldstein	1245A	Indef	723	1714		Comp	17Mar58
	P	JS	Lt Arger	1231B	Indef	8	871		unknown	
	NB	JS	Maj Goetz	1521B	Indef	4	3053		XDec57	
-----										
SCM	AC	JS	Capt Dirsch	1241B	Indef	76	2487	Programmed as Pilot on L-54 to replace Romie		
SCM	AC	JS	Capt Hodges	1241A	Indef	88	2717	Programmed as Pilot on R-47 to replace Stimping		
SCM	P	JS	Lt Dornbosch	1231B	Indef	29	299	Programmed as Pilot on L-46 to replace Collar (3 Feb 58)		
SCM	P	JS	Capt Blodgett	1241A	Indef					
SCM	P	JS	Lt Young A L	1241A	Indef					
SCM	NB	JS	Capt Hertel	1521B	Indef	187	1735	Voluntary suspension fr flying		
SCM	NB	JS	Capt Strother	1521B	Indef		1931			
SCM	NB	JS	Lt Bouton	1521B	Indef		306	Programmed for R-52 to replace Giddings		
SCM	NB	JS	Lt Hoyer	1521B	Indef		336			
SCM	NB	JS	Lt Mamo	1521B	5Dec56			Inefficient retainability to send to McCormell AFB for trg		
SCM	NB	JS	Lt Carter	1525B	Indef		332			
SCM	NB	JS	Lt McEndam	1521B	Indef		853			

32ND BOMBARDMENT SQUADRON

No. of Crews by Type:  
 Select 5  
 Lead 8  
 Combat-Ready 4  
 H 3  
 IN 0  
 TOTAL: 20

Squadron Staff Officers:  
 Commander - Maj Madmen\*  
 Operations - Maj Rohrer\*  
 Observer - Maj Cole  
 Maintenance - Maj Baker  
 Supply - Capt Peist

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
S-63	AC	76	Maj Renelt*	1234B	Indef	787	2871			
	P	76	1/Lt Morrison	1231B	Indef	36	2375			
	NB	76	Maj Guthrie	1525B	Indef	613	3303			
-----										
S-64	AC	76	Maj Collins*	1234B	Indef	658	5330			
	P	76	1/Lt Schaller	1245A	Indef	197	554			
	NB	76	Maj Elack	1525B	Indef	681	4477			
S-66	AC	76	Maj Young	1234B	Indef	765	3654			
	P	76	1/Lt Davison	1231B	Indef	596	1270			
	NB	76	Lt Col Leebetter	1525B	Indef	675	4012			
S-68	AC	76	Maj Harshys	1245A	Indef	993	5187			
	P	76	1/Lt Mandola	1241A	Indef	97	452			
	NB	76	Maj MacBae	1525B	Indef	802	4902			

7 mo 1v and Bootstrap starts 1 Feb 56

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
S-72	AC	78	Maj Avey	1241B	Indef	992	5317			
**	P	78	Capt Haswellton	1245B	Indef	1011	3145			
	NB	78	Maj Moffan	1525B	Indef	685	5623			
L-69	AC	78	Maj Long	1245A	Indef	703	3182			
	P	78	Maj Esh	1245A	Indef	693	1569			
	NB	78	Capt Folk	1525B	Indef	275	3669			
L-70	AC	78	Maj Armstrong	1245A	Indef	674	2366			
	P	78	Capt Bahwaldt	1241B	Indef	Unknown	Unknown			
	NB	78	Maj Jones	1525B	Indef	582	4222			
L-73	AC	78	Capt Crumpler*	1241B	Indef	769	3704			
	P	78	1/Lt Martin	1245A	13Jan58	498	1573	Repl v/Jewel 20-Jan 58		
	NB	78	1/Lt Madden	1525B	13Jan58	239	966	Repl v/Neal 27 Jan 58 fr SCH		
L-74	AC	78	Maj Duncan	1245A	Indef	547	4023			
	P	78	1/Lt Lemmon	1241B	Indef	534	919			
	NB	78	Capt Plakala	1525B	Indef	502	3440			
L-77	AC	78	Capt Burtchell	1245A	Indef	705	3232			
	P	78	Capt Resaler	1241A	Indef	702	2750			
	NB	78	Capt Hughes	1525B	Indef	451	2591			

Crew sched for B-52 Pro in Jan 58

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
L-78	AC	<del>76</del>	Capt Hill	1245A	Indef	786	2060			
	P		1/Lt Steen	1234B	29Mar58	461	810	Replace w/Hamilton fr SCH in Mar 58		
	NB	<del>76</del>	Capt Sutter	1525B	Indef	246	2950			
L-80	AC	<del>76</del>	Capt Griffith	1234B	Indef	717	2007			
	P	<del>76</del>	Capt Fleet	1234B	Indef	518	3818			
	NB	<del>76</del>	1/Lt Tomatino	1525B	Indef	305	1555			
L-83	AC	<del>76</del>	Capt Wood	1245A	Indef	655	4639			
	P	<del>76</del>	1/Lt Powell	1234B	Indef	29	3141			
	NB	<del>76</del>	Capt Lane	1525B	Indef	470	4645			
R-53	AC	<del>76</del>	Maj Judd	1245A	Indef	197	5456			
	P	<del>76</del>	1/Lt Tobb	1234B	22Jan59	48	310			
	NB	<del>76</del>	1/Lt Erickson	1521B	3May59	204	449			
R-81	AC	<del>76</del>	Capt Drury	1245A	Indef	817	1947			
	P	<del>76</del>	2/Lt Johnson	1234B	Indef	184	440			
	NB	<del>76</del>	1/Lt Zettler	1521B	Indef	124	487			
R-82	AC	<del>76</del>	Capt McCurdy	1234B	Indef	394	4170			
	P	<del>76</del>	2/Lt Verhamer	1234B	27Jan59	369	619			
	NB	<del>76</del>	1/Lt Lang	1525B	Indef	330	4446			

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
R-85	AC	<del>P</del>	1/Lt McGeethron	1231B	Indef	153	2390			
	P	<del>P</del>	1/Lt Slocum	1231B	6Feb59	48	283			
	NB	<del>C</del>	Cypt 1/Lt Winemiller	1521B	Indef	125	488			
N-12	AC	<del>P</del>	Capt Wallace	1245A	Indef	206	2614			
	P	<del>P</del>	Capt Pearson	1241A	Indef	52	1705			
	NB	<del>P</del>	Capt Vaughan	1521B	Indef	Unknown	1248	Replace w/Thomas 6 Jan 58		
N-79	AC	<del>P</del>	Maj Henderson	1234B	Indef	636	2345			
	P	<del>P</del>	Capt Bates	1231B	Indef	33	5699			
	NB	<del>P</del>	1/Lt Struble	1521B	6Dec58	Unknown	307			
N-96	AC	<del>P</del>	Maj Fisher	1241A	Indef	51	2258		2Jan58	17Feb58
	P	<del>P</del>	1/Lt Dowling	1231B	27Mar59	28	302		2Jan58	17Feb58
	NB	<del>P</del>	1/Lt Salvucci	1525B	Indef	Unknown	600		7Jan58	17Feb58

SOM	AC	<del>P</del>	Capt Hamilton	1231B	Indef					
SOM	<del>P</del>	<del>P</del>	1/Lt Crider	1231B	Indef	32	1641			
SOM	P	<del>P</del>	Capt Sain	1231B	Indef			TDI to McCamell		
SOM	P	<del>P</del>	1/Lt Jewell	1241A	Indef			Programmed as pilot on 1-73 to replace Martin 27 Jan 58		
SOM	P	<del>P</del>	Capt Kienholz	1241A	Indef			Pending PCS		
SOM	<del>P</del>	<del>P</del>	1/Lt Burch	1521B	6Dec58			insufficient retainability to send to Motion for		

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
SCM	NB	/	Lt Webb	1521B	1Nov58	None	349	
SCM	NB	/	Lt Gallagher	1521B	23Jan59	unknown		
SCM	NB	/	Capt Neal	1521B	Indef	8	1514	Programmed as NB on 1-73 to replace Madden 27 Jan 58
SCM	NB	/	Lt Thomas	1521B	Indef	8	338	Programmed as NB on N-12 to replace Vaughn 6 Jan 58