

Historian
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97 TH BOMBARDMENT WING (M)
BIGGS A.F.B., TEXAS

Historian
REFLEX ACTION

OPERATIONS ORDER

96 - 57

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~~RESTRICTED DATA~~

~~ATOMIC ENERGY ACT - 1954~~

E4123C

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

97DOP

14 Nov 57

SUBJECT: /Unclassified/ Transmittal of 97th Bombardment Wing Operations
Order 96-57

TO: See Distribution

1. Inclosed is 97th Bombardment Wing Operations Order 96-57, unclassified
nickname "REFLEX ACTION." /U/
2. Annex "D" to this operations order is not included in the initial
distribution and will be forwarded as soon as information becomes available. /U/

FOR THE COMMANDER:

1 Incl
97BW OPSORD 96-57
dtd 14 Nov 57

Vernon R. Weatherman
VERNON R. WEATHERMAN
Major, USAF
Adjutant

97D-1955C

E4123C

Headquarters
97TH BOMBARDMENT WING, MEDIUM
United States Air Force
Biggs Air Force Base, Texas
14 November 1957

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Headquarters
97TH BOMBARDMENT WING, MEDIUM
United States Air Force
Biggs Air Force Base, Texas
14 November 1957

97TH BOMBARDMENT WING, MEDIUM, OPERATIONS ORDER 96-57

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATIONS:

340th Bombardment Squadron	Lt Col M. Simons
341st Bombardment Squadron	Lt Col K. Young
342nd Bombardment Squadron	Maj L. Madson
97th Field Maintenance Squadron	Maj T. Brisendine
97th Armament and Electronic Squadron	Maj S. Lane
97th Periodic Maintenance Squadron	Lt Col W. Brackley
97th TAC Hospital	Maj J. Cotnam
Hq Sq Sec, 97th Bombardment Squadron	Capt E. Pollack

1. GENERAL SITUATION: Requirement exists to improve SAC Strike Potential at forward area bases. Unclassified nickname for overall operation is "REFLEX ACTION" ^{LS/}

a. Intelligence: See Annex "A".

b. Friendly Forces:

- (1) MATS: Provide airlift support.
- (2) Eight AF: Provide overall support for this operation.
- (3) 820 Air Division: Provide base facilities and support.
- (4) 3rd Weather Wing: Provide weather data in support of aircraft

movement for this operations order.

(4) 810 Air Division: Provide base support and necessary personnel for this operation.

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(6) 1st SSS: Provide airlift for support personnel as outlined in Annex "D".

2. MISSION: To maintain five B-47 alert aircraft at Plattsburg AFB, and rotate aircraft on a weekly basis from home station. /S/

3. TASKS FOR SUBORDINATE UNITS:

a. 340, 341, 342 Bombardment Squadrons: Rotate five B-47 aircraft and combat crews on a weekly basis from Biggs Air Force Base. /U/

b. 97th Detachment Commander - Maintain five B-47 aircraft and crews on constant alert status. Redeploy aircraft and crews on a weekly basis to Biggs Air Force Base. /U/

c. Commanders, 97FMS, 97A&E and

(1) Provide necessary specialist, tools and equipment in support of this operation as indicated in Annex "D". /U/

d. Commanders, 97th Headquarters Squadron Section, 97th Bombardment Wing, will: /U/

(1) Provide necessary administrative specialists and technicians in support of this operation as indicated in Annex "D".

(2) Appoint detachment Commander in grade of Lt Col/Major, AFSC 1416/0066 for 90 day TDY increment as required for the life of this operations order.

(3) Provide contact towers at Biggs AFB.

x. GENERAL INSTRUCTIONS:

(1) Unclassified nickname for this operation is "REFLEX ACTION".

When referring to this particular reflex or air traffic control, the unclassified nickname of "NORTH CLIFT" will be used. /S/

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(2) X-day is 3 December 1957. ~~/S/~~

(3) Operational responsibility for this exercise is delineated as follows:

(a) Headquarters 15AF will exercise operational control until aircraft have completed deployment or ready for redeployment to Biggs AFB. /U/

(b) Commander 8AF and/or Reflex Task Force Commander will assume operations responsibility of Reflex aircraft during TDY period.

(4) Planning factors: /U/

(a) Bombay configuration will be as specified in Annex "F". /U/

(b) Maintenance and/or supervisory personnel will be rotated by increments of 30 to 60 day TDY period. Detachment Commanders tour of TDY will be approximately 90 days.

(c) B-47 aircraft, crews, including crew chief, will be rotated every eight (8) days. Combat crew rotation schedule will be in accordance with monthly training directive.

(d) Ground rules for maintaining EWP posture. /U/

1. Maintain five (5) aircraft daily in commission which will be on a ready status. (Aircraft will not be flown). ~~/S/~~

2. Alert Force aircraft will be allowed up to six hours out of commission status after which replacement aircraft must be acquired for alert force. ~~/S/~~

3. When it is determined that a total of five (5) aircraft cannot be in an in-commission status within a six (6) hour period, the detachment Commander will notify Commander 820th Air Division and the 97th Bombardment Wing Commander to alert/dispatch replacement aircraft as soon as possible.

4. Flying safety will be emphasized through out all phases of this mission. /U/

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5. No release of information concerning this mission will be made without approval of the Wing Commander.

4. ADMINISTRATION AND LOGISTICS /U/

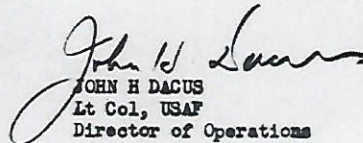
a. As shown in Annex "D".

5. COMMAND AND COMMUNICATION MATTERS

a. Command

b. Communications: See Annex "C". /U/

FOR THE COMMANDER:


JOHN H DACUS
Lt Col, USAF
Director of Operations

ANNEXES

ANNEX "A" - Intelligence
ANNEX "B" - Operations
ANNEX "C" - Communications
ANNEX "D" - Administration
ANNEX "E" - Special Weapons

DISTRIBUTION

CINCSAC	5 cys	97DOGO	1 cy
COMAF 15	3 cys	97DOT	2 cys
CINCPORAD	8 cys	97DOP	2 cys
COMAD	1 cy	97DOC	1 cy
COMAF 8	3 cys	97DCR	1 cy
COMADIV 810	2 cys	97AABS	2 cys
COMADIV 820	5 cys	97FMS	1 cy
810ABG	2 cys	97FMS	1 cy
97ADJ	2 cys	340th BS	2 cys
97DOI	1 cy	341st BS	2 cys
97DP	2 cys	342nd BS	2 cys
97DM	2 cys	97TAC HOSP	1 cy
97DO	2 cys	97 DETACHMENT CMDR	1 cy

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Headquarters
97TH BOMBARDMENT WING, MEDIUM
United States Air Force
Biggs Air Force Base, Texas
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ANNEX "A"
INTELLIGENCE
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ANNEX "A"
97BW OPSORD 96-57
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ANNEX "A" TO 97TH BOMBARDMENT WING OPERATIONS ORDER 96-57

INTELLIGENCE

1. Intelligence Summary: (Omitted; Reference 97BW OPSORD 50-58). /U/
2. Intelligence Requirements: (Omitted; Reference 97BW OPSORD 50-58). /U/
3. Intelligence Activities: /U/

a. The Target Materials Section, 97th DOI will prepare one (1) Target Planning Folder and two (2) Combat Mission Folders to be kept in place at Plattsburg for the reflex sortie assignments. One CMF will be designated the "Alert Folder" and will be kept in the "Alert Kit" at all times ready for immediate issue to the alert crew. It will be the responsibility of the Reflex Force Mission Study Officer to keep the alert CMF current at all times. The alert CMF will not be used for Study purposes. The other CMF and the TPF will be used to satisfy both 50-58 and alert crew study requirements. /U/

b. The Alert Kit will consist of the following items which will be supplied by the indicated section. /U/

- (1) Combat Mission Folder (Intelligence) /U/
- (2) Deployment & Redeploy (Intelligence) /U/
- (3) Escape & Evasion Belts (Intelligence) /U/
- (4) LOTP's and EMP crystals (Communications if RS 6 is carried) /U/
- (5) Thermite (M-14) Grenades (Munitions) /U/
- (6) Bomb Commander's Folder (Special Weapons) /U/

c. The first increment of crews deploying to Plattsburg for reflex alert duty will carry the alert kit plus the TPF and the additional CMF. These items will

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be turned over to the Reflex Force Mission Study Officer for storage in the alert facility (Bldg #1944). The alert kit, TSF & CMF will remain in place at Plattsburgh for subsequent crews assuming alert duties. /U/

d. The alert kit will be inventoried by each on coming aircraft commander who will sign a receipt for the itemized contents. The alert kit will be stored in a modified file cabinet with an individual padlocked drawer for each reflex sortie. Each lock will have two (2) keys, one of which will be transferred from one aircraft commander to the next at the time that the alert kit and its contents are inventoried and receipted for. The cabinets containing the alert kits will be under the protection of an armed Air Policeman or Charge of Quarters, as applicable, at all times. In order to provide for emergencies, the second complete set of keys will remain in the custody of the Reflex Force Mission Study Officer. /U/

e. Changes to CMFs at Reflex Base will be accomplished by the most expeditious means possible. Changes will be forwarded either by electrical means or with the next group of reflex crews. The Reflex Force Mission Study Officer will maintain close Liaison with the 380th Bomb Wing Intelligence Division for changes in E&E information, SAC Order of Battle information, and other intelligence items which could affect the reflex crews or their mission. /U/

f. Combat crew members on reflex alert duty will not have any squadron, wing, or other organizational insignia on their flying clothing or equipment. Individual items of personal identification, personal effects not necessary or proscribed from flight under EWP conditions will be collected prior to assuming alert duties in accordance with unit SOPs. /U/

ANNEX "A"
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Headquarters
97TH BOMBARDMENT WING, MEDIUM
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ANNEX "B"
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ANNEX "B" TO 97TH BOMBARDMENT WING OPERATIONS ORDER 96-57

OPERATIONS

1. PURPOSE: To deploy and rotate on a weekly basis five (5) B-47 reflex aircraft to Plattsburg AFB, New York. X-day for this operations order is 3 December 1957. ~~/S/~~

2. GENERAL SITUATION:

(b) (1) (A)

(1) Deployment schedule to Plattsburg:

- (a) Tuesday - 2 aircraft
- (b) Wednesday - 2 aircraft
- (c) Thursday - 1 aircraft

(2) Redeployment schedule to Biggs AFB:

- (a) Wednesday - 2 aircraft
- (b) Thursday - 2 aircraft
- (c) Friday - 1 aircraft

b. Rotational TDY period for B-47 aircraft and crew will be approximately eight days. /U/

c. Aircraft and crews will maintain alert status at Reflex base in EWP configuration. ~~/S/~~

d. After replacement aircraft and crews arrive at "Reflex" base and have been placed on alert status, the Detachment Commander will release redeploying aircraft and assigned crew to 97th Bombardment Wing. ~~/S/~~

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- e. SPECIAL WEAPONS ferried to Plattsburg will be turned over to AEC custodian at Plattsburg Air Force Base. ~~/S/~~
- f. The 97th Bombardment Wing Detachment Commander will coordinate directly with Headquarters 15th Air Force for availability of tanker from 8th Air Force resources. /U/
- g. The recall word for this mission is "DOWN TOWN BRAVO". ~~/S/~~
- h. Deploying aircraft to Plattsburg will be scheduled to arrive no later than 1200 hours MST. /U/
- i. Individual AF Forms 175 will be filed. /U/
- j. All aircraft will deploy with full load of combat ammunition and chaff. ~~/S/~~
- k. Prior to departure for this operation, all aircraft commanders will complete G-11C trainer letdown for Plattsburg Air Force Base. /U/
- l. SPARE AIRCRAFT will be on stand by basis to cover deploying aircraft.

3. ROUTES:

- a. A single route for deploying and/or redeployment to and from Plattsburg is contained in this annex. ~~/S/~~
- b. Route information for all aircraft is contained in Master Flight plan listed as inclosure #2 to this annex. /U/
- c. These deployment routes are for initial deployment and in the event that it is necessary to deploy an aircraft immediately to "Reflex" base. /U/
- d. Replacement aircraft deploying and/or redeploying will mission plan and prepare individual flight plan utilizing maximum training facilities enroute in order to obtain maximum SAC Regulation 50-8 training. ~~/S/~~

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4. SECURITY: /U/

- a. Aircraft security procedures including anti sabotage inspection of aircraft will be accomplished prior to flight.
- b. In the event of emergency landing, aircraft commander will be responsible for security of aircraft.

5. FLYING SAFETY: /U/

- a. Flying safety will be the primary consideration throughout all phases of this operation.
- b. All crews will be briefed and practiced on letdown procedures at Plattsburg.
- c. Radar observers will monitor letdown and landing .
- d. Crews will receive adequate crew rest.
- e. Current radio facility charts and pilots handbooks for jet letdown for pertinent areas will be carried aboard each aircraft.
- f. Current copy of T.O. 1B-47E-1 will be carried aboard each aircraft participating in this exercise.



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LIST

MISSI FLIGHT PLAN		G. O. AND NICKNAME		UNIT		TYPE ACFT		WAVE		CELL CALL		REMARKS	
POUNDS		REFLEX MOTION		97BN		B-5				SIGN			
ACFT BASIC	82500	BOMBS		POUNDS								PRESSURE	AIR TEMP
CREW	1100	AMMO	480									4000	500
OIL	410	WATER AUG										CRITICAL FIELD LENGTH	CRITICAL AIR
ATO		STATIC										9600'	TEMP
BACK		START ENGINES										8300'	900
WEIGHT	1560	AND TAXI FUEL										150KLB	TAKE-OFF SPEED
MISCELLANEOUS	455	ALLOWANCE											CRITICAL WIND COMPONENT
CHAFF	750	TOTAL FUEL	80000										1ST LEG
OPERATING	86775												10 LEG

PRE-FLIGHT PLAN													
FROM	ROUTE	FLT COND	T. C.	WIND DIR	T. H.	VAR	M. H.	TEMP	JAS	MACH	TIME	AIR DIS	FUEL FLIGHT PLAN
				DRIFT				ALT			TIME	AGE	ETA
											TIME	AGE	ETA
											TIME	AGE	ETA
BIGGS		SB									10 :03	10	3000
		TAXI									10 :03	10	77000
		TO									21 :03	18	74960
		ACC		270/20	155	-12	143		410	415	31 :06	28	7700
0111PT		CL	052	270/20	056	-12	044		410	420	14 :22	137	67240
32-37N	L.O.	CL	057	280/55	049	-12	037	35N	425	475	28 :28	198	6000
304-22W		CL	052	265/55	053	-11	042		425	482	50 :11	483	61200
		CL	057	265/65	055	-9	046		425	486	780 :01:42	702	5800
		CR	058	265/65	052	-7	045		425	484	132 :16	113	51290
		CR	056	265/65	072	-4	068		425	489	912 :01:58	815	48440
		CR	073	265/65	089	-1	088		425	490	168 :21	148	57090
		CR	088	265/75	048	12	60		425	490	530 :01:17	943	5800
		CR	062	265/75	065	16	071		425	495	144 :18	127	2850
		CR	068	265/75	052	12	56		425	490	121 :15	106	42040
		CR	090	265/75	052	12	56		425	495	1327 :02:50	1182	39540
		CR	090	265/75	052	12	56		425	495	176 :21	148	3400
		CR	090	265/75	052	12	56		425	495	1503 :03:11	1330	3400
		CR	090	265/75	052	12	56		425	495	168 :01:33	148	3400
		CR	090	265/75	052	12	56		425	495	144 :18	127	3400
		CR	090	265/75	052	12	56		425	495	168 :01:33	148	3400
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MISSILE FLIGHT PLAN	O. G. AND NICKNAME		UNIT	TYPE "PT"	WAVE	REMARKS	
	POUNDS	REFLEX ACTION				CELL CALL SIGN	1ST LEG
ACFT BASIC	82500		97BW	B-52			
CREW	1100		BOMBS				
DIL	410		WATER AUG	480			
ATO			STATIC	167255			
BACK			START ENGINES	3000			
EXPLANATION	1560		ALLOMBANCE				
MISCELLANEOUS	452		TAKEOFF	164255			
CHAFF	750		ORDER				
OPERATING	86773		TOTAL FUEL	80000			
PRE-FLIGHT PLAN							
FROM	PLATTSBURG						
ROUTE							
FLY COND							
SE							
TAXI							
TO							
REPUBLICATION							
43-00N							
74-60W							
42-43N							
74-57W							
42-42N							
79-03W							
41-36N							
82-60W							
40-39N							
85-00W							
ROBERTS VLR							
WINNY VLR							
REITERAN VLR							
YANCO VLR							
CLAREMONT BNC							
12-37N							
104-22W							
FLY COND							
SE							
TAXI							
TO							
REPUBLICATION							
43-00N							
74-60W							
42-43N							
74-57W							
42-42N							
79-03W							
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82-60W							
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85-00W							
ROBERTS VLR							
WINNY VLR							
REITERAN VLR							
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79-03W							
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82-60W							
40-39N							
85-00W							
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WINNY VLR							
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82-60W							
40-39N							
85-00W							
ROBERTS VLR							
WINNY VLR							
REITERAN VLR							
YANCO VLR							
CLAREMONT BNC							

FROM		MISSION FLIGHT PLAN		CONTINUATION SHEET		FUEL FLIGHT PLAN										
32-37N	104-22W	F.L.T. COND.	T.C.	WIND DIR	T.H.	VAR	M.H.	TEMP	IAS	T. A. S. G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL USED	GROSS WT
ROUTE				DRIFT				ALT	MACH		GND DIS	TIME	AIR DIS			
CLINT		CR	237	280/55	240	-12	228		.74	425 373	117	:18	127		27715	111670
BEGGS		CR	332	260/55	325	-12	313		.74	425 408	1814	05:00	2094		28550	2550
LAND											18	:09	21		21865	109120
											1852	05:03	2115		410	740
												:20			21755	108710
												05:23				

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~~CONFIDENTIAL~~

Headquarters
97TH BOMBARDMENT WING, 15 AFSG
United States Air Force
Blyden Air Force Base, Texas
14 November 1957

APPENDIX 1, TO ANNEX "B" 97B/OP/ATTN/NOV 96-57

REPORTS

1. RESPONSIBILITY: Senior Controller 97th Bombardment Wing, and Reflex action Task Force Commander, Plattsburgh Air Force Base are responsible for submitting applicable reports. /U/

2. PROCEDURE: The following information will be used when submitting reports:
/Classification/Zip number/Type Report/96-57/15AF/97B / reflex action/. /U/

3. REPORTS REQUIRED:

a. Distribution "A". /U/

- (1) M-2 Senior Controller 97th and Task Force Commander. /U/
- (2) M-5 Senior Controller 97th and Task Force Commander when applicable. /U/
- (3) M-9 Senior controller 97th and Task Force Commander. /U/
- (4) M-10 Senior Controller 97th and Task Force Commander. /U/
- (5) M-15 Senior controller 97th and Task Force Commander. /U/
- (6) M-17 Senior Controller 97th and Task Force Commander. /U/
- (7) M-27 Task Force Commander (See note per 3c below). /U/
- (8) M-36 When applicable. /U/
- (9) B-27 Director of Operations 97th Bombardment Wing. /U/
(See note per 3d below)

b. Reports to be submitted by aircraft commanders if landing is made at other than briefed destination. /U/

- (1) M-15 /U/
- (2) M-17 /U/
- (3) M-10 /U/

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c. Addresses: /U/

(1) Distribution "A". /U/

CINCSAC OFFUTT AFB NEBR
COMAF 15 MARCH AFB, CALIF
COMAF 8 WESTOVER AFB, MASS
COMADIV 820TH PLATTSBURGH AFB, N Y
COMADIV 810TH BIGGS AFB, TEX
COMAF 2 BARKSDALE AFB, LA (M-5 Report only)
COMDR 820TH ABGRU PLATTSBURGH AFB, N Y
CINCONAD/COC ENT AFB, COLO (M-2 Report only)
CADF GRANDIEN AFB, MO (M-2 Report only)
EADF STEWART AFB, NEWBURGH N Y (M-2 Report only)

d. Unit Commanders will submit a B-27 report to Headquarters SAC and Headquarters 15AF based on interrogation of returning crews not later than the end of the first duty day following the return of the second and fourth increments. Comments and recommendations will be based on crews comments concerning the deployment, TDY and redeployment phases. After submission of this report for the fourth returning increment, this report will be submitted after the return of each fourth increment and will be based on comments of crews which have returned since last report was submitted. Exception: A Report will be submitted after return of any increment when commander's comments and recommendations warrant immediate attention. ~~/s/~~

e. The Reflex Action Task Force Commander will submit a narrative report to Headquarters SAC and Headquarters 15AF twice monthly during the first two months and once a month thereafter. Information copy will be submitted to Commander 97th Bomb Wing. Due time is 2400Z on the 15th and 30th of each month during the first two months and on the 30th of each succeeding month. The report will be submitted by zippe

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~~Confidential~~

message, classified according to content, but not lower than confidential. The M-27 format will be used as a guide in preparation and the report will be designated an M-27 report following the zip code number. This report will include, but will not be limited to, comments on adequacy of planning factors, operational procedures and recommended changes thereto. ~~/S/~~

f. Reports will be submitted in accordance with applicable portion of SAC Manuals 55-8, 55-8M and 55-8B. All aircraft commanders will carry a copy of SAC Manual 55-8M for reference if needed. /U/

g. Permanently Required Reports: These reports are in accordance with paragraph 6a(10), SAC Manual 55-8, reflecting information which may become available at any time. /U/

- (1) M-12 (Hot News Report). /U/
- (2) M-14 (Aircraft Distress Report). /U/
- (3) M-20 (Lost Aircraft summary Report). /U/
- (4) M-35 (Initial Report of Enemy Jamming of Electronic equipment). /U/

ATTN 1 TO ANEX "B"
97th GROUP 96-87
14 November 1957

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~~Confidential~~

Headquarters
97TH BOMBARDMENT WING, MEDIUM
United States Air Force
Biggs Air Force Base, Texas
14 November 1957

ANNEX "C"

COMMUNICATIONS

OPERATIONS ORDER

96-57

ANNEX C
97BW OFS ORD 96-57
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~~SECRET~~

Headquarters
97TH BOMBARDMENT WING, MEDIUM
United States Air Force
Biggs Air Force Base, Texas
14 November 1957

ANNEX "C" 97BW OPERATIONS ORDER 96-57:

COMMUNICATIONS-ELECTRONICS:

I. GENERAL COMMUNICATIONS:

1. GENERAL:

- a. Communications procedures will be in accordance with applicable ACP's, JANAP's, SAC CEI, SAC Manuals and appropriate Radio Facility Charts as supplemented below. /Unclassified/
- b. (1) The unclassified nickname "REFLEX ACTION" refers to the overall operation and means "SAC OPERATIONS ORDER 96-57." /Unclassified/
(2) The unclassified nickname "NORTH CLIFF" will be used when referring to Plattsburg Reflex, or Air Traffic Control and for 50-8 series movement reports. /Unclassified/
- c. Normal Command Communication procedures will be followed. /U/
- d. HF Radio silence is prescribed except for submission of M-14 reports (Aircraft distress) as determined by the Aircraft Commander, required reports to Civil Air Traffic Control Agencies in the event of loss of UHF radio, and Operations Normal reports on scheduled days as listed in SAC CEI. Preflight Keying of the HF transmitter is prohibited. ~~/Confidential/~~

2. OPERATIONAL COMMAND COMMUNICATIONS:

- a. The following point-to-point Communications facilities will be used in priorities listed below. ~~/Confidential/~~
 - (1) SOCS Telephone (For Command and operational Traffic).
 - (2) SAC single side Band Radio (For command and operational traffic).
 - (3) SAC COMNET
 - (4) AIR COMNET

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(6) Commercial On-Line TWX

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(6) Commercial Long Distance Telephone

(7) Radio Teletype (SAC PLAN 1000)

b. The following Communications facilities will be provided for the applicable SAC Command Post operations. Existing Communication facilities, i.e. Telephone, Intercommunications, Hot Lines, etc maybe used until permanent equipment is installed. The requirements listed below will not be considered as additional to facilities installed and operating. ~~Confidential~~

(1) Strategic Alerting system

(2) SOCS Telephone

(3) UHF Radio

(4) VHF Radio (as required).

(5) Hot lines and Intercommunications stations to locations of primary interest in the Alert Area, as required locally.

(6) Public address systems and or sirens to the alert area and such other points as is locally required to provide instantaneous alerting of crew personnel.

(7) Radio communications between the Commanders vehicle and the SAC Command Post.

(8) SAC Single Side Band Radio (Direct or Relay).

c. The code word "BREAK THROUGH" will be used by Key personnel in the event a critical telephone number is busy, and it is deemed mandatory to immediately contact that party. The caller will give the code to Base Operator who will break the connection and connect the key personnel with the critical telephone. ~~Confidential~~

II. AIRBORNE COMMUNICATIONS:

1. GENERAL:

a. Current Radio Facility Charts and Pilots Handbook for the appropriate areas will be in all aircraft for this mission. /Unclassified/

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b. Call and monitor 97th Control 50 minutes prior to and until take-off from Biggs AFB, using standard 97th Bomb Wing procedures. ~~/Confidential/~~

c. Call and monitor "380th Control" (311.0 MCS) 50 minutes prior to and until take-off from Plattsburg AFB, using standard 97th Bomb Wing procedure. ~~/C/~~

d. Contact with Biggs Tower will be channel 3 (275.8 MCS) for taxi instructions and ARTC clearances, Channel 2 (352.6 MCS) will be used for line-up, take-off and inflight calls. If an emergency arises on take-off, contact the tower on "Guard." ~~/Unclassified/~~

e. All aircraft will monitor 243.0 MCS on "Transmit and Receive Guard." (T/RG) position. ~~/Unclassified/~~

f. The first aircraft over each ZI RBS site will identify his flight by the nickname assigned his area (Plattsburg Nickname "NORTH CLIFF"), and state the number of aircraft that will accomplish RBS runs. ~~/Unclassified/~~

2. REPORTS:

a. CAA position reports.

(1) All aircraft will report to El Paso center after take-off, using channel 16 (363.1 MCS), in local area only. The stream or cell leader and last aircraft, or individual aircraft, will make position reports to CAA in accordance with the format in the Radio Facility Charts. The leader will report for the number of aircraft in the stream while the last aircraft will report that he is the last aircraft in the stream. In the event the reporting aircraft is unable to make the reports or aborts, the aircraft directly behind or ahead will assume reporting responsibilities. Individual aircraft will report individually. ~~/Confidential/~~

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b. ADIZ and CADIZ Reporting Procedures: /Unclassified/

(1) Prior to entering the Eastern ADIZ and Defense area, report to appropriate aeronautical facility: Time, position and altitude at last reporting point along flight path prior to penetration and estimated time, over next reporting point; or if this is impractical, estimated time, position and altitude of penetration of ADIZ, no sooner than 30 minutes and not later 15 minutes prior to penetration. /Unclassified/

(2) In the event no radio contact can be made with the normal traffic control stations, position reports may be passed through Radar Advisory (GCI) stations. These stations should not be used for this purpose unless no contact can be made with the traffic control station. /Unclassified/

(3) Hot news report (M-12), as defined in paragraph C of SAC Manual 55-8M, will be sent when required. Addresses will Hq SAC and 15th Air Force (LANDLADY). ~~Confidential~~

3. RECOGNITION AND IDENTIFICATION:

a. IFF will be operated, as follows:

(1) While flying stream or cell formation the lead aircraft will turn the master switch to "NORMAL" and Mode 2 switch to the "UP" or "ON" position, while flying in the USA and Canada. All other aircraft will have the master switch in the "STANDBY" position. ~~Secret~~

(2) Aircraft leaving the stream or cell, or flying as individual aircraft will turn the master switch to "NORMAL" and Mode 2 switch to "UP" or "ON" position. ~~Secret~~

(3) In an emergency the master switch will be turned to "EMERGENCY" position. ~~Secret~~

(4) These settings will not be changed unless directed by the ADC Controller. /Unclassified/

b. In the event of a fighter intercept, recognition and identification will be accomplished by use of voice and the authentication table in the current KAC-1 /TSEC. /Unclassified/

4. NAVIGATIONAL AIDS:

a. Navigational aids listed in applicable Radio Facility Charts will be available for this mission. /Unclassified/

5. EMERGENCY COMMUNICATIONS PROCEDURES:

a. Emergency procedures for this mission will be as outlined in pages 85, 173, 175 and 203 thru 225 of the North American Area Supplementary Flight Information Document. /U/

b. If time permits an emergency or distress message will be relayed to other aircraft in the formation and to Headquarters SAC and 15AF (LANDLADY) and the 97th Bomb Wing (WINDFALL BLUE). ~~/Confidential/~~

c. Literal one time Pads (LOTP's) and radio crystals will not be issued to crews at Home station. Issue of these items, by priority RS-6 radio listings, from a prepositioned stockpile at the forwards operating base will be made. Crystals and LOTP's will be issued to crew members in accordance with SAC Regulation 100-3. ~~/Secret/~~

d. Controller personnel both at this forward Base Command Post, and the home Command Post will insure the KAC-1()/TSEC and the KAC-65 are visually displayed and will be thoroughly familiar with their use. /U/

6. RECALL PROCEDURES:

a. Notification of recall will be through AACS Air/Ground stations using monitor procedure "ALPHA" as listed below. ~~/Confidential/~~

b. Recall words with their related meaning are:

(1) "DOWNTOWN" - means all aircraft on this mission return to their point of Departure. ~~/Secret/~~

(2) "DOWNTOWN BRAVO" - means all 97 Bomb Wing aircraft return to their point of Departure. ~~/Secret/~~

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c. The above recall words suffixed with the word "WHISKEY" means -
- This is a practice recall message only, continue the mission. ~~/Secret/~~

d. To direct aircraft to a specific landing base other than the point of departure, the recall word "DOWNTOWN BRAVO", followed by a Base or Geographical location call sign, as listed in call signs below, will be used. ~~/Secret/~~. Example: SKYKING, SKYKING This is Offutt Airways - DO NOT ANSWER - DOWNTOWN BRAVO PARAMOUNT. This message would mean "All SAC aircraft copy - Do not answer - All 97th Bomb Wing aircraft proceed to Lockbourne AFB by most direct route." ~~/Secret/~~

e. Any additional diversion Bases for which a Base Geographic Location call sign is not listed below, may be suffixed "in the clear". However, in the clear transmissions of this item will be made only for actual aircraft diversions on an emergency basis. ~~/Secret/~~. Example: SKYKING, SKYKING This is Offutt Airways - Do Not Answer - "DOWNTOWN BRAVO" - JAMESTOWN AIR FORCE Base. This would mean "All 97th Bomb Wing aircraft proceed to Jamestown AFB by most direct route." ~~/Secret/~~

7. MONITORING INSTRUCTIONS:

a. SAC monitor procedure "ALPHA" is prescribed for this exercise. Each aircraft will monitor HF frequencies during the following periods 05 to 08, 25 to 28, and 45 to 48 minutes past the hours. ~~/Confidential/~~

b. Frequencies to be monitored are: /Unclassified/

<u>AIRCRAFT</u>	<u>FREQUENCY</u>	<u>CHANNEL</u>
1	6738.0	14
2	11228.0	18
3	6730.5	13
4.	15016.0	19
5	3067.0	2

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c. Communications Control Stations. /U/

OFFUTT: PRIMARY
 CARSWELL: ALTERNATE
 ANDREWS: ALTERNATE
 MC DILL: ALTERNATE

III. CALL SIGNS, SACADS AND GEOGRAPHIC IDENTIFIERS: ~~48~~

1. SACADS: ~~48~~ SACAD
 Hq SAC, 15AF, 8AF BARRICADE RED
 Hq SAC, 15AF LANDLADY

2. GEOGRAPHIC LOCATION IDENTIFIERS, SACADS AND CONTROL ROOM CALL SIGNS: ~~48~~

<u>BASE</u>	<u>GEO. IDENTI</u>	<u>SACAD</u>	<u>CONTROL ROOM</u>
Biggs	Focus	Bottleneck Windfall Blue	Midnight (311.0) 95BW Ajax (321.0) 97BW
Walker	Timberland	Cornhill Red Swamp Fire Blue	Nimrod (311.0) 6BW Binbrook (321.0) 509BW
Altus	Repay	Maytime Red	Eyelash (311.0) 96BW
Dyess	Ovation	Jackrabbit Red	Spirel (311.0) 341BW
Davis Monthan	Revolt	Bookcase Red North Star	Archie (311.0) 43BW Hornet (321.0) 303BW
Dow	Radcliffe	Silver Spring	Pony (311.0) 4060th AEW
Ellsworth	Monte Christo	Sand Hog	Pigtail (311.0) 28BW
Schilling	Curfew	Maytime Blue Brushwood	Bulldog (311.0) 40BW Hepcat (321.0) 310BW
Lockbourne	Paramount	Pinefeather	Crony (311.0) 26SRW
Westover	Pawnshop	Glow Worm	Wedding (311.0) 99BW
Portsmouth	Atomizer	Bottleneck Red	Ring Bolt (311.0) 100BW
Plattsburgh	Fertile	Slingshot White	Garfield (311.0) 380BW
Forbes	Azure	Foggy Swan Dance	Famous (311.0) 56SRW Outcome (321.0) 90SRW
Lincoln ANNEX "C"	Ring-leader	Foggy White Barricade	Dover (311.0) 98BW Adams (321.0) 507BW

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<u>BASE</u>	<u>GEO. IDENTI</u>	<u>SACAD</u>	<u>CONTROL ROOM</u>
Loring	Maypole	Mona Red	Nelson (311.0) 42BW
Carswell	Jugular	Foothold Red Cross Piece	Canteen (311.0) 7BW Frogman (321.0) 11BW

3. AIRCRAFT CALL SIGNS: ~~Confidential~~

- a. 97th Bombardment Wing bombers, AJAX plus two digit suffix. ~~tc~~
- b. For initial "Call Up" in giving CAA position reports state,
radio, this AJAX (suffix) "NORTH CLIFF." ~~tc~~

4. LOCATION AND CALL SIGNS OF ADC RADAR SITE ENROUTE. ~~tc~~

<u>LOCATION</u>		<u>CALL SIGN</u>
Las Cruces	32°15'N - 106°58'W	YONDER
Roswell N. M.	33°18'N - 104°32'W	SONNY BOY
Moriarity AFS	35°01'N - 105°48'W	MOTHER GOOSE
Amarillo, Tex	35°14'N - 101°39'W	GINGER
Tinker AFB	35°24'N - 97°21'W	TOP COAT
Bartlesville, Okla	36°45'N - 96°04'W	OFF SIDE
Hutchinson, Kan	37°55'N - 97°54'W	ACCUMULATE
Fordland AFS	37°08'N - 92°53'W	MASTIFF
Olathe AFS	38°50'N - 94°54'W	PICNIC
Fordland AFS	37°08'N - 92°53'W	MASTIFF
Belleville AFS	38°20'N - 89°54'W	AGONY
Rockville AFS	39°50'N - 87°24'W	ALLEY CAT
Kirkville		QUIET
Peoria		POST CARD
Rockville AFS	39°50'N - 87°24'W	ALLEY CAT
Bellefontaine	40°22'N - 83°42'W	MOONSHINE
Brookfield AFS	41°13'N - 80°33'W	GAS BAG
Fort Custer	42°20'N - 85°16'W	DRAWING
Selfridge AFB	42°37'N - 82°49'W	SYLVIA
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<u>LOCATION</u>		<u>CALL SIGN</u>
Lockport AFS	43°08'N - 78°49'W	MIGRATE
Port Austin AFS	44°01'N - 83°00'W	PAPER DOLL
Watertown AFS	43°53'N - 75°54'W	NITE CAP
Saratoga AFS	43°00'N - 73°41'W	EGG NOG
St Albans AFS	44°46'N - 73°00'W	MUD PIE
Alpine AFS	45°05'N - 83°34'W	RATED MAN

NOTE: The above GCI sites may be contacted on frequency 364.2 MCS

GCI common. ~~70~~

IV. CHANNELIZATION:

1. Normal ZI UHF channelization, as set forth in Flip cards dated 1 Oct 57, is prescribed for this mission. ~~/Confidential/~~
2. HF Channelization will be normal world wide AACS channelization as listed on Flip cards dated 1 October 1957. ~~/Confidential/~~
3. Air refueling communications will be in accordance with SAC Manual 100-1, as determined in final coordination with the available tanker Squadron. ~~/Confidential/~~

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~~SECRET~~

Headquarters
97TH BOMBARDMENT WING, MEDIUM
United States Air Force
Biggs Air Force Base, Texas
November 1957

APPENDIX 1, TO ANNEX "C" 97BW OPERATIONS ORDER 96-57:

ECM

1. All aircraft on alert status at the forward station will be loaded to complete and ready EWP configuration to include chaff inserts open and chaff fed into stripers. Loading will be in accordance with sorties 1, 2, 3, 5 and 24 of SAC Form 99, 97BW OPSORD 40-58. (In event of phase III aircraft being utilized jammer loading will be two (2) each code a jammers). ~~TC~~
2. Rotation of jammers and chaff to provide inspection of equipment and to allow maximum training will be as follows:
 - a. Initial aircraft deploying will be loaded to complete EWP configuration for both electronic jammers and chaff. ~~TC~~
 - b. Successively deploying aircraft will be loaded to complete EWP configuration of electronic jammers but will carry only the RR-44 AL chaff insert. The left dispenser will be loaded with three (3) sealed cartons of training chaff for use by the redeploying aircraft. Transfer of the RR-39 AL chaff insert and the training chaff between the old and new aircraft will be accomplished at the forward base immediately upon arrival of the new aircraft. ~~TC~~
 - c. In event two types of training chaff become available the lower frequency chaff will be loaded on top of the sealed insert of RR-44 AL chaff for use in the SUD tactic on redeployment. ~~TC~~
3. Training mission chaff tactics for redeploying aircraft will be both SUD and SPD however when only one type of training chaff is available the left dispenser will be used to perform both tactics. ~~TC~~
4. Prior to redeployment of aircraft the RR-44 AL chaff will be removed from the striper and the insert re-sealed to preclude unintentional drops of

RR-44 AL chaff. /U/
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5. Use of RR-39 AL chaff on redeployment exercises will be conducted only upon authority of higher headquarters and upon completion of coordination to allow deploying aircraft to bring new supply of RR-39 to the forward base. ~~for~~

6. Responsibilities are designated as follows:

a. 810th Supply Squadron will be responsible for delivery of chaff as required. *U*

b. 97th A&E Squadron will be responsible for:

(1) Installation and pre-set of frequencies of jamming equipment for EWP requirement of deploying aircraft and pre-set of training frequencies of redeploying aircraft. *U*

(2) Requisition and loading of chaff as required. *U*

(3) Transfer of RR-39 AL and training chaff at forward base. *U*

(4) Re-sealing of RR-44 AL chaff insert prior to redeployment from forward base. *U*

c. Wing ECM officer will be responsible for notification to the 97th A&E Squadron of:

(1) Changes in present plan. *U*

(2) Specific frequencies of transmitters and types of chaff to be utilized on training missions of the redeploying aircraft. *U*

(3) Additional requirements for directed missions. *U*

~~SECRET~~

Headquarters
97TH BOMBARDMENT WING, MEDIUM
United States Air Force
Biggs Air Force Base, Texas
14 November 1957

ANNEX "D"

ADMINISTRATION AND LOGISTICS

OPERATIONS ORDER

96-57

ANNEX "D"
97TH OPGORD 96-57
14 November 1957

57-1055-0

~~SECRET~~ ~~Formerly Restricted Data~~

Headquarters
97TH BOMBARDMENT WING, MEDIUM
United States Air Force
Biggs Air Force Base, Texas
14 November 1957

ANNEX "E" 97TH OPERATIONS ORDER 96-57

SPECIAL WEAPONS

1. The purpose of this annex is to provide special instructions for assembly, loading and handling, and inflight procedures relating to special weapons. ~~TS~~
2. Special Instructions: /U/
 - a. SAC Atomic SOPs (SAC Manual 82-1), 11N series Technical Orders, Technical Orders 1B-47B-14, and 1B-47B-25- will apply. /U/
 - b. Crew of bombcarrying aircraft will include a Bomb Commander. ~~TS~~
 - c. Bomb carrying aircraft on this operation will be in MK 39 Mod 0 configuration, and equipped with T-249. ~~TS~~
 - d. All bomb carrying aircraft will have had a universal wiring ring out, and a universal Bomb System Operational check prior to loading of weapons at Biggs Air Force Base in accordance with existing Technical Orders. ~~TS~~
 - e. Bomb Commander Folders along with proper dash twenty five (25) hand-book will be issued at final briefing, or as may be directed. /U/
 - f. Fuse settings for MK 39 Mod 0 will be as follows:

Free Fall	no parachute
Arm Baro	12,500 feet
Fire Baro	(b) (3) (A)
 - T-249 selector switch will be in SAFE position during this operation. ~~TS/FRD~~
 - g. One (1) officer crew member of each mission aircraft will be designated courier. These couriers will exercise custody of WR materials during movement. Courier procedures will be in accordance with SAC/AIO agreement and instructions form


DOE
b(3)

14 NOV 57
97TH BOMBARDMENT WING
14 November 1957

~~SECRET~~ ~~Formerly Restricted Data~~
~~RESTRICTED DATA~~ ~~STP-1955-C~~
~~ATOMIC ENERGY ACT, 1954~~

~~SECRET~~

(b) (1) (A)



ANNEX "E"
OTIS BOARD 96-57
14 November 1957

2

97D-1955-C

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~~SECRET~~

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

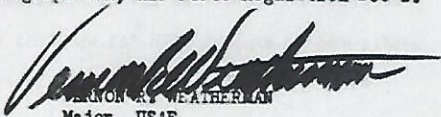
97DML

21 November 1957

SUBJECT: /Unclassified/ Annex D - Administrative and Logistics Instructions

TO: See Distribution

1. Reference is made to Paragraph 2 of letter, 97DOP, subject; Transmittal of 97th Bombardment Wing Operations Order 96-57, Headquarters 97th Bombardment Wing, Medium, dated 14 November 1957. /UNCLASSIFIED/
2. Inclosed herewith is Annex D, Administrative and Logistics Instructions to 97th Bomb Wing Operations Order 96-57. /UNCLASSIFIED/
3. If inclosure is withdrawn this correspondence may be downgraded to UNCLASSIFIED in accordance with paragraph 37h, Air Force Regulation 205-1. /UNCLASSIFIED/



VERNON W. WEATHERMAN
Major, USAF
Adjutant

1 Incl
ANNEX D
97BW OPSORD 96-57
dtd 20 Nov 57
97D-1955C

E4123C

DISTRIBUTION

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97DM	2 cys	97TAC HOSP	1 cy
97DO	2 cys	97BW ALERT FORCE COMER	- 1 cy

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~~SECRET~~

Headquarters
97th BOMBARDMENT WING, MEDIUM
United States Air Force
Biggs Air Force Base, Texas
20 November 1957

ANNEX "D" TO 97BW OPERATIONS ORDER 96-57

ADMINISTRATION AND LOGISTICS:

SECTION I - GENERAL

1. This annex prescribes the logistical and administrative instructions applicable to all personnel who participate in operation "North Cliff" at Plattsburg Air Force Base, New York, effective 29 November 1957. /S/

SECTION II - SUPPLY

2. The 97th Bomb Wing will pre-position the Flyaway Kit portion of a 30 aircraft Pre-Strike kit at Plattsburg Air Force Base. Kit will be configured to support both 731 and 1031 type aircraft. /U/

3. Flyaway kit personnel will be responsible for initiating all resupply requisitions and maintenance of those items requiring technical order compliance in a current in-date status. /U/

4. Flyaway kit includes 6 built-up J-47 power packs, positions 1 thru 6. /U/

5. Repairable Power Packs will be returned to Biggs Air Force Base by the most expeditious means available and will be plainly marked "FOR 97TH FIELD MAINTENANCE SQUADRON, BIGGS AIR FORCE BASE, TEXAS". /U/

6. Aircraft spares will be obtained from the following sources listed in order of priority: /U/

a. Base Supply Stocks, Plattsburg. /U/

b. Flyaway kits (Issues will be made from Flyaway kits after confirmation by the aircraft service unit that the item, or items is not available and has been back-ordered by Base Supply). /U/

NOTE: The 97th Bomb Wing personnel complement at Plattsburg will be known as the 97th Bomb Wing Alert Force and will hereafter be referred to as FORCE. /U/

ANNEX D, 97BW OPSORD 96-57, 20 Nov 57

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c. Biggs Air Force Base (Biggs will be required to furnish those spares which are peculiar to 97th Bomb Wing aircraft. This problem may exist until 10 to 15 March 1958, since the 380th Bomb Wing is approximately 8 to 10 weeks behind the 97th Bomb Wing on delivery of 1031 configuration aircraft schedule). /U/

d. Depot. /U/

7. Control of flyaway kits will be maintained by issuing against aircraft tail numbers. Items will be issued from the flyaway kits only against the tail number of 97th Bomb Wing aircraft in alert status, at Plattsburg. The Force Commander will insure that the tail numbers of our aircraft are reported to the flyaway kit section on a daily basis to insure that flyaway kit personnel are currently informed of the Biggs aircraft at Plattsburg. /U/

8. The 380th Bomb Wing at Plattsburg is responsible to furnish the initial lay-in, and maintain an adequate level of, Pre-Issue items to support the 97th Bomb Wing; however, the 97th will be required to furnish certain pre-issue items which the 380th has annotated as not being available at Plattsburg for the initial lay-in. /U/

9. The 380th Bomb Wing will furnish the initial lay-in of bench stocks and will maintain an adequate level to support the 97th Bomb Wing. Sufficient quantities of certain selected fast moving items will be deployed by support aircraft. /U/

10. All personnel, crew members, flight line maintenance and support, will deploy mandatory field and mobility equipment, including canteen. It will be the responsibility of respective commanders to insure that all personnel have their complete complement of equipment and clothing since temperatures as low as -40 F° are probable. /U/
Mandatory list is included in Appendix 2 to this Annex.

ANNEX D, 97BW OPSORD 96-57, 20 Nov 57

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11. Personal Equipment Officers in coordination with Flight Line

Maintenance Officers will insure that two (2) cases of IF 7 rations are aboard each F-47 aircraft furnished for alert duty at Flattsburg /U/

12. IF-7 rations will be provided by Biggs Air Force Base in sufficient quantities to provision personnel moving in support aircraft to Flattsburg /U/

13. All personnel will be deployed with a Gas Mask (M9A1) authorized weapon and one basic load of ammunition as prescribed in SAC Reg 136 9 /U/

14. All equipment being deployed to Flattsburg will be transferred in accordance with paragraph 5, SAC Reg 400-3 dated 6 May 1957, as amended by Message DM2A 32125, subject Interim Change 1 to SAC Reg. 400 3 dated 6 May 1957, Headquarters SAC dated 17 October 1957 /U/

15. All camera magazines, O 15, O-23, K 17, etc will be fully loaded prior to aircraft departure from Biggs Air Force Base * /U/

16. Supply priority designator and the resupply procedures for project will be furnished at a later date pending final instructions from Fifteenth Air Force /U/

18. 97th Bomb Wing will deploy the following equipment /U/

- a 1 each - Recordak
- b 2 - each - PSM 6 Multimeter
- c 1 - each - ME6 U Multimeter
- d 5 each - Drag Chutes (Spares)
- e 5 each - Approach Chutes (Spares)
- f 1 set of ground wires aboard each aircraft deployed from

Biggs Air Force Base

* 380th AAE Squadron will reload only those magazines used on missions flown enroute to Flattsburg /U/

ANNEX D. 97BW OPSORD 96-57. 20 Nov 57

97B 1955C

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- g. 1 set of modified ice grip chocks per aircraft.
- h. 3 each - Taxi wands
- i. 2 each - Tire gage (400 lb)

19. A safe, adequate facility will be secured by Force Commander for storage of Weapons, Field Equipment and Mobility gear at Flattsburg AFB.

20. Adequate supplies of housekeeping items will be furnished by Headquarters Squadron 380th Bomb Wing for Combat Crews and Flight Line Maintenance personnel. /U/

SECTION III - ARMAMENT & ELECTRONICS

21. No Radiac equipment will be deployed. /U/

22. Aircraft deploying from Riggs will be combat loaded with HBI ammunition not torqued-in. Torqueing-in will be accomplished at Flattsburg immediately prior to aircraft going on alert status. /U/

23. All aircraft deploying from Riggs AFB will have pre-loaded CWI Inserts installed. Inserts will be loaded in accordance with Appendix #1 to Annex C. /U/

~~SECRET~~

~~SECRET~~

24. Fifteenth Air Force will preposition sufficient racks at Plattsburg AFB to give aircraft concerned a Mark VI capability on recycle phase. /U/

SECTION IV - MAINTENANCE

25. Maintenance support required beyond the combined capability of the alert maintenance force and Plattsburg AFB, will be reported to 15AF. /U/

26. The procedure for handling AOCIP items will be published as soon as this information is furnished by Fifteenth Air Force. /U/

27. The Force Commander will insure compliance with Technical Order 2J-J1-17 concerning determination of policing status of parking areas, taxi ways, runways, etc., at Plattsburg. /U/

28. The Force Commander will insure full compliance with paragraph 28, SAC Regulation 400-3, dated 6 May 1957, as amended by SAC Message DM2A 32425, subject: "Interim Change #1, to SAC Regulation 400-3", dated 21 October 1957, to provide proper maintenance on all pre-positioned equipment. /U/

29. Aircraft Commander, or designated representatives, will perform a security check at any enroute station and Plattsburg AFB to insure that: /U/

a. Fuel, oil and water/alcohol for servicing aircraft are not contaminated. /U/

b. Fuel and oil are of the grade specified by applicable Technical Orders. /U/

c. A clean glass, paper or metal container will be used to obtain a sample from each servicing unit. The sample will be given a thorough visual inspection for contamination before servicing each aircraft. /U/

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30. All Maintenance personnel (Flight Line, Field and Armament and Electronic) will deploy with a complete Kit of Hand Tools required for their respective AFSC, as delineated in the appropriate Equipment Component List. /U/

31. All personnel on TDY at Plattsburg AFB will be integrated into their like respective organizations, with the following exceptions: /U/

- a. 204XO /U/
- b. 702XO /U/
- c. 431X1E /U/

These personnel will be under the direct supervisory control of the Force Commander. /U/

32. Maintenance of aircraft in the alert force at Plattsburg AFB, will be as prescribed by the 380th Bomb Wing Chief of Maintenance. /U/

33. Aircraft arriving at Plattsburg must have a minimum of 15 flying hours and 10 calendar days to next postflight on arrival. Additionally, each aircraft must have at least 50 flying hours and 20 calendar days prior to next periodic inspection, on arrival at Plattsburg. /U/

34. Flight Line Maintenance officers will insure that A&E ringouts are completed on all reflex aircraft. These ringouts will be complete not more than 48 hours prior to scheduled arrival at Plattsburg. /U/

35. 97th Bomb Wing MIP Directive 01-9, "B-47E Maintenance Plan, Cold Weather Operation", dated 4 December 1956, will be used as the guide for preparation of aircraft scheduled for alert forces activities, and will apply in its entirety for personnel and aircraft at Plattsburg AFB. /U/

SECTION V - TRANSPORTATION

36. Cargo and equipment will be prepared for shipment in accordance with SAC Regulation 400-2 and SOP #2 to the 810th Air Division Mobility Plan. /U/

~~SECRET~~

37. Support airlift for personnel, cargo and equipment will be furnished by 1SSS, Biggs Air Force Base. Total cargo involved will not exceed 44.1 tons without prior approval of Headquarters Fifteenth Air Force.* Specific information and details regarding exact departure, personnel processing, cargo pick-up and loading times will be published as the information becomes available.* Airlift will be furnished monthly for replacement of personnel and limited resupply as may be required. /U/

38. At least 2 unit personnel will accompany each support aircraft to act as cargo couriers and security guards. /U/

39. Extreme care will be taken to insure that individuals and baggage do not exceed 300 lbs. /U/

40. The 97th Bomb Wing Force Commander at Plattsburg will insure compliance with paragraph 6e(2), Chapter 6, SAC Manual 76-1, dated August 1956, regarding the submission of Air Movement Report, RCS: SAC-J4 for movement of aircraft, personnel and equipment. /U/

41. TPA, Travel of dependents and shipment of household goods is not authorized. /U/

SECTION VI - MEDICAL

42. Medical support will be furnished from Plattsburg Air Force Base resources. /U/

43. Personnel involved in TDY will be immunized in accordance with AFR's 160-101 as amended, 160-102 and SAC Reg 160-1. /U/

44. Hospitalization and evacuation will be in accordance with procedures prevailing at Plattsburg. In an emergency and if determined by Base Surgeon, evacuation, using available aircraft may be effected if a qualified attendant accompanies the patient. /U/

* These details will be published at a later date as Appendix 1 to this Annex.

ANNEX D, 97BW OPSORD 96-87, 20 Nov 57

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SECTION VII - PERSONNEL

45. The total number of personnel involved in this operation will not exceed 116 (including Combat Crew Members) without prior approval from Headquarters Fifteenth Air Force. All personnel will be integrated into their counterpart organization of the 380th Bomb Wing or 820th Air Base Gp, except 431X1E, 204XO, 702XO and Combat Crew personnel. /U/

46. Personnel participating in this operation will have sufficient retainability to insure completion of TDY. Personnel who will become eligible for separation under current directives after completion of the TDY must have sufficient service remaining to complete processing for separation. /U/

47. Personnel on leave who are scheduled to participate in this operation may be recalled at the discretion of the organization commander concerned. /U/

48. Personnel in the following categories will not normally be selected to participate in the operation: /U/

a. Officers who have submitted resignation under AFR 35-12 as amended. /U/

b. Officers who have been recommended for elimination within the purview of AFR's 35-66, 36-2 as amended or 36-70 as amended. /U/

c. Personnel undergoing investigation or awaiting trial by court-martial. /U/

d. Personnel granted deferment under APM 35-11 as amended. /U/

49. Personnel on whom action has been initiated under AFR 35-62 as security risk will not be selected to participate in this operation. /U/

50. All personnel will abide by the uniform regulations prescribed by the Commander, Plattsburg Air Force Base. /U/

~~SECRET~~

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51. The Wing Commander will prescribe the uniform to be worn enroute to Plattsburg Air Force Base. /U/
52. Personal Affairs and Casualty reporting will be in accordance with AFR's 30-11, 34-43, SAC Regs 30-3 and 34-8. /U/
53. No personnel records will accompany individuals to Plattsburg AFB. Personnel data will be available by deployment of current C/A roster. The security clearance of each individual will be authenticated on each roster. /U/
54. All SAC personnel traveling by MATS aircraft will be afforded the opportunity of purchasing Trip Insurance, applications for trip insurance will be furnished at the passenger processing center. /U/
55. Vehicle Operator Permits:
- a. All personnel AFSC 472XO and 50% of all maintenance personnel will possess valid vehicle operator permits (DD Form 313) which qualify them to operate tugs, 1/4 and 3/4 ton trucks. Distribution of operators will be made equally between Flight Line and Armament and Electronic Maintenance. /U/
- b. Additionally 20% of all Flight Line Maintenance personnel (AFSC 431XE) will possess valid vehicle operator permits (DD Form 313) which qualify them to operate Coleman and/or A-2 Tractors. /U/
- c. In all cases the DA AGO Form 348 or AFTO Form 504 will accompany the individuals. /U/

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SECTION VIII - ADJUTANT

56. Orders for individuals concerned will indicate duration of TDY and will be prepared in accordance with AFM 30-3 as amended and AFM 30-3/SAC SUP-1. CIPAP will be authorized in travel orders. Orders will be unclassified, regardless of the security classification of the operations order, unless otherwise specified. /U/

57. All personnel will be integrated into their counterpart organization of the 380th Bomb Wing or the 820th Air Base Group except 431XIE, 702XO, 204XO, Combat Crew and Supervisory personnel will be attached to Headquarters Squadron 380th Bomb Wing. /U/

58. To define the purpose of the TDY, all orders will contain the statement, "Purpose - SAC Rotational Movement". /U/

59. Per Diem will be paid in the same manner as for ordinary TDY. /U/

60. Mail:

a. Support Personnel - Unit Mail locator cards will be properly completed, and unit mail clerk will insure that the proper forwarding address is on all mail delivered to the Base Postal section to be forwarded to Plattsburg AFB. /U/

b. Mail for combat crews and crew chiefs will not be forwarded unless specific authorization is written, for unit mail clerk, by the individual concerned. /U/

61. Classification for movement of aircraft will be as follows: /S/

a. All weapon-carrying aircraft, movement will be Secret, declassified upon landing at Plattsburg or Biggs. /S/

b. Rotational aircraft not carrying weapons, movement will be unclassified. /U/

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62. The removal of classified material from Biggs to Plattsburg AFB must be approved by the Wing Adjutant in accordance with procedures established by the Wing Commander. Individuals desiring to take classified material to Plattsburg AFB will contact the Wing Adjutant for specific instructions. /U/

SECTION IX - COMPTROLLER

63. Advance Per Diem payments will be made to all personnel except Combat Crews and Crew Chiefs. Payment will be made by check during the Personnel Processing. /U/

64. Military Pay Records of personnel who will be on TDY for more than thirty (30) days will be carried by the Force Commander or his designated representative. /U/

65. Maximum partial payments will be made if desired to combat crew and crew chief personnel prior to departure for Plattsburg AFB. /U/

66. Information relative to funding citations will be published upon receipt from Headquarters Fifteenth Air Force, and will be forwarded by separate message through Comptroller channels. /U/

67. Information for the following reports will be submitted by the Force Commander to 97th Bomb Wing Comptroller as required: /U/

- a. RCS: 1-AF-A1, Aircraft status report. /U/
- b. RCS: SAC-U15, Aircraft Malfunction and Deficiency report. /U/
- c. 810th ADiv S-2, Fuel Consumption. /U/
- d. RCS: 3AMC-A19, Installed Engine Inventory. /U/

The 97th Bomb Wing Comptroller will insure that all Force Commanders are thoroughly briefed prior to departing Biggs AFB as to their responsibilities in submitting information on the above reports. /U/

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SECTION X - JUDGE ADVOCATE

68. The Commander, Plattsburg AFB will exercise courts-martial jurisdiction over all personnel of the 97th Bomb Wing alert force. /U/

SECTION XI - SECURITY

69. The SAC Security Intelligence Digest, Volume I, Number 1, 25 January 1954 and all subsequent issues will be used as a guide in determining the subversive situation in the forward operating area. /U/

70. The Commander, Plattsburg AFB will be responsible for the security of all aircraft and material (FAK) deployed by the 97th Bomb Wing. /U/

71. The Commander of a deploying tactical aircraft, is responsible for the security of the aircraft and all equipment aboard at enroute stations. /U/

72. Troop Commanders and/or Cargo Custodians on support aircraft are responsible for the security of the material and equipment aboard their respective aircraft at all enroute stops. /U/

SECTION XII - MISCELLANEOUS

73. The Force Commander will insure the ATO racks are maintained in a ready status in accordance with SAC Regulation 65-9, dated 17 January 1955. /U/

74. Casualty assistance will be in accordance with AFR 30-12, dated 19 December 1956. /U/

75. Burial and Grave registration will be in accordance with AFR's 30-11 as amended, 143-6 as amended and AFM 143-1. /U/

76. Regulations, Technical Orders and other directives will be deployed as required for the successful accomplishment of the mission. /U/

77. All personnel will be required to furnish Plattsburg AFB Processing Center with one (1) copy of DD Form 93, Record of Emergency Data. /U/

78. All deploying personnel will carry their Restricted Area Badge, SAC Form 138. /U/

~~SECRET~~

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

97DOP

20 November 1957

SUBJECT: Amendment #1 to 97th Bombardment Wing OPSORD 96-57 "REFLEX ACTION"

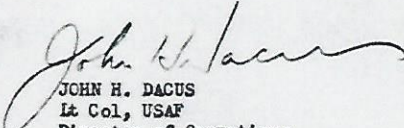
TO: See Distribution, Basic Operations Order

1. Attached hereto is amendment #1 to 97th Bombardment Wing Operations Order 96-57. This letter of transmittal, and one (1) copy of the Entry and Destruction Certificate (SAC Form 20) will become a part of the basic document. One (1) copy of the applicable Entry and Destruction Certificate will be completed and returned to the Classified Control Officer at each Base. /U/

2. Pages indicated on the SAC Form 20, will be inserted in the basic document and corresponding pages removed and destroyed in accordance with paragraph 608, Air Force Manual 181-5. /U/

FOR THE COMMANDER:

- 2 Incls
1. Amnd #1, OPSORD 96-57
2. E&D Cert SAC Form 20


JOHN H. DACUS
Lt Col, USAF
Director of Operations

If inclosure 1 is withdrawn or not attached, this letter will be downgraded to UNCLASSIFIED in accordance with AFR 205-1.

97D-19550/A

~~SECRET~~

0197

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR	NR OF PAGES
		1	2
SECTION I - ENTRY AND DESTRUCTION DATA			
FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)		2. DOCUMENT Amendment #1 97Bw OPSORD 96-57 97D-1955C/4	
		INSTRUCTIONS: 1 copy filed in basic document. 1 copy for appropriate Control Officer's file (AFM 181-5). 1 copy returned to originating Hq when Item 1 accomplished. 1 additional copy for Top Secret Control Officer as required.	
3. SECTION(S) AMENDED Ltr of Transmittal for amnd #1 BASIC OPS ORD ANNEX "B" ANNEX "E" PEN & INK CHANGES: Basic Operations Order page 4, change paragraph 3x(4)(d)2 to read 3x(4)(d)4.		4. ENTER PAGE(S) 1 2,3 1,2 1,2	5. REMOVE PAGE(S) None 2,3 1,2 1,2
6. NR OF PAGES IN CHANGE		7. NR OF PAGES IN DOCUMENT	
		8. COPY NR OF BASIC DOCUMENT (in which pages listed in Item 4 have been incorporated)	
Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 562, AFM 181-5.			
9. DATE		10. ORGANIZATION AND OFFICE	
		11. SIGNATURE (Individual posting document)	
SECTION II - CERTIFICATE OF DESTRUCTION			
I CERTIFY THAT THE PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1			
12. SIGNATURE		13. SIGNATURE	
		14. DATE DESTROYED	
15. TYPED/STAMPED NAME AND GRADE (Control Officer)		16. TYPED/STAMPED NAME & GRADE (Witnessing Officer)	
		17. CERTIFICATE NR	

ENTRY AND DESTRUCTION CERTIFICATE

PAGE NR 1 NR OF PAGES 1

SECTION I - ENTRY AND DESTRUCTION DATA

FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)

2. DOCUMENT

Amendment #1
97B OPSORD 96-57
97D-19550/A

INSTRUCTIONS:

1 copy filed in basic document.
1 copy for appropriate Control Officer's file (AFM 161-5).
1 copy returned to originating Hq when Item 1 accomplished.
1 additional copy for Top Secret Control Officer as required.

3. SECTION(S) AMENDED

4. ENTER PAGE(S)

5. REMOVE PAGE(S)

Ltr of Transmittal for Amnd #1

1

None

BASIC OPS ORD

2,3

2,3

ANNEX "B"

1,2

1,2

ANNEX "E"

1,2

1,2

PEN & INK CHANGES. Basic Operations Order page 4, change paragraph 3x(4)(d)2 to read 3x(4)(d)4.

6. NR OF PAGES IN CHANGE 7. NR OF PAGES IN DOCUMENT 8. COPY NR OF BASIC DOCUMENT (in which pages listed in Item 4 have been incorporated)

Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 502, AFM 161-5.

9. DATE

10. ORGANIZATION AND OFFICE

11. SIGNATURE (Individual posting document)

SECTION II - CERTIFICATE OF DESTRUCTION

I CERTIFY THAT THE PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1

12. SIGNATURE

13. SIGNATURE

14. DATE DESTROYED

15. TYPED/STAMPED NAME AND GRADE (Control Officer)

16. TYPED/STAMPED NAME & GRADE (Witnessing Officer)

17. CERTIFICATE NR

~~SECRET~~

(6) 1st SSS: Provide airlift for support personnel as outlined in Annex "D".

2. MISSION: To maintain five B-47 alert aircraft at Plattsburg AFB, with six Combat Crews and rotate aircraft on a weekly basis from home station. /u/

3. TASKS FOR SUBORDINATE UNITS:

a. 340, 341, 342 Bombardment Squadrons: Rotate five B-47 aircraft and combat crews on a weekly basis from Biggs Air Force Base. /u/

b. 97th Alert Force Commander - Maintain five B-47 aircraft and crews on constant alert status. Redeploy aircraft and crews on a weekly basis to Biggs Air Force Base. /u/

c. Commanders, 97FMS and 97FMS:

(1) Provide necessary specialist, tools and equipment in support of this operation as indicated in Annex "D". /u/

d. Commanders, 97th Headquarters Squadron Section, 97th Bombardment Wing, will:

(1) Provide necessary administrative specialists and technicians in support of this operation as indicated in Annex "D". /u/

(2) Appoint a 97th Bombardment Wing Alert Force Commander in grade of Lt Col/Major, AFSC 1416/0066 for 90 day TDY increment as required for the life of this operations order. /u/

(3) Provide Control Team at Biggs Air Force Base. /u/

x. GENERAL INSTRUCTIONS:

(1) Unclassified nickname for this operation is "REFLEX ACTION". When referring to this particular reflex or air traffic control, the unclassified nickname of "NORTH CLIFF" will be used. /u/

ANNEX #1
97BW OPS ORD 96-97
20 Nov 57

2

97D-19550/A

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(2) X-day is 3 December 1957. ~~/S/~~

(3) Operational responsibility for this exercise is delineated as follows:

(a) Headquarters 15AF will exercise operational control until aircraft have completed deployment or ready for redeployment to Biggs AFB. /U/

(b) Commander 8AF and/or Reflex Task Force Commander will assume operations responsibility of Reflex aircraft during TDY period.

(4) Planning factors: /U/

(a) Bomb Bay configuration will be as specified in Annex "K". /U/

(b) Maintenance and/or supervisory personnel will be rotated by increments of 30-60 day TDY period. Detachment Commanders tour of TDY will be approximately 90 days.

(c) B-47 aircraft, crews, including crew chief, will be rotated every nine (9) days. Combat crew rotation schedule will be in accordance with monthly training directive. /U/

(d) Ground rules for maintaining EWP posture. /U/

1. Maintain five (5) aircraft daily in commission which will be on a ready status. (Aircraft will not be flown). ~~/S/~~

2. A maximum of two (2) Alert Force aircraft will be allowed up to six hours out of commission status after which replacement aircraft must be acquired for alert force. When it is determined that a total of five aircraft cannot be in an in-commission status within a six (6) hour period, the detachment Commander will notify Commander 820th Air Division and the 97th Bombardment Wing Commander to alert/or dispatch replacement aircraft as soon as possible. ~~/S/~~

3. Reflex SQP's will be developed jointly by 97th Alert Force and 380th Bombardment Wing. ~~/S/~~

AMEND #1
97BW OPS ORD 96-57
20 Nov 57

3

97D-19550/1

~~SECRET~~

~~SECRET~~

ANNEX "B" TO 97TH BOMBARDMENT WING OPERATIONS ORDER 96-57

OPERATIONS

1. PURPOSE: To deploy and rotate on a weekly basis five (5) B-47 reflex aircraft to Plattsburg AFB, New York. X-day for this operations order is 3 December 1957. ~~73~~

2. GENERAL SITUATION:

a. This organization has a requirement to deploy five B-47 aircraft with weapon and six air crews to Plattsburg starting 3 December 1957. After initial positioning of five special weapon and aircraft at Plattsburg, only replacement aircraft and air crews need be deployed. Support personnel initial deployment and rotation schedule will be as outlined in the Administrative Annex. ~~41~~

(1) Deployment schedule to Plattsburg:

(a) Tuesday - 2 aircraft
(b) Wednesday - 2 aircraft
(c) Thursday - 1 aircraft

(2) Redeployment schedule to Biggs AFB:

(1) Wednesday - 2 aircraft
(2) Thursday - 2 aircraft
(3) Friday - 1 aircraft

b. Rotational TDY period for B-47 aircraft and crew will be approximately eight days. ~~10~~

c. Five B-47 aircraft and crews will maintain constant alert status at Reflex base in EWP configuration. ~~15~~

d. After replacement aircraft and crews arrive at "Reflex" base and have been placed on alert status, the Detachment Commander will release redeploying aircraft and assigned crew to 97th Bombardment Wing. ~~20~~

AMND #1
ANNEX "B"
97BW OPS ORD 96-57
20 Nov 57

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97D-1955C/A

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e. SPECIAL WEAPONS ferried to Plattsburg will be turned over to AMC custodian at Plattsburg Air Force Base. ~~/S/~~

f. The 97th Bombardment Wing Detachment Commander will coordinate directly with Headquarters 15th Air Force for availability of tanker from 8th Air Force resources. /U/

g. The recall word for this mission is "DOWN TOWN BRAVO." ~~/S/~~

h. Deploying aircraft to Plattsburg will be scheduled to arrive no later than 1700Z. /U/

i. Individual AF Forms 175 will be filed. /U/

j. Prior to departure for this operation, all aircraft commanders will complete G-11C trainer letdown for Plattsburg Air Force Base. ~~/U/~~

1. 3PAK aircraft will be on stand by basis to cover deploying aircraft.

3. Routes:

a. A single route for deploying and/or redeployment to and from Plattsburg is contained in this annex. ~~/S/~~

b. Route information for all aircraft is contained in Master Flight Plan listed as inclosure #2 to this annex. /U/

c. These deployment routes are for initial deployment and in the event that it is necessary to deploy an aircraft immediately to "Reflex" base. /U/

d. Replacement aircraft deploying and/or redeploying will mission plan and prepare individual flight plan utilizing maximum training facilities enroute in order to obtain maximum SAC Regulation 57-8 training. ~~/S/~~

AMEND #1
A. H. M. "B"
97BW OPS ORD 96-57
20 Nov 57

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(b) (1) (A)



REND #1
ANGEL "E"
978 OFS ORD 96-57
20 Nov 57

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970-19550/A

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(b) (1) (A)



AMEND #1
ANNEX "E"
97BW OFS CRD 96-57
20 Nov 57

- 2

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HEADQUARTERS
97TH BOMBARDMENT WING, MEDIUM
UNITED STATES AIR FORCE
Biggs Air Force Base, Texas

97EML

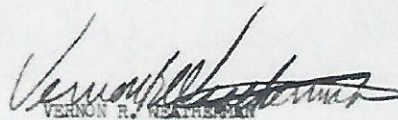
22 November 1957

SUBJECT: Amendment #2 to 97th Bombardment Wing OFSORD 96-57, "NORTH CLIFF"

TO: See Distribution, Basic Operations Order

1. Attached hereto is amendment #2 to 97th Bombardment Wing Operations Order 96-57. This letter of transmittal, and one (1) copy of the Entry and Destruction Certificate (SAC Form 20) will become a part of the basic document. One (1) copy of the applicable E&D Certificate will be completed and returned to the Top Secret Control Officer at each Base. /UNCLASSIFIED/
2. Pages indicated on the SAC Form 20, will be inserted in the basic document and corresponding pages removed and destroyed in accordance with paragraph 608, Air Force Manual 181-5. /UNCLASSIFIED/
3. If all inclosures are withdrawn this correspondence may be downgraded to UNCLASSIFIED in accordance with paragraph 37h, Air Force Regulation 205-1. /UNCLASSIFIED/

FOR THE COMMANDER:


VERNON R. WEATHERMAN
Major, USAF
Adjutant

- 2 Incls:
1. E&D Cert SAC Fm #20 /UNCLASS/
2. Amnd #2, OFSORD 96-57

97D-19550/3

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0200

ENTRY AND DESTRUCTION CERTIFICATE			PAGE NR	NR OF PAGES
			1	1
SECTION I - ENTRY AND DESTRUCTION DATA				
1. FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)		2. DOCUMENT		INSTRUCTIONS: 1 copy filed in basic document. 1 copy for appropriate Control Officer's file (AFM 181-3). 1 copy returned to originating Hq when item 1 accomplished. 1 additional copy for Top Secret Control Officer as required.
97TH ADJUTANT CLASSIFIED SECTION HQS AIR FORCE HSB, TEXAS		Amendment #2 97TH O/SORD 96-57 17D-111/CS		
3. SECTION(S) AMENDED		4. ENTER PAGE(S)		5. REMOVE PAGE(S)
Ltr of Transmittal Amendment #2 Basic O/SORD, Table of Contents Appendix I, Annex D Appendix II, Annex D INCL 1, APP II, Annex D INCL 2, APP II, Annex D INCL 3, APP II, Annex D		1 1 1 2 2 1 1		NONE 1 NONE NONE NONE NONE NONE
SECTION II - CERTIFICATE OF ENTRY				
6. I CERTIFY THAT PAGES LISTED IN ITEM 4 HAVE BEEN ENTERED IN COPY NUMBER _____ OF BASIC DOCUMENT, WHICH NOW CONSISTS OF _____ PAGES.				
Pages listed in item 5 have been removed and destruction is authorized by Paragraph 608, AFM 181-5.				
7. DATE	8. ORGANIZATION AND OFFICE		9. SIGNATURE (Individual making certification)	
SECTION III - RECEIPT				
1. ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 4.	10. DATE	11. OFFICE	12. SIGNATURE AND GRADE	
SECTION IV - CERTIFICATE OF DESTRUCTION				
I CERTIFY THAT PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 205-1.				
13. SIGNATURE		14. SIGNATURE		15. DATE DESTROYED
TYPED/STAMPED NAME AND GRADE		TYPED/STAMPED NAME AND GRADE		16. CERTIFICATE NR

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR	NR OF PAGES
		1	1
SECTION I - ENTRY AND DESTRUCTION DATA			
1. FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)	2. DOCUMENT	INSTRUCTIONS	
97TH ADJUTANT CLASSIFIED SECTION HINES AIR FORCE BASE, TEXAS	Amendment #2 97TH AFSD 96-57 170-100/CB	1 copy filed in basic document. 1 copy for appropriate Control Officer's file (AFM 181-5). 1 copy returned to originating Hq when item 1 accomplished. 1 additional copy for Top Secret Control Officer as required.	
3. SECTIONS AMENDED	4. ENTER PAGE(S)	5. REMOVE PAGE(S)	
Ltr of Transmittal Amendment #2	1	NONE	
Basic O/SORD, Table of Contents	1	1	
Appendix I, Annex D	1	NONE	
Appendix II, Annex D	2	NONE	
INCL 1, AFP II, Annex D	2	NONE	
INCL 2, AFP II, Annex D	1	NONE	
INCL 3, AFP II, Annex D	1	NONE	
SECTION II - CERTIFICATE OF ENTRY			
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16. TYPED/STAMPED NAME AND GRADE	17. TYPED/STAMPED NAME AND GRADE	18. CERTIFICATE NR	

ENTRY AND DESTRUCTION CERTIFICATE		PAGE NR	NR OF PAGES
		1	1
SECTION I - ENTRY AND DESTRUCTION DATA			
1. FROM: (Hq and Staff Agency) (To be filled in only when certification required by originator)		2. DOCUMENT	
97TH ADJUTANT CLASSIFIED SECTION HEADS AIR FORCE BASE, TEXAS		Amendment #2 97TH OPSORD 96-57	
		INSTRUCTIONS: 1 copy filed in basic document. 1 copy for appropriate Control Officer's file (AFM 181-3). 1 copy returned to originating Hq when Item 1 accomplished. 1 additional copy for Top Secret Control Officer as required.	
3. SECTION(S) AMENDED		4. ENTER PAGE(S)	5. REMOVE PAGE(S)
Ltr of Transmittal Amendment #2		1	NONE
Basic OPSORD, Table of Contents		1	1
Appendix I, Annex D		1	NONE
Appendix II, Annex D		2	NONE
INCL 1, APP II, Annex D		2	NONE
INCL 2, APP II, Annex D		1	NONE
INCL 3, APP II, Annex D		1	NONE
SECTION II - CERTIFICATE OF ENTRY			
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Pages listed in item 5 have been removed and destruction is authorized by Paragraph 606, AFM 181-5.			
7. DATE	8. ORGANIZATION AND OFFICE	9. SIGNATURE (Individual making certification)	
SECTION III - RECEIPT			
10. I ACKNOWLEDGE RECEIPT FOR PAGES LISTED IN ITEM 4.	11. DATE	12. OFFICE	13. SIGNATURE AND GRADE
SECTION IV - CERTIFICATE OF DESTRUCTION			
14. I CERTIFY THAT PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 306-1			
15. SIGNATURE	16. SIGNATURE	17. DATE DESTROYED	
18. TYPED/STAMPED NAME AND GRADE	19. TYPED/STAMPED NAME AND GRADE	20. CERTIFICATE NR	

Headquarters
97TH BOMBARDMENT WING, MEDIUM
United States Air Force
Biggs Air Force Base, Texas
20 November 1957

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INCLOSURE 2	FLIGHT PLANS
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INCLOSURE 2	MANDATORY MOBILITY EQUIPMENT
INCLOSURE 3	MANDATORY ORGANIZATIONAL CLOTHING AND EQUIPMENT

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APPENDIX 1 TO ANNEX D - 97BW OPSORD 96-57

SUPPORT AIRLIFT SCHEDULE

1. The First Strategic Support Squadron will furnish 3 C-124 aircraft to transport approximately 53,700 pounds of material and 77 personnel. *ft*
2. Scheduled departure times for the 3 aircraft will be 0700, 0715 and 0730 MST. *ft*
3. Personnel processing will be conducted in the northwest corner of the VHB hangar, Hldg 328, at 0830 hours MST, Wednesday, 27 Nov 57. Bus transportation will be available at the respective organization orderly rooms at 0800 hours 27 Nov 57 to transport personnel to the processing center. */U/*
4. Cargo will be picked up and loaded aboard 2 of the 3 C-124 aircraft, commencing at 0800 hours MST, 27 Nov 57. */U/*
5. It is anticipated that all personnel, with the exception of those required for duty as cargo custodians and/or security guards, will go aboard the first aircraft. */U/*
6. It is anticipated that a two hour refueling stop will be made at either Whiteman Air Force Base, Missouri or Lockbourne Air Force Base, Ohio. */U/*
7. Individuals deploying will be responsible to carry and safeguard their respective weapons. */U/*

AMEND #2
APPENDIX 1
ANNEX D
97BW OPSORD 96-57
22 Nov 57

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APPENDIX 11 TO ANNEX D - 97BW OPSORD 96-57

GENERAL INFORMATION FOR ALL PERSONNEL PARTICIPATING IN OPERATION "NORTH CLIFF"

1. PURPOSE: To provide information and instructions to all personnel deploying on Operation "North Cliff". /U/

2. RESPONSIBILITIES: Unit commanders will insure that their personnel, who are deploying, are thoroughly briefed and comply with the instructions contained herein. /U/

3. INSTRUCTIONS:

a. Clothing and Equipment: All personnel will take their complete complement of individual clothing listed on Incl #1 to this instruction sheet, except that only 1 set of khaki clothing will be required. Further, they will have in their possession, all items listed in Incl #2, Mandatory Mobility Equipment For All Personnel, and all items listed on Incl #3, Mandatory Organizational Clothing and Equipment. /U/

b. Unit Commanders will conduct an unscheduled, complete clothing and equipment showdown inspection prior to personnel reporting for personnel processing. /U/

c. The following items will be checked during this inspection: Serviceability, Proper Fit, Proper Marking. /U/

d. All outer garments will have patches sewn on indicating the individual's name, rank and serial number, i.e., Parkas, Field Jackets, Shirts-Type A-1B, Trousers-Type E-1B, etc. These patches will be made on request of the individual concerned by personnel of the Parachute Shop located in Building 332. /U/

e. Commanders will also insure that personnel deploying have in their possession the following items: DD Form 737, Immunization Certificate,

AMEND #2
APPENDIX 11
ANNEX D
97BW OPSORD 96-57
22 Nov 57

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GENERAL INFORMATION FOR ALL PERSONNEL PARTICIPATING IN OPERATION "NORTH CLIFF"

SAC Form 138, SAC Restricted Area Badge, Dosimeter, Radiac Detector, Identification Tag (two with chain), Identification Card, DD Form 2A, and the appropriate Tool Kit, Weapon and Ammunition. /U/

f. Immunization: Unit Commanders will be responsible that all deploying personnel are currently immunized prior to the personnel reporting at the processing center. /U/

g. Mail Address:

Mailing address for personnel deploying will be as follows:

<u>Personnel from</u>	<u>will be assigned to</u>
97AES	380AES
97FMS	380FMS
810 Food Serv Sq	820 Food Serv Sq
810 AFS	820 AFS
810 Transportation Sq	820 Transportation Sq
810 Supply Sq	820 Supply Sq
340ES	380th Hq Sq
341ES	380th Hq Sq
342ES	380th Hq Sq
97th Hq Sq	380th Hq Sq
97FMS	380th Hq Sq

Note: Personnel of the 97FMS, AFSC's 43171E, will be assigned to the 380th Hq Sq.

h. Individuals deploying will be responsible to carry and safeguard

their respective weapons.

AMEND #2
APPENDIX II
ANNEX B
97BW OPSORD 96-57
22 Nov 57

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INCLOSURE #1 TO APPENDIX 2 - ANNEX D, 97BW OPSORD 96-57 14 November 1957

INDIVIDUAL CLOTHING LIST 101

Bag, Duffel	1 per Indiv
Belt, Waist, Web, Blue	2 per Indiv
Buckle, Belt, Web	1 per Indiv
Cap, Wool, Blue, Flight	1 per Indiv
Cap, HBT	2 per Indiv
Cap, Service, Blue	1 per Indiv
Cover, Cap, Rain	1 per Indiv
Coat, Wool, Serge Blue	1 per Indiv
Drawers, Cotton Shorts	6 per Indiv
Gloves, Insert, Wool	1 pr per Indiv
Gloves, Shell, Leather	1 pr per Indiv
Handkerchief	6 per Indiv
Insignia, Cap Service	1 per Indiv
Insignia, Grade	<u>Officers Only</u> 2 pr
Insignia, Sleeve Chevron (set)	11 per Indiv
Insignia, Collar "US"	1 pr per Indiv
Jacket, Wool, Serge Blue	1 per Indiv
Necktie, Blue	2 per Indiv
Overcoat, Wool, Blue	1 per Indiv
Rain Coat, Blue	1 per Indiv
Shirt, Cotton Khaki	5 per Indiv
Shirt, Poplin, Blue	3 per Indiv

AMEND #2
INCL #1, APPENDIX 2
ANNEX D
97BW OPSORD 96-57
22 Nov 57

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Shoes, Low Quarters, Black	1 pr per Indiv
Shoes, Service, Black	2 pr per Indiv
Socks, Cotton, Black	5 pr per Indiv
Socks, Wool, Cushion Sole	6 pr per Indiv
Suit, HBT, 1 piece or Trousers, Sage Green, Shade 608, Shirt, Sage Green Shade 509	3 per Indiv
Towels, Large	2 per Indiv
Trousers, Wool Serge	2' per Indiv
Trousers, Cotton Khaki	6 per Indiv
Undershirt, Cotton	6 per Indiv

Although Winter Underwear, Wool is not mandatory, it is recommended that all personnel purchase a minimum of 3-4 complete sets for wear in arctic climates. 101

AMEND #2
INCL #1, APPENDIX 2
ANNEX D
97BN OPSORD 96-57
22 Nov 57

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INCLOSURE #2 TO APPENDIX 2 - ANNEX D, 97BN OPSORD 96-57, 14 Nov 57

MANDATORY MOBILITY EQUIPMENT FOR ALL PERSONNEL /10/

SHIRT-Mens Wool Type A-1B	1 per Indiv
CAP-Field Ctn Sage Green	1 per Indiv
MITTEN-Set 2 Piece, Type N-4B	1 per Indiv
JACKET-Flying Type N-3B	1 per Indiv
TROUSERS-Flying Type E-1B	1 per Indiv
LINER-Trousers, Type E-1B	1 per Indiv
OVERSHOES-Rubber Type N-2	1 Pr per Indiv
BOOT-Makluk Type N-1B	1 Pr per Indiv
SOCKS-Ski, Wool	6 Pr per Indiv
GLASSES-Sun, Spectacle or GLASSES-Sun Clip-on	1 Pr per Indiv
BOOT-Combat, White Felt, Upper (Ground Support Personnel Only)	1 Pr per Indiv
KIT-Bag Type A-3	1 Per Indiv
SOCK-Mens Wool Felt	3 Pr per Indiv
SWEATER-Mens Wool OD (Optional)	1 Per Indiv

AMEND #2
INCL #2, APPENDIX 2
ANNEX D
97BN OPSORD 96-57
22 Nov 57

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INCLOSURE #3 TO APPENDIX #2 - ANNEX D, 97BW OPSORD 96-57, 14 Nov 57

MANDATORY ORGANIZATIONAL CLOTHING AND EQUIPMENT 10/

Mask-Gas, Type M9A1	1 per Indiv
Detector-Radiac	1 per Indiv
**Liner-Jacket Mans	1 per Indiv
Jacket-Mans w/Hood	1 per Indiv
Cup-Canteen	1 per Indiv
Cover-Canteen	1 per Indiv
Canteen-Water	1 per Indiv
Blanket, Bed	3 per Indiv
*Helmet-Soldiers Steel M-1	1 per Indiv
*Liner-Helmet	1 per Indiv
Belt-Pistol	1 per Indiv
Bag-Barracks	2 per Indiv
Pocket-Ammo, Cal. 45 (for pers armed w/Sub Machine Gun or .45 Cal Automatic)	1 per Indiv
Pocket-Ammo, Cal. 30 (for pers armed w/Carbine)	1 per Indiv
Pouch-First Aid	1 per Indiv
Dosimeter	1 per Indiv
Weapon	1 per Indiv
***Bag Ammo	1 per Indiv

- NOTE: 1. *Authorized for Air Policemen Only. 10/
2. **For Individuals issued new type Field Jackets 10/
- 3.***For personnel issued Sub-Machine Gun, Cal. 45 10/

AMEND #2
INCL #3 APPENDIX 2
ANNEX D
97BW OPSORD 96-57
22 Nov 57

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97D-19550/B

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

97DOP

13 Dec 1957

SUBJECT: Amendment #3 to 97th Bombardment Wing Operations Order 96-57

TO: See Distribution

1. Attached is amendment #3 to 97th Bombardment Wing Operations Order 96-57. This letter of transmittal, pages inclosed and one copy of the Entry and Destruction Certificate will become a part of the basic document. One (1) copy of the Entry and Destruction Certificate will be completed and returned to the Top Secret Control Officer at each base. /Unclassified/
2. Pages indicated on the SAC Form 20 will be inserted in the basic document and corresponding pages removed and destroyed in accordance with paragraph 608, Air Force Manual 181-5. /Unclassified/
3. If inclosure 2 is withdrawn or not attached, this correspondence may be downgraded to UNCLASSIFIED in accordance with paragraph 37h, Air Force Regulation 205-1. /Unclassified/

FOR THE COMMANDER:



VERNON R. WEATHERMAN
Major, USAF
Adjutant

2 Incls:

1. Amnd #3, 97BW OPSORD 96-57
2. SAC Form 20

DISTRIBUTION:

CINCSAC	5 cys	97DOCO	1 cy
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CONAD	1 cy	97DOC	1 cy
COMAF 8	3 cys	97DCR	1 cy
COMADIV 810	2 cys	97AES	2 cys
COMADIV 820	5 cys	97FMS	1 cy
810AEG	2 cys	97FMS	1 cy
97ADJ	2 cys	340BS	2 cys
97DOI	1 cy	341BS	2 cys
97DP	2 cys	342BS	2 cys
97DM	2 cys	97TACHOSP	1 cy
97DO	2 cys	97DETCOMDR	1 cy

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Headquarters
97TH BOMBARDMENT WING, MEDIUM
United States Air Force
Biggs Air Force Base, Texas
14 November 1957

APPENDIX 1, TO ANNEX "C" 97BW OPERATIONS ORDER 96-57:

ECM

1. All aircraft at the forward station will be loaded to complete and ready EWP configuration to include chaff inserts open and chaff fed into strippers. Loading will be in accordance with TS message DOOPT M72694, 21 Nov 57. (In event of phase III aircraft being utilized jammer loading will be two (2) each code b jammers. ~~/Confidential/~~)

2. Rotation of jammers and chaff to provide maximum inspection of equipment will be: All deploying aircraft will be loaded to complete EWP configuration for both electronic jammers and chaff. ~~/Confidential/~~

3. Training requirements on reflex missions will be held to a minimum due to the shortage of ECM maintenance personnel available for forward base support. (In event training requirements become critical and it is necessary to complete training on reflex missions, the Wing ECM Officer will be responsible for notification to A&E of the chaff loading and to the aircraft commander of the tactics to be employed). ~~/Confidential/~~

4. Use of RR-39 AL chaff on redeployment exercises will be conducted only upon authority of higher headquarters and upon completion of coordination to allow deploying aircraft to bring new supply of RR-39 AL chaff to the forward station. ~~/~~

5. Copy last par (par 5a, b & c) of the present plan as corrected.

Responsibilities are designated as follows:

a. 810th Supply Squadron will be responsible for delivery of chaff as required. /Unclassified/

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APPENDIX 1, ANNEX C
97BW OPSORD 96-57
14 Nov 57, Amend #3

97D-1955-C /C

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b. 97th A&E Squadron will be responsible for:

- (1) Installation and pre-set of frequencies of jamming equipment for EWP requirement of deploying aircraft. /Unclassified/
- (2) Requisition and loading of chaff as required. /Unclassified/
- (3) Inspection & re-sealing of chaff inserts after redeployment from forward base. /Unclassified/

c. Wing ECM officer will be responsible for notification to the 97th A&E Squadron of:

- (1) Changes in present plan. /Unclassified/
- (2) Additional requirements for directed missions. /Unclassified/

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ENTRY AND DESTRUCTION CERTIFICATE			PAGE NR 1	NR OF PAGES 1
SECTION I - ENTRY AND DESTRUCTION DATA				
1. FROM: <small>(HQ and Staff Agency) (To be filled in only when certification required by originating)</small>		2. DOCUMENT Amendment #3 to 97th Bombardment Wing Operations Order 96-57 97D-1955C/C		INSTRUCTIONS: 1 copy filed in basic document. 1 copy for appropriate Control Officer's file (AFM 181-5). 1 copy returned to originating Hq when item 1 accomplished. 1 additional copy for Top Secret Control Officer as required.
3. SECTION(S) AMENDED Letter of Transmittal ANNEX C Appendix 1		4. ENTER PAGE(S) 1 1, 2		
		5. REMOVE PAGE(S) 1, 2		
6. NR OF PAGES IN CHANGE		7. NR OF PAGES IN DOCUMENT		8. COPY NR OF BASIC DOCUMENT <small>(in which pages listed in item 4 have been incorporated)</small>
Pages listed in item 5 have been removed and destruction is authorized by Paragraph 502, AFM 181-5.				
9. DATE		10. ORGANIZATION AND OFFICE		11. SIGNATURE <small>(Individual posting document)</small>
SECTION II - CERTIFICATE OF DESTRUCTION				
I CERTIFY THAT THE PAGES LISTED IN ITEM 5 HAVE BEEN DESTROYED IN ACCORDANCE WITH AFR 206-1.				
12. SIGNATURE		13. SIGNATURE		14. DATE DESTROYED
15. TYPED/STAMPED NAME AND GRADE (Control Officer)		16. TYPED/STAMPED NAME & GRADE (Witnessing Officer)		17. CERTIFICATE NR

E41230/c

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ENTRY AND DESTRUCTION CERTIFICATE			PAGE NR 1	NR OF PAGES 1
SECTION I - ENTRY AND DESTRUCTION DATA				
FROM: (By and Staff Agency) (To be filled in only when destruction required by assignment)		1. DOCUMENT Amendment #3 to 97th Bombardment Wing Operations Order 96-57 97D-1955C/C		INSTRUCTIONS: 1 copy filed in basic document. 1 copy for appropriate Control Officer's file (AFM 101-5). 1 copy returned to originating Hq when Item 1 accomplished. 1 additional copy for Top Secret Control Officer as required.
2. SECTION(S) AMENDED Letter of Transmittal ANNEX C Appendix 1		4. ENTER PAGE(S) 1 1, 2		5. REMOVE PAGE(S) 1, 2
6. NR OF PAGES IN CHANGE	7. NR OF PAGES IN DOCUMENT	8. COPY NR OF BASIC DOCUMENT (in which pages listed in Item 4 have been incorporated)		
Pages listed in Item 5 have been removed and destruction is authorized by Paragraph 562, AFM 101-5.				
9. DATE	10. ORGANIZATION AND OFFICE	11. SIGNATURE (Individual posting document)		
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12. SIGNATURE		13. SIGNATURE		14. DATE DESTROYED
15. TYPED/STAMPED NAME AND GRADE (Control Officer)		16. TYPED/STAMPED NAME & GRADE (Witnessing Officer)		17. CERTIFICATE NR

97TH BOMBARDMENT WING (M)
BIGGS A.F.B., TEXAS

ALERT PLAN

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

97DOP

4 December 1957

SUBJECT: 97th Bombardment Wing Alert Plan

TO: See Distribution

1. The primary mission of the 97th Bombardment Wing dictates that Combat elements maintain a state of readiness for movement within hours of notification. To insure this capability it is essential that each individual know in detail the part he plays, so that upon notification of an alert he may follow through speedily and effectively until the movement has been accomplished.

2. To provide a ready guide for unit commanders, staff sections, and individuals the inclosed "Alert Plan" specifies the action necessary for an orderly deployment of aircraft, materiel and personnel from Biggs Air Force Base.

3. All personnel involved in the deployment of the 97th Bombardment Wing will become thoroughly familiar with pertinent paragraphs of the inclosures. Unit Commanders and supervisors will prepare SOP's within their organizations or sections to implement this plan.

4. Recommendations for improvement, change or additional data are encouraged and will be submitted to the 97th Bombardment Wing Director of Operations.

FOR THE COMMANDER:


VERNON R. WEATHERMAN
Major, USAF
Adjutant

DISTRIBUTION:

1 cy 97C	1 cy 97DOI
1 cy 97DC	2 cys 97HSS
3 cys 97DF	5 cys 34088
3 cy 97DO	5 cys 34188
10 cys 97DMM	5 Cys 34288
1 cy 97ADJ	5 cys 97AES
5 cys 97PMS	5 cys 97PMS
	3 cys 97th
	4 cys 97th Wing Historian

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CHAPTER I

OPERATIONS

SECTION I - Control Unit Alerting Procedures

1. PURPOSE: To outline the procedures to be followed by personnel on duty in the control unit when an alert is called and to provide a detailed floor plan for the Combat Operations Team in the Command Post.

2. GENERAL: a. In the event of an alert, the Control Unit becomes the Command Post for the 97th Bombardment Wing, the nerve center of all activity and the focal point of all information regarding the status of all units concerned. Only those persons listed on the access roster will be admitted to the Control Unit Room and then only to carry out duties as outlined in the functions for the job which he is assigned. It will be absolutely essential that all coordination between sections of the Combat Operations Team be handled in an orderly manner and the noise level be kept to a minimum.

b. Upon notification of an alert, the initial phase of the Base Security and Defense Plan (500-57) will immediately be placed in effect. Other plans may be implemented with the first notification or follow after the initial alert has been called.

c. Notification of an alert will come from one or more of the following sources:

- (1) Strategic Alerting System.
- (2) ZIPPO.
- (3) Division Commander via telephone.
- (4) Base siren or in person (810th Air Division Commander, Wing Commander, etc.,)

(5) In some instances an alert could be received from a non-SAC or civilian agency and the check list maintained in the Control Room for this type of an alert should be adhered to. The controller on duty will confirm and acknowledge the alert via SOCS or telephone.

d. Arrangement of the Combat Operations Center (Command Post) will be set-up as shown on inclosed diagram.

3. PROCEDURES: Upon receipt and verification of Base, 15AF, or SAC Alert the controller on duty will:

NOTE: Division has to be notified by 95th Control Unit for alerts received by SOCS in order to sound the base siren. However, the 97th Controller will call Division to confirm this, so personnel in local area may be recalled more rapidly.

a. Notify:

(1) Job Control:

(a) Job Control will notify the 97th A&E, 97th PMS and 97th FMS.

(2) If other than normal duty hours, get Wing CQ to start calling key personnel. NOTE: When personnel start arriving at this building, have CQ return list to control room and guard the side door until relieved by competent authority. The controller will finish notification of key personnel.

(3) 340th BOMRON.

(4) 341st BOMRON.

(5) 342nd BOMRON.

(6) 97th HEDRON.

(7) Hospital.

(8) Notify aircraft in local area and those taxiing that an alert has been called and to monitor control frequency for additional instructions.

(9) Call the Officers Club desk. Have attendant announce over the public address system the following: "All 97th BOMWG Officers report to your place of duty immediately". (Note: The siren may not be heard in the club and this follow up action should be taken.)

(10) Call the NCO Club desk. Have desk attendant announce over the public address system the same general message as above.

b. The Combat Operations Center (Command Post) will be set up in accordance with the inclosed diagram. Alert telephones will be plugged in, alert table set up, alert charts tacked to the alert table, job control phone strung to the ceiling and moved over to the desk, guard assigned to the Control Unit door with access list, and the controller on duty will provide side arm to the door guard.

c. Key personnel will notify the Control Unit of the time they arrive at their duty station and the controller will enter the time on the roster of key personnel for future reference.

d. The daily alert aircraft will be confirmed with Job Control immediately after the alert has been called since the time requirement is very limited and the correct numbers are a mandatory requirement. These aircraft must be towed or taxied to the loading sites immediately and the aircraft number is a key factor.

e. Reports to 810 Adiv Control Room will be made in accordance with current directives unless otherwise directed. The alert format in the Control Room will be used in reporting to 810Adiv.

f. After the combat operations center (Command Post) is completely set up and operating, flight unit control personnel will go into the twenty four (24) hour schedule and operate in teams as listed below:

(1) Control Team number one (1) and two (2) will be composed of the following personnel:

- (a) OIC - (Officer).
- (b) Controller number one (1) - (Officer).
- (c) Controller number two (2) - (Officer).
- (d) Flight Controllers - (two or more).
- (e) Communications Officer.
- (f) Special weapons officer.
- (g) Maintenance Control NCO.
- (h) Clerk number one (1).
- (i) Clerk number two (2).
- (j) Runner.

g. If conditions preclude the use of Base Communications facilities direct control of SOCS line may be obtained by use of the master switch in the 97th Control Room. The field phone connected to this circuit then provides direct communications from the 97th Control Room to Fifteenth Air Force switch board.

1

4. COMMAND POSTS: a. After alert notification, at E/30 minutes and E/ 3 hours, the following personnel will meet the Wing Commander in the Combat Operations Center (Command Post), building 513, for the purpose of establishing aircraft assignments, aircraft priorities, and general course of action to be followed during alert:

- (1) Director of Operations.
- (2) Director of Materiel.
- (3) Chief of Maintenance.
- (4) Squadron Commanders.
- (5) Other personnel as the Wing Commander may direct.

b. Location of squadron command posts and telephone numbers as follows:

- (1) 340th BOMRON - building 882, telephone 5253/5237 and squawk box
(Primary).
- (2) 341st BOMRON - building 812, telephone 6115/21152 and squawk box
(Primary).
- (3) 342nd BOMRON - building 713, telephone 7205/3113 and squawk box
(Primary).
- (4) 97th A&E - building 640, telephone 2-2211/6131.
- (5) 97FMS - building 806, telephone 3212/4128.
- (6) 97th PMS - building 643, telephone 2-2110/3128.
- (7) 97th HEDRON, building 666, telephone 2-2215/2-2263.

SECTION II - Briefing Team Responsibilities:

1. The Team assembles at building 724 (Block House) as soon as possible but not later than one hour after the alert sound. Chief, Plans Division, is the officer in charge, and he will ascertain that the team is complete and, if necessary he will assign any alternate for briefing team specialists not present. The primary briefing team consists of the following members:

Chief of Plans Division	OIC
Intelligence Officer	Intelligence
ECM Officer	Communications & ECM
Plans Officer	Aircraft Commanders
Special Weapons Officer	Special Weapons

Weather Officer

Final Weather Briefing

2. Crews will arrive for briefing in building 724, in accordance with the schedule as established in the crew pre-planned flow chart. Briefing Team responsibilities and procedures will be essentially as follows:

Intelligence Officer: Briefing escape and evasion; issues blood chits; and presents pertinent intelligence material.

ECM Officer: Briefs on communications; issues communications and/or ECM flimsies, checks on availability of crystals and delivery of chaff.

Plans Officer: Checks with aircraft performance on take-off conditions, runway available, ground roll distance, climb speeds, etc

Special Weapons Officer: Checks on weapons loading progress, proper ring-out for weapon.

Weather Officer: Briefs on latest weather information, local and en-route, and pre-strike base.

SECTION III - SAC Alerting Procedures:

1. It is the responsibility of each Directorate, Squadron Commander, and Section Head to establish up-to-date procedures for recall of assigned personnel in the event of an alert.

2. The pyramid method for recalling personnel will be used.

3. All personnel will be briefed on the contents of Annex I to SAC Reg 355-1, 2 April 1956, "SAC Alerting Procedures," and 5AF Supplement I thereto.

4. Upon notification of a SAC alert the Wing will immediately commence preparation for the 40 series OPLANS, unless specific instructions accompany or follow the alert to implement another plan.

5. Procedures will be established to inform personnel of the series of plan under which the Wing has been alerted, and any subsequent changes thereto.

SECTION IV - Supplementary Alert System:

1. PURPOSE: To provide a supplementary alert system in the event the use of base communications facilities is precluded, by destruction, or failure during emergency conditions, or a SAC ALERT TEST.

2. GENERAL: Since a SAC ALERT TEST, or actual emergency war conditions may preclude the use of Base Communications facilities, it is mandatory that each squadron commander implement a supplementary alert system in order that 97th personnel may be alerted in the shortest possible time.

3. PROCEDURE: a. When the use of Base Communications facilities is precluded by destruction, failure or a SAC ALERT TEST, the 97th alert (direct line) telephone located in the control room will be used for initial notification. Only destruction of the Bell Telephone Switch Boards in El Paso can prevent this line from operating, barring an unforeseen failure in the line or cable.

b. Upon implementation of the alert and in the event of complete communications failure, (telephone facilities) the 810th Air Division will sound the alert by use of the base siren and/or emergency vehicle sirens as outlined in paragraph 3X j (1) (b) 810th Air Division Operations Plan 500-56. Upon receipt of notification of the alert by the 97th Control Room, the supplementary alert system will be placed into effect. The Control Room, duty pilot and/or Wing Charge of Quarters, will proceed to each squadron orderly room and notify the charge of quarters. Squadron charge of quarters are then responsible for insuring the proper personnel in barracks are notified and dispatched to start the off-base supplementary alert system operating. Each Staff Head, Squadron Commander and Key personnel will carry at all times that portion of the revised

vised pyramid alert plan that he is personally responsible for, so that names, addresses and telephone numbers are readily accessible to him.

c. When the supplementary alert system is placed into effect, the air police or 97th personnel will be dispatched to the home of the individual for alerting purposes. Personnel dispatched will be provided a copy of residential map as an expeditious reference and guide to each home. Each Squadron Orderly Room will have a copy of the revised pyramid system and map so that names, addresses and telephone numbers are readily available.

4. RESPONSIBILITIES: a. Wing Staff Directorates, Squadron Commanders, Wing Section Heads, Supervisors and key personnel are responsible for controlling implementation of this plan within their areas of responsibility.

b. Each member of this wing is responsible for complying with the provisions of this plan.

c. Wing Directorates and Squadron Commanders will insure that all personnel are made aware of the provisions of this plan.

d. Squadron Commanders are responsible for keeping a current alert notification list in their respective sections or Orderly Rooms. This list will include the names, barracks, address, and bed number (if necessary) of the one or two airmen that are needed to begin the chain reaction of the pyramid alert system, in the event of total communications failure.

e. Headquarters Squadron will insure the following personnel are personally notified as soon as possible after the alert is sounded.

- (1) Wing Commander.
- (2) Director of Operations.
- (3) Director of Maintenance.
- (4) Director of Personnel.

f. Squadron Operations Officers will insure that Combat Crews not used during the initial phase of an alert, are briefed on proper times for taxiing their assigned EWP aircraft to the loading area then excused for crew rest.

g. Each day Job Control will determine which seven aircraft will be immediately available for an alert. The tail numbers of these aircraft will be called to the Command Post not later than 1600 hours each day. The Command Post will notify squadrons concerned by 1630. When an alert is called during non-duty hours these aircraft will be given priority, and the first available crews will taxi them to the loading area (T-4)

SECTION V - Taxi Procedure During Alert:

1. Upon initiation of an alert, the seven alert aircraft will taxi to the North-South runway (T-4) as soon as possible and park on loading positions 116 thru 113. These aircraft will be taxied by the first crews available to the squadron and each squadron is responsible for taxiing assigned alert aircraft to the loading area T-4. Each aircraft commander will call Flight Control prior to engine start and upon arrival at his designated loading position.

2. All aircraft subsequent to #7 will taxi on the published time schedule by a aircraft commander assigned to that aircraft for EWP. Prior to engine start, each loading position and taxi time. The aircraft commander will advise Flight Control of his arrival time at his designated stub.

3. During the interval between E and E/2:30, Maintenance Control will determine the exact status and availability of remaining aircraft. Aircraft priority, will determine taxi order. This order will be furnished to each Squadron Operations through (Flight) Control Unit as early as possible. Squadron Operations will notify the flight crews of taxi times and loading spots for individual aircraft.

4. The ramp preflight will consist of checking for fuel leaks, condition of tires, cowling and bomb bay configuration prior to taxiing to the loading area (T-4). Matching of assigned aircraft to crews will be considered; however, some changes will occur subsequent to the crews preflight, under some circumstances crews may be assigned to aircraft of another squadron.

5. Aircraft taxiing out T-4 to loading site will utilize the east side of taxiway so as to enable the aircraft to be parked on the loading site without aid of Coleman units. This will position the aircraft in take-off order and approximately in the middle of T-4 taxiway. Coleman units will be on standby basis in weapon loading area to move back any aborting aircraft so that successive aircraft may pass. Air crew and maintenance personnel will be thoroughly briefed on this parking procedures.

CREW FLIMSY

The Crew Flimsy portion of this Alert Plan is classified CONFIDENTIAL and controlled by 97th Bomb Wing classified number 97D-2123C. Distribution of the Crew Flimsy has been made as follows:

1 cy	97C
1 cy	97DC
1 cy	97ADJ
2 cys	97DP
2 cys	97DO
8 cys	97DMM
3 cys	97FMS
1 cy	97HSS
3 cys	340BS
3 cys	341BS
3 cys	342BS
3 cys	97AES
3 cys	97FMS
1 cy	97DOP
4 cys	97BW Historian

3 December 1957

INSTRUCTIONS FOR ALL PERSONNEL SCHEDULED TO DEPLOY ON EWP

TO: All Deploying Personnel

1. PURPOSE: To provide information and instructions to all personnel deploying on EWP Operations.

2. RESPONSIBILITY: Unit Commanders will insure that their personnel, who are deploying are thoroughly briefed and comply with the instructions contained herein.

3. INSTRUCTIONS:

a. Clothing and Equipment: All personnel will take their complete complement of individual clothing listed on Incl #1 to this instruction sheet, except that only 1 set of khaki clothing will be required. Further, they will have in their possession, all items listed in Incl #2, Mandatory Mobility Equipment for all personnel, and all items listed on Incl #3, Mandatory Organizational Clothing and Equipment.

b. Unit Commanders will make frequent unscheduled, complete clothing and equipment showdown inspection of all personnel scheduled to deploy.

c. The following items will be checked during this inspection: Serviceability, Proper Fit, Proper Marking.

d. All outer garments will have patches sewn on indicating the individual's name, rank and serial number, i.e., Parkas, Field Jackets, Shirts-Type A-1B, Trousers-Type E-1B, etc. These patches will be made on request of the individual concerned by personnel of the Parachute Shop located in Building 332.

e. Commanders will also insure that personnel deploying have in their possession the following items: DD Form 737, Immunization Certificate, SAC Form 138, SAC Restricted Area Badge, Dosimeter, Radiac Detector, Identification Tag (two with chain), Identification Card, DD Form 2A, and the appropriate Tool Kit, Weapon, Ammunition and DD Form 93, Record of Emergency Data.

f. Immunization: Unit Commanders will be responsible that all personnel are currently immunized.

INDIVIDUAL CLOTHING LIST

Bag, Duffel	1 Per Indiv
Belt, Waist, Web, Blue	2 Per Indiv
Buckle, Belt, Web	1 Per Indiv
Cap, Wool, Blue, Flight	1 Per Indiv
Cap, HBT	2 Per Indiv
Cap, Service, Blue	1 Per Indiv
Cover, Cap, Rain	1 Per Indiv
Coat, Wool, Serge Blue	1 Per Indiv
Drawers, Cotton Shorts	6 Per Indiv
Gloves, Insert, Wool	1 Pr per Indiv
Gloves, Shell, Leather	1 Pr per Indiv
Handkerchief	6 Per Indiv
Insignia, Cap Service	1 Per Indiv
Insignia, Grade	<u>Officers Only</u> 2 Pr
Insignia, Sleeve Chevron (set)	11 Per Indiv
Insignia, Collar "US"	1 Pr per Indiv
Jacket, Wool, Serge Blue	1 Per Indiv
Necktie, Blue	2 Per Indiv
Overcoat, Wool, Blue	1 Per Indiv
Rain Coat, Blue	1 Per Indiv
Shirt, Cotton Khaki	5 Per Indiv
Shirt, Poplin, Blue	3 Per Indiv

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Shoes, Low Quarters, Black	1 Pr per Indiv
Shoes, Service, Black	2 Pr per Indiv
Socks, Cotton, Black	5 Pr per Indiv
Socks, Wool, Cushion Sole	3 Pr per Indiv
Suit, HBT, 1 piece or Trousers, Sage Green, Shade 509, Shirt, Sage Green Shade 509	3 Per Indiv
Towels, Large	2 Per Indiv
Trousers, Wool Serge	2 Per Indiv
Trousers, Cotton Khaki	5 Per Indiv
Undershirt, Cotton	6 Per Indiv

Although Winter Underwear, Wool is not mandatory, it is recommended that all personnel purchase a minimum of 3-4 complete sets for wear in arctic climates.

MANDATORY MOBILITY EQUIPMENT FOR ALL PERSONNEL

SHIRT-Mans Wool Type A-1B	1 Per Indiv
CAP-FIELD Ctn Sage Green	1 Per Indiv
MITTEN-Set 2 Pieces, Type N-4B	1 Per Indiv
JACKET-Flying Type N-3B	1 Per Indiv
TROUSERS-Flying Type E-1B	1 Per Indiv
LINER-Trousers, Type E-1B	1 Per Indiv
OVERSHOES-Rubber Type N-2	1 Pr per Indiv
BOOT-Makluk Type N-1B	1 Pr per Indiv
SOCKS-Ski, Wool	6 Pr per Indiv
GLASSES-Sun, Spectacle or Glasses-Sun Clip-on	1 Pr per Indiv
BOOT-Combat, White Felt, Upper (Ground Support personnel only)	1 Pr per Indiv
KIT-Bag Type A-3	1 Per Indiv
SOCK-Mans Wool Felt	3 Pr per Indiv
SWEATHER-Mans Wool OD (Optional)	1 Per Indiv

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MANDATORY ORGANIZATIONAL CLOTHING AND EQUIPMENT

Mask-Gas, Type M9A1	1 Per Indiv
Detector-Radiac	1 Per Indiv
**Liner-Jacket Mens	1 Per Indiv
Jacket-Mens w/Hood	1 Per Indiv
Cut-Canteen	1 Per Indiv
Cover-Canteen	1 Per Indiv
Canteen-Water	1 Per Indiv
Blanket, Bed	3 Per Indiv
*Helmet-Soldiers Steel M-1	1 Per Indiv
*Liner-Helmet	1 Per Indiv
Belt-Pistol	1 Per Indiv
Bag-Barracks	2 Per Indiv
Pocket-Ammo, Cal. 45 (For pers armed w/Sub Machine Gun or .45 Cal Automatic	1 Per Indiv
Pocket-Ammo, Cal. 30 (For pers armed w/Carbine)	1 Per Indiv
Pouch-First Aid	1 Per Indiv
Dosimeter	1 Per Indiv
Weapon	1 Per Indiv
***Bag Ammo	1 Per Indiv

- NOTE: 1. *Authorized for Air Police Only.
2. **For Individuals Issued New Type Field Jackets.
3. ***For Personnel Issued Sub-Machine Gun, Cal .45

Chap IV SOP #17, Incl #3
810ADIV MOBILITY PLAN
4 December 1957

CHAPTER 3

MAINTENANCE

SECTION I - GENERAL

1. RESPONSIBILITY:

a. Due to the limited time available to prepare aircraft for flight under deployment conditions all maintenance operations must be carried out under a pre-planned policy and in an orderly manner. Pre-planned maintenance flow charts are included as Incl 1-4 to this plan. These charts schedule all phases of maintenance operation, i.e., refueling, oil and ADI service, chaff, ammunition and FAK load, ring out and bomb loading for the various war plans for which the 97th Bomb Wing is responsible. To achieve maximum success each schedule item must be accomplished on time.

b. All maintenance and associated supply procedures will continue to be performed in accordance with SAC Manuals 66-12, 65-2, and related directives.

c. All maintenance personnel will report to their normal duty station for duty assignment.

d. The initial period after sounding of the alert will be used by commanders to muster personnel, establish availability of personnel, accomplish initial maintenance checks on aircraft, establish in-commission status and bomb bay configuration of aircraft, the establishment of aircraft priorities and realignment of maintenance work priorities to insure maximum support of the war plan being implemented.

e. The Chief of Maintenance will designate a maintenance control officer to coordinate maintenance and weapons loading at the loading site on the N/S taxi-way. The A&E squadron commander will designate an A&E coordinator who will work with the ramp maintenance control officer in accomplishing ring-outs, weapons loading, chaff loading and other specific A&E tasks as required.

f. On completion of maintenance operations as scheduled on the maintenance flow charts completion time will be immediately relayed to Job Control by the flight line radio vehicles. Normal reporting of change of aircraft status will be called into Job Control. Job Control will insure that all completions and changes in aircraft status are relayed immediately to Wing Command Post and Flight Control.

g. Within six hours after start of the alert squadron commanders, in coordination with the Chief of Maintenance, will begin scheduling personnel for rest, making sure that sufficient personnel are available during each duty shift to accomplish the mission. In this rest schedule, cognizance will be given to aircraft maintenance status, outstanding work orders, scheduled crew station time and take-off time of each aircraft. Work shifts are established as 12 hours duration each. MIF Directive 13-1 contain the planned utilization of maintenance personnel.

CHAPTER 3

MAINTENANCE

SECTION II - MAINTENANCE CONTROL

1. RESPONSIBILITY:

a. The Chief of Maintenance will continually monitor and determine relative aircraft priority listing, which will be used as the guide in establishing work order priority.

b. On sounding of the alert, during the maintenance pre-planning meeting the Chief of Maintenance will determine any changes to the existing aircraft priorities listing with the aid of the flight line maintenance officers, and will advise the Wing Command Post of the current aircraft priority listing.

c. The Chief of Maintenance will coordinate the aircraft priority listing with all concerned agencies and direct the operation of the maintenance plan. Job Control will immediately inform all maintenance activities and 35 ADS of the aircraft priority listing.

d. Maintenance work priorities in the 97th Armament and Electronics and Field Maintenance Squadrons will be realigned to afford maximum support of flight line activities.

e. Following a determination of relative aircraft status, maintenance specialists will be dispatched to aircraft, according to priority number. Every effort will be made to insure that the most experienced specialists are assigned to the highest priority aircraft.

f. The individual aircraft time phasing cards will be completed for all concerned aircraft, in two copies. One copy will be retained in Job Control, the other copy will be delivered to the crew chief for each aircraft.

The copies in Job Control will be kept current, with information posted as it comes in from the radio vehicles. Information posted to the cards will also be transcribed to the flow chart, and relayed to Flight Control for ready reference by all personnel.

g. The Chief of Maintenance will determine the workload in unit change and engine build up will be curtailed, if necessary, to make personnel available to unit change crews working on the flight line.

h. Job Control will turn over aircraft on the back line of Periodic Maintenance to the tactical squadrons along with the back line crew to ready the aircraft for test flight and deployment. As back line aircraft are completed, the personnel will be allocated to the tactical squadrons as shown in MI Directive 13-1.

i. Job Control will maintain the aircraft maintenance flow charts and aircraft status charts. Small multilith copies of these charts will be immediately dispatched to each squadron in sufficient copies to insure that each crew chief, flight chief, and all maintenance supervisors of the Armament and Electronics and Field Maintenance Squadrons have one. Master copies will also be maintained in the Wing Control Room, squadron flight line maintenance office, 35 ADS, Armament and Electronics, and Field Maintenance supervisor sections. Job Control will keep the maintenance supervisor sections and Wing Control Room informed of the progress so these charts can be kept current.

2. Shift "2"
- (341BS) OIC - Major Beeson
- Driver
3. Shift "3"
(340BS) OIC - Major Vinson
- Driver
4. Shift "4"
(342BS) OIC - Major Baker
- Driver
5. Shift "5"
(341BS) OIC - Major Beeson
- Driver
6. Shift "6"
(342BS) OIC - Major Vinson
- Driver

(b) Shift hours for deputy controller: Since the flight line maintenance officers will also be working with the aircraft in the normal ramp area, their shift time in the loading area will be as follows:

1. Shift 1, E to E + 6.
2. Shift 2, E + 6 to E + 12.
3. Shift 3, E + 12 to E + 18.
4. Shift 4, E + 18 to E + 24.
5. Shift 5, etc, etc.

(c) Responsibility for aircraft coverage on the ramp.

While each shift is operating on the North-South taxi-way, and leaving its respective squadron's aircraft on the ramp unattended, it will be the responsibility of the other two squadron's radio vehicles to cover these aircraft. For example: 342nd (Shift 1) on N/South, 340th takes its aircraft plus one-half of 341st; 341st takes one-half its own aircraft plus all of 342nd aircraft, for that shift. Split or responsibility should always be arranged so that each radio vehicle handles one block of aircraft, to preclude "leapfrog" support.

(d) Each shift, while operating on the North-South taxi-way, will be under direct control of the ramp controller, and the radio call sign will remain the same as for the squadron, i.e., 342nd while on the N/S will still be "AJAX YELLOW", etc.

k. Non-essential routine work will be curtailed in Maintenance Control and personnel will be utilized on priority work, as outlined in MIF Directive 13-1.

1. All personnel in Maintenance Control will be issued 15AF Form 294, with a complete listing of alert job assignment, building, office and supervisor to report to. Personnel will upon notification of alert, report

to their normal place of duty for checking, then proceed to alert duty station.

m. Ground Power:

- (1) At the sound of the alert, all ground powered equipment not on dispatch will be placed in commission as soon as possible and status relayed to Job Control.
- (2) The ground power equipment section of the Field Maintenance Shops will deliver three MD3's to the north end of the NS taxi strip and park this equipment west and directly off of the taxi strip. This equipment is to be used for power to load the units on the aircraft as they are made available and in the priority Assigned.
- (3) Subsequent movement of ground power will be as directed by Job Control through the Ramp Patrol radio vehicle.

n. POL:

- (1) 810th Supply Squadron will dispatch six JP-4 refueling units with drivers, plus two Jet Water Alcohol units with drivers, to 97th Job Control, building 327 upstairs. These units will be further dispatched by Job Control. Units operating on the N/S taxi strip will be under control of the 97th Ramp Controller, and will park on the West side of the N/S taxi strip, at a mid point to be designated by the ramp controller.

(2) 97th Job Control section will maintain a status board for control and allocation of the vehicles within the Wing as the need arises.

o. Chaff:

(1) Immediately after sounding of the alert and as soon as aircraft priorities are known, the 97th Job Control will notify the Base Supply Aircraft Service Unit, extension 6270. The following information will be furnished by the 97th Job Control.

- (a) Aircraft Priority
- (b) Parking Location
- (c) Type of Chaff
- (d) Quantity
- (e) Time of Delivery

(2) Delivery will be made by Base Supply direct to the aircraft in accordance with the priority established by 97th Job Control. Chaff loading teams furnished by the 97th A&E Squadron will be in-place at the aircraft in accordance with the established priority to load the chaff in the aircraft.

- (a) Under actual EWP, seven (7) cartons of RR44 AL and seven (7) cartons of RR39 AL chaff will be loaded. Inserts will be loaded when available.

(b) Under practice alerts six (6) cartons of RR-6A/U or RR-20A/U Chaff will be delivered to the aircraft as requested by Job Control. A & E chaff loading teams will not load practice chaff unless specified in current ground rules. Chaff will be stacked out of the jet blast area.

(3) 810th Supply Squadron will furnish a suitable fork lift and driver for loading of chaff inserts to meet the EWP Generation sequence.

(4) The 97th Bomb Wing ECM officer will coordinate directly with the Base Supply Aircraft Service Unit Officer and A & E Maintenance Supervisor on any problems encountered.

p. Ammunition:

(1) The 35th ADS will be responsible for the delivery and loading of seven hundred (700) rounds of 20mm combat ammunition for each B-47 strike aircraft deploying. (If practice alert, practice ammunition will be used.)

(2) Delivery:

(a) The aircraft priority listing will be given to the Munitions Section by 97th Job Control as soon as it has been established.

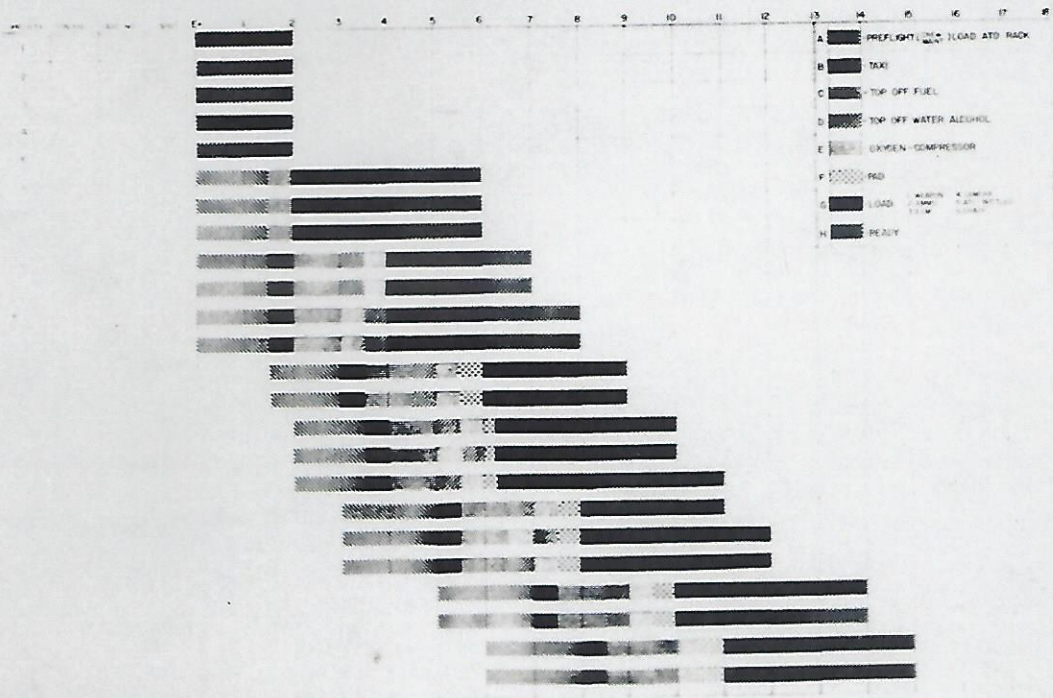
(b) Preparation for delivery of ammunition will begin immediately after sounding of the alert.

(c) At least six (6) loading teams will be provided by the 35th ADS and will load the aircraft in accordance with the priority established by 97th Job Control.

- (d) While Special Weapons Team is positioning the unit the ammunition will be unloaded from the truck and loaded in the aircraft by munition personnel.
- (e) A & E Gunnery Team feeds ammunition through link chutes into the feeders and torques the feeders as on normal preflights.

HOWGOZIT

E= LOCAL



Revised 29 Oct 57

Envelope 1

0769

HOWGOZIT

E= _____ LOCAL

PRIORITY	CON. NO.	AC. NO.	SPOT	E*	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
25																														
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PRIORITY	CON. NO.	AC. NO.	SPOT	E*	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	
41																														
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Encl 1A

CHAPTER 3

MAINTENANCE

SECTION III- TACTICAL SQUADRONS - 340BS, 341BS & 342BS

1. RESPONSIBILITY:

a. On sounding of the alert, the Flight Line Maintenance officer or line chief will review the in-commission status of aircraft and weapon configuration within the squadron and report to Job Control within 30 minutes after alert is sounded. He will point out any major problem areas where assistance is required and inform tactical squadrons, flight control and 35ADS of the priority numbers.

b. Move aircraft to designated loading sites as directed by Job Control through tactical operations.

c. Upon sounding of the alert, Flight Line Maintenance Officers will continue work on assigned aircraft, or will immediately dispatch ground crews to the priority aircraft if the alert comes during off duty hours. Crew chiefs will ascertain that all outstanding maintenance is covered by current work orders in Job Control.

d. After the priorities of aircraft are known, the flight line maintenance officer will insure that the timing and schedule as planned in the maintenance flow chart is followed.

e. Upon notification from Job Control, squadrons will take over assigned aircraft on the periodic maintenance back line along with the back line crew and ready the aircraft for test hop and ultimate deployment. Each squadron will furnish its own test flight crews and test fly its aircraft under the supervision of the Wing Test Flight Officer.

f. Post flight teams will be utilized to complete any post flight inspection in progress as directed by Job Control. At the completion of the post flight inspection, or as post flight dock personnel become available, the flight line maintenance officer will utilize these personnel to balance the workload among the aircraft assigned and to replace personnel who have been released to prepare for deployment or who have been released for rest.

g. The flight line maintenance officer will schedule the use of any mechanics released to him from the Periodic Maintenance Squadron

h. Personnel, other than ground crew, scheduled to deploy on tactical or support aircraft, will be released in accordance with the personnel processing flow charts in chapter II. Personnel will be released in sufficient time to allow them to pick up their equipment and report to the processing center at the scheduled time.

i. The flight line maintenance officer or line chief will be in the radio vehicle at all times, monitoring the progress of the maintenance plan. Progress of work and all completions of maintenance scheduled on the flow chart will be relayed to Job Control via the radio.

j. The flight line maintenance officer will prepare detailed SOP's to implement this maintenance plan within the flight line organization.

k. Each crew chief will be given a card for his aircraft (See Incl 5) as soon as the aircraft's take-off order has been determined. This card will show the scheduled time for all loading and maintenance activities, and the crew chief can thus notify Job Control, through the radio vehicle of any pending delays or difficulties. The items on the card will be checked off as completed, with time of completion, and will be relayed to Job Control as rapidly as circumstances permit.

CHAPTER 3

MAINTENANCE

SECTION IV - FIELD MAINTENANCE SQUADRON

1. RESPONSIBILITY:

a. On sounding of the alert, Field Maintenance Officer will immediately curtail all non-essential shop work and make available to Job Control the maximum number of specialists for dispatch. The specialists that are on dispatch will not be recalled unless specifically directed to do so by Job Control.

b. After determination of the aircraft priority listing, every effort will be made to make certain that the most experienced specialists are assigned to the highest priority aircraft.

c. Engine build-up will be curtailed if necessary to make personnel available to unit change crews working on the flight line.

d. The Field Maintenance Officer will insure maximum availability of ground powered equipment. This will be accomplished in accordance with a pre-planned schedule. All movements of specialists and equipment will be as directed by Job Control.

e. All non-essential personnel will be utilized to perform guard duty, stock chasing, vehicle driving, etc., to insure that the maximum number of specialists and other essential personnel are available to carry on critical work. Field Maintenance Squadron will develop a plan for utilization of non-essential personnel in tasks not requiring essential technical skills, as outlined in MIF Directive 13-1.

f. Personnel scheduled to deploy on tactical or support aircraft will be released for processing in sufficient time to allow them to pick up the necessary clothing and equipment and report to the processing center at the designated time. For details concerning processing time, see flow charts in chapter II.

g. The commander of the 97th Field Maintenance Squadron will publish SOP's for the implementation and accomplishment of this maintenance plan with the Field Maintenance Squadron.

CHAPTER 3

MAINTENANCE

SECTION V - ARMAMENT AND ELECTRONICS SQUADRON

1. RESPONSIBILITY:

a. Armament and Electronics Officer will designate an A & E coordinator to coordinate all A & E operations at the weapons loading site. This coordinator will work in conjunction with the maintenance control officer and the weapons loading supervisory personnel.

b. After sounding of the alert, the A&E squadron supervisor will immediately curtail all non-essential shop work. The specialists that are on dispatch will not be recalled unless specifically directed to do so by Job Control. Job Control will be given a new specialist availability report as soon as possible, insuring maximum experience level is available for flight line dispatch.

c. All non-essential personnel will be utilized to perform guard duty, stock chasing, vehicle driving, etc., to insure that the maximum number of specialists and other essential personnel are available to carry on critical work. The armament and Electronics squadron will develop a plan for utilization of non-essential personnel in tasks not requiring essential technical skill.

d. The 97th A & E Squadron will perform the ring-out of all tactical aircraft. Six (6) ring-out teams will be assigned at all times and will be dispatched in accordance with schedule as outlined in inclosure 1-4. A weapons supervisor will be designated to monitor progress to the ring-out crew and will assist in the movement of crews from aircraft to aircraft. Whenever discrepancies are found during ring-out, the aircraft commander, crew chief, and Job Control will be notified.

e. 97th Armament Electronics Squadron will be responsible for the delivery of K-17 or K-38 camera and film magazines, and ECM equipment.

f. 97th Bomb Wing Armament and Electronics Squadron will be responsible for furnishing chaff loading supervisors in accordance with the flow chart, inclosures 1-4.

g. Schedules established in the maintenance plan and maintenance flow chart must be met. Job Control will immediately be notified of any problem area. Personnel scheduled to deploy by tactical or support aircraft will be released in sufficient time to allow them to pick up their clothing and equipment and arrive at the Personnel Processing Center at the designated time. Reference is made to personnel processing charts in chapter II.

h. Commander, 97th Armament and Electronics Squadron will publish SOP's for the implementation of the Maintenance Plan within the Armament and Electronics Squadron.

i. Cameras:

- (1) K-38 or K-17 cameras and film will be stored and maintained in building 654 by the 97th A & E; At the time of an alert, delivery will be made to the aircraft by priority established by 97th Job Control.
- (2) The O-15 and O-23 film magazine will be stored in Building 654 by 97th A & E. Upon sounding of an alert delivery will be made to the aircraft by priority established by 97th Job Control. Upon completion of mission and at debriefing a representative of the A&E squadron will pick up magazines. After the film is removed by the 97th A & E the magazines will then be reloaded and stored in building 654.

j. 97th Bomb Wing Armament and Electronic Squadron Weapon Section will be divided into two sections:

- (1) One section of six (6) loading teams to monitor and assist in the loading of the special weapon units in EWP sequence.
- (2) Maximum number of configuration teams to convert Bomb Bay configurations as directed by 97th Job Control.

k. 97th Bomb Wing A & E Gunnery Section will be divided into two sections:

- (1) One section of six (6) teams to monitor ammunition loading and to feed and torque in the ammunition.
- (2) Maximum number of pre-flight teams to preflight the gunnery systems as directed by 97th Job Control.

CHAPTER 3

MAINTENANCE

SECTION VI - 97TH PERIODIC MAINTENANCE SQUADRON

1. RESPONSIBILITY:

a. Upon sounding of the alert, the Periodic Maintenance Officer will inform the Chief of Maintenance as to the status of periodic inspections underway. Also, he will give the Chief of Maintenance availability of personnel not engaged in reading aircraft scheduled for deployment and will be prepared to dispatch personnel on direction of the Chief of Maintenance to assist the flight line maintenance organizations.

b. All aircraft on the back line will be turned over to the tactical squadron to which it is assigned, along with the back line crew assigned to that aircraft.

c. Job Control will direct continuation of periodic maintenance inspection of those aircraft determined feasible to complete and ready for the mission.

d. Personnel scheduled to deploy on tactical or support aircraft will be released in sufficient time to allow them to pick up their clothing and equipment and report to the Processing Center at the designated time. Reference is made to Personnel Processing Flow Charts in chapter II.

e. Commander, 97th Periodic Maintenance Squadron, will develop SOP's to implement and accomplish the requirements of this maintenance plan.

CHAPTER 3

MAINTENANCE

SECTION VII. CRITIQUE

1. Within seventy-two (72) hours after a practice alert, a meeting will be held in the Maintenance Control, to discuss the alert, Critique the entire action, and make necessary changes in the alert plan to improve the conduct of future exercises. This meeting will include the flight line maintenance officers and line chiefs, and support squadron supervisors.

97Historian

~~CONFIDENTIAL~~

CREW FLIMSY - B-47 CREWS

This portion of the 97th Bombardment Wing ALERT PLAN is classified
~~CONFIDENTIAL~~ and is under separate cover. 97th Bombardment Wing
classified control number for the crew flimsy is 97D-2123C. /u/

Crew Flimsy
97BW Alert Plan

~~CONFIDENTIAL~~

97D-2123C

MST

Hour is:

CREW FLINSEY - B-47 CREWS

1	2	3	4	5	6	7	8	9	10	11	12	13
TO PRIORITY	SORTIE	ASSIGNED CREWS	ECM CODES	2 DIGIT	PARK POSITION	LOAD	CREW START PBL FLIGHT	TAXI	BRIEF	DEPT OR W/FR	READY ST ENG	PLANNED T/O
1	4	P-WOOD A-LONG S-	2ahlf		116	0200 to 0400	0045	0115	0200 to 0245	0345	0530	0600
2	6	P-ARK A-JOBLE S-	2ahlg		115A	0200 to 0400	0045	0115	0200 to 0245	0345	0530	0601
3	7	P-YOUNG A-MCCOLLUM/SMITH S-	2ahlg		115	0200 to 0400	0045	0115	0200 to 0245	0345	0530	0602
4	8	P-JUDD A-HARTMAN S-	2ahlf		114A	0200 to 0400	0100	0130	0200 to 0245	0530	0630	0700
5	9	P-GRIFFITH A-BURTSCHALL S-	2ahlf		114	0200 to 0600	0100	0130	0200 to 0245	0530	0630	0701
6	10	P-MOORE, JR A-GRIESE S-	2ahle		113A	0200 to 0600	0100	0130	0200 to 0245	0545	0730	0800
7	11	P-BRIDGMAN A-WOOD, DD S-	2ahlf		113	0200 to 0600	0100	0130	0200 to 0245	0545	0730	0801
8	12	P-HILL A-CHUMPIER S-	2akrhlf		112A	0200 to 0600	0230	0300	0200 to 0645	0730	0830	0900
9	25	P-CORLE A-FLANDERS S-	2ahlf		112	0200 to 0600	0230	0300	0200 to 0645	0730	0830	0900
10	26	P-TRIGGS A-MORE, SG S-	2ahlg		111A	0215 to 0615	0300	0330	0200 to 0645	0800	0930	1000
11	27	P-SJURKS A-WILEY S-	2ahlf		111	0215 to 0615	0300	0330	0200 to 0645	0800	0930	1001
12	28	P-CARE A-GIBSON(GIBBS) S-	2ahlf		110A	0215 to 0615	0300	0330	0200 to 0645	0800	0930	1100

(all times are Z, F.)

Page 1

97DEC 4 Dec 57

MSI

CREW FLIGHTS - B-47 CREWS

Hour is:

1 TO PRIORITY	2 SCHEDULE	3 ASSIGNED CREWS	4 ECM CODES	5 2 DIGIT	6 PARK POSITION	7 LOAD	8 CREW START PRE FLIGHT	9 TAXI	10 BRIEF	11 DEPT OR W/PE	12 READY ST ENG	13 PLANNED T/O
13	29	F-SMITH A-YOUNGS	2ab1g		109A	0800 to 1090	0430	0500	0600 to 0645	0930	1030	1101
14	30	F-GRIESH A-MORRIS, JR S-	2ab1f		108A	0800 to 1000	0430	0500	0600 to 0645	0945	1130	1200
15	31	F-ARMSTRONG A-MCCURDY S-	2ab1e		107A	0800 to 1000	0430	0500	0600 to 0645	0945	1120	1201
16	13	F-BURKETT A-WATNER S-	2ab1f		106A	1000 to 1200	0630	0700	1000 to 1045	1145	1330	1400
17	14	F-GIBSON A-CARR S-	2ab1g		106	1000 to 1200	0630	0700	1000 to 1045	1145	1330	1401
18	15	F-BENNETT A-COLLINS S-	2ab1e		105A	1100 to 1300	0730	0800	1000 to 1045	1245	1430	1500
19	16	F-HOLLOWAY A-JONES S-	2ab1e		105	1100 to 1300	0730	0800	1000 to 1045	1245	1430	1501
20	17	F-GUIDER A-COBBURN S-	2ab1g		104A	1200 to 1400	0830	0900	1000 to 1045	1345	1530	1600
21	18	F-LAMY A-MURPHY S-	2ab1f		104	1200 to 1400	0830	0900	1000 to 1045	1345	1530	1601
22	19	F-WILAY A-S-JURBS S-	2ab1f		103A	1300 to 1500	0930	1000	1400 to 1445	1445	1630	1700
23	20	F-DAUBERMAN A-PICKHARDT S-	2ab1f		103	1300 to 1500	0930	1000	1400 to 1445	1445	1630	1701
24	21	F-LONG A-WOOD S-	2ab1f		102A	1400 to 1600	1030	1100	1400 to 1445	1545	1730	1800

0263

MST

Hour is:

CREW FLIGHTS - B-47 CREWS

1 TO PRIORITY	2 SORTIE	3 ASSIGNED CREWS	4 ECM CODES	5 2 DIGIT	6 PARK POSITION	7 LOAD	8 CREW START PRE FLIGHT	9 TAXI	10 BRIEF	11 DEPT OR W/PE	12 READY ST ENG	13 PLANNED T/O
25	22	F-HARTMAN A-JUDD S-	2alhl		102	1400 to 1500	1030	1100	1400 to 1445	1545	1730	1801
26	23	F-CHAMPLER A-HILL S-	2alhl		101A	1500 to 1600	1130	1200	1400 to 1445	1645	1830	1900
27	32	F-FICHEL DOT A-DAUDERMAN S-	2alhl		116	1600 to 1800	1230	1300	1400 to 1445	1745	1930	2000
28	30	F-BERTSCHHELL A-GRIFFITH S-	2alhl		115	1700 to 1900	1330	1400	1800 to 1845	1845	2030	2100
29	34	F-WOODRICH A-HORMATS S-	2alhl		114	1800 to 2000	1430	1500	1800 to 1845	1945	2130	2200
30	35	F-WOOD, JR A-BRIDGES JR S-	2alhl		113	1900 to 2100	1530	1600	1800 to 1845	2045	2230	2300
31	36	F-FARBER A-HONARD S-	2alhl		112	2000 to 2200	1630	1700	1800 to 1845	2145	2330	2400
32	37	F-DRURY A-MCCATHEON S-	2alhl		111	2100 to 2300	1730	1800	2200 to 2245	2245	2430	2500
33	38	F-FLANDERS A-CLARK S-	2alhl		110	2200 to 2400	1830	1900	2200 to 2245	2345	2530	2600
34	39	F-MCCURDY A-ARMSTRONG S-	2alhl		109	2300 to 2500	1930	2000	2200 to 2245	2445	2630	2700
35	40	F-MOOKA, SR A-MINOS S-	2alhl		108	2400 to 2600	2030	2100	2200 to 2245	2545	2730	2800
36	41	F-MURPHY A-AMT S-	2alhl		107	2600 to 2800	2130	2200	2400 to 2445	2645	2830	2900

(All times are L.F.T.)

CONFIDENTIAL
ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 08-14-2010 BY 60322 UCBAW

10-1-1961

100

CONFIDENTIAL - ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED

DATE 08-14-2010 BY 60322 UCBAW

1. The purpose of this report is to provide a summary of the information received from the various sources mentioned in the report. It is intended to provide a general overview of the situation and to identify the key issues involved. The information is based on the best available sources and is subject to change as more information becomes available.

2. The information in this report is classified as "Confidential" because it contains information that is not generally known and the disclosure of which could be injurious to the national defense. It is intended for the use of authorized personnel only and should be handled accordingly.

3. This report is based on information received from various sources and is intended to provide a general overview of the situation. It is not intended to be a substitute for a more detailed report.

4. The information in this report is classified as "Confidential" because it contains information that is not generally known and the disclosure of which could be injurious to the national defense. It is intended for the use of authorized personnel only and should be handled accordingly.

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

97C

12 Dec 1957

SUBJECT: Air Training

TO: See Distribution

1. Since my assumption of command of the 97th Bombardment Wing I have carefully reviewed both air and ground training achievements over the past several months. In my review, I have discovered several areas which need considerably more attention and emphasis. I wish to outline my policies and goals for the quarter beginning 1 January 1958 so that we enter the period with a clear understanding of our objectives throughout the wing.

2. The results achieved by this wing in its training program are directly related to the attitude and effort of the combat crews and the planning and supervision exercised by the unit commanders and squadron staff officers. I expect each crew to carefully plan and monitor their individual training requirements. Unit commanders will insure that the crews are aware of the policies on air training and will monitor adherence to these policies by detailed daily supervision.

3. Listed below are areas that have been weak in the past and which can be improved by crew effort and command supervision:

a. Utilization of flying time. Flying time in itself has no value; it must be translated into constructive training. Each airborne hour that is not constructively utilized is a drain in the wing's capability. Consequently, each mission must be scheduled for the maximum amount of training possible. I have noted many occasions when crews spent an hour and one-half utilizing radio aids when, with a slight alteration, a navigation leg could have been accomplished. The practice of making Mach .74 runs, with offset checking, at optimum altitude does not utilize flying time effectively. Until minimum requirements of SAC Regulation 50-8 are fulfilled, runs should be made for maximum accomplishment, i.e., Mach .81 direct, with evasive action and IRDA breakaway. I am aware that this type of run has a higher incidence of unreliability. If these runs are accomplished early in the quarter, unreliable scores can be brought to an acceptable level with sorties remaining to the crew. The practice of accumulating a pad prior to accomplishing the more difficult runs often results in non-accomplishment of the more difficult items. The statement that a crew does not need a certain item of training is not logical. All training is computed on a gross wing requirement. Items in excess of a crew's requirement are creditable to this gross requirement. Since none of our crews have perfect scores in any area for the last quarter, we can assume that all can profit from a little extra training.

b. Briefed Sortie Duration. In planning the wing's flying effort for a given quarter, the time requirement is based on a certain sortie duration. If this time requirement is to be met in an orderly manner, sortie duration must be that scheduled. Our sortie duration has been shorter than desired due to runway construction, temperature, and altitude. To meet the SAC standard, we must increase our average sortie duration to 6.5 hours. During the past few months we have averaged about 5.9 hours per sortie. I expect our average sortie duration to increase upon completion of runway construction. This will be accomplished by scheduling our normal training missions for the maximum safe duration consistent with proper utilization of the flying time. Again I emphasize that utilization is the important thing. I do not want any "boring holes in the sky."

c. Attention to Requirements: Under the provisions of 97th Bombardment Wing Supplement 1 to SAC Regulation 50-32, each crew is required to maintain a folder on their training status. The purpose of this folder is to furnish the crew with a record of their current status under SAC Regulations 50-8, 51-26 and 50-24. In addition, information in Air Force Regulations 60-2 and 60-4 are recorded. This folder is necessary for a crew to intelligently plan a mission or to re-plan a mission in the air. I expect each crew to be fully aware of their status at all times. It is my intention to ask for the crew folders each time I interview a crew.

d. Late Take-Offs: The 97th Bombardment Wing has an excessive number of late take-offs. I have placed a requirement on the tactical squadron commanders to investigate and report on each late take-off. If necessary I will interview each flight and ground crew to determine the causes for late take-offs. This problem requires the attention of every member of the wing. We must isolate and eliminate the causes for our late take-offs.

4. Priorities for flying are contained in the monthly training program, and are subject to change as priorities change. Until further notice, priorities are as follows:

- a. 60-2
- b. Reflex
- c. Missions directed by higher headquarters
- d. Standardization checks which will become overdue
- e. Pop-Up
- f. Upgrade training


g. Normal standardization checks

h. Staff flying

i. Combat Ready Crew training with emphasis on SAC Regulation 51-26 (Combat Ready Crews will be scheduled for a minimum of fifteen hours and two sorties per month. If time allows, ten hours may be added to Combat Ready Crew time except for standardization and instructor crews, for a total of 25 hours per month)

j. SAC Regulation 50-8 training

5. The 97th Bombardment Wing has a capability to be the number one wing in SAC. In my experience with tactical units, I have never commanded a unit with a higher potential among combat crews, maintenance personnel, commanders, and staff. If the full capability of this organization is to be recognized, each of us must be a member of a coordinated team and must accept his full share of the responsibility for the job to be done. I am looking forward to a fine record for the wing during 1958. Our goal is - 97TH ON TOP IN '58.


S. E. MANZO
Colonel, USAF
Commander

DISTRIBUTION:

340C 2
341C 2
342C 2
97DO 5
97DM 5
97DF 2
1 cy ea Combat Crew

Info cy to: 97AES
97FMS
97PMS
97HSS

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

97C

26 December 1957

SUBJECT: "Figures Lie and Liars Figure"

TO: See Distribution.

1. The greatest flying safety hazard that we have to face at this particular time in the development of the Wing, and from now on, is complacency and its effect on the law of averages. The people who keep safety statistics say that accidents run in cycles, that is, after an accident free period a unit becomes "vulnerable" to accidents. They also say that after a unit converts to B-47 aircraft experience has shown that when the crews reach the 600 - 800 hour point in the aircraft they become accident prone.


2. There is an old saying that "Figures Lie and Liars Figure". I am interested in proving the validity of this statement with regard to the flying safety statistics of the 97th Bombardment Wing and I know we can do it. If there has to be a "law of averages" or an "accident cycle" let some other unit provide the statistics to keep the statisticians in business - not the 97th. Here is how we can do it.

3. Professionalism or attention to detail is the answer. If we take care of the details the big things take care of themselves, and this is especially true in flying safety. The number of personnel error type of accidents still occurring in the Strategic Air Command is too high. Just one accident of this type in a year is too many. These personnel error type accidents are not limited to mistakes by combat crew members but also include errors made by maintenance personnel.

4. Many accident investigations and reports reflect that the sequence of events that lead to many pilot error type accidents frequently starts with a material or maintenance failure that might have been prevented by a more thorough inspection, the use of a proper maintenance technique, a time change of a critical part on time, etc. The pilot, worried and perhaps preoccupied with his material difficulty, often fatigued at the end of a mission, and sometimes confronted with adverse weather at his destination, can easily commit an error in judgment or technique that could cause an accident. About 40% of all accidents occur in the landing portion of the mission. This is why professionalism in producing quality maintenance of the highest order is the only acceptable approach for us. Attention to detail, even though we may not be able to visualize how a particular task may affect flying safety, must be our byword. Everything we do in this business is important.

5. Pilot crew members must be ever aware of the danger of complacency or overconfidence. This is an easy trap to fall into as you build time and experience in the aircraft. The way to guard against it is to permit no complacency or air discipline; and this applies to ground actions such as mission planning, preparation, and pre-flight inspection, as well as to air actions. Again, attention to detail in a professional manner is the only approach for us. This encompasses a thorough knowledge of the aircraft and its systems, its limitations and capabilities, and SOPs and directives so that we may properly evaluate a situation or condition in order to arrive at the proper decision. Our knowledge and skill must be so professional and thorough that if an emergency requires it, our response is automatic, positive, and correct. Each man should continuously analyze himself to determine the gaps in his knowledge and the exercise aggressiveness and initiative to fill them. Do not depend on the infrequent standardization checks to detect your deficiencies for you and then expect your operations officer to schedule training to correct them. You are your own best evaluator and trainer - and your life may depend upon how well you do it. Striking a balance between mission accomplishment and safety is one of your most important decisions. Only air discipline based upon knowledge will permit you to arrive at the correct one.

6. We are about to embark on SAC's 1998 safety campaign which is entitled "SAVE AIR BATT AND CREWS". Its principle slogan is "Half the Rate in '98". This goal can be met by eliminating personnel error type accidents. We can do our share by the professional approach and attention to detail. Let's make them out of the figures.


S. E. MANZO
Colonel, USAF
Commander

DEFINITION:

All Commanders, Operations
and Maintenance Personnel,
and Combat Crew Members



OPERATIONS
AND
MAINTENANCE PLAN
DECEMBER
TRAINING PROGRAM
414-57

AS FORMED IN 1947, MARCH 1950

97 Historian

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

97DMM

5 December 1957

SUBJECT: //Unclassified/Amendment #1 to 97th Bombardment Wing, Operations
and Maintenance Plan 414-57

TO: See Distribution, Basic SOP

1. Inclosed is amendment #1 to 97th Bombardment Wing Operations
and Maintenance Plan 414-57, dated 1 December 1957.

2. Add attachment #1 to Annex "A".

FOR THE COMMANDER:

1 Incl
a/s

JERRY W. CROWLEY, JR.
Lt Col, USAF
Director of Materiel

ATTACHMENT #1 TO ANNEX "A" TO OPERATIONS AND MAINTENANCE PLAN 414-57

<u>Acraft Nr</u>	<u>Due In</u>	<u>IRAN Facility</u>
52-062	3 Dec 57	Douglas, Tulsa, Oklahoma
51-5256	6 Dec 57	Lockheed, Marietta, Georgia
51-7057	9 Dec 57	Lockheed, Marietta, Georgia
51-2445	13 Dec 57	Lockheed, Marietta, Georgia
52-050	16 Dec 57	Douglas, Tulsa, Oklahoma
51-2443	18 Dec 57	Lockheed, Marietta, Georgia
52-055	20 Dec 57	Douglas, Tulsa, Oklahoma

c. Insure that AFTO Form 64 is prepared and submitted to the Wing Chief of Maintenance NLT 5 working days after receipt of modified B-47E aircraft from IRAN Facility. AFTO Form 64 will be prepared in accordance with T. O. 00-25-178.

d. Insure that the crew chiefs or members of the ground crew are present at each aircraft at all times; that maintenance is normally scheduled or being accomplished, and that proper entries are made in the DD Form 781-2 by specialists before they depart from the aircraft.

e. Insure that aircraft records are inspected by the crew chiefs once during the month of December and certify to this by signing in the appropriate month block on the chart maintained in the Aircraft Records Section for this specific purpose.

f. Personally inspect the aircraft records of all assigned aircraft at least twice during the month in accordance with Technical Order 00-20A-1.

g. Insure that a maintenance and flight crew preflight inspection is completed the day prior to scheduled flight, so that pre-planned maintenance may be accomplished.

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

1 December 1957

97DOT

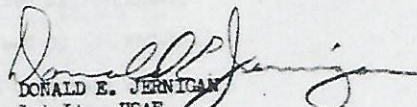
SUBJECT: 97th Bombardment Wing, Medium (SAC), Operations & Maintenance
Plan 414-57

TO: See Distribution, Basic Plan

Attached hereto is 97th Bombardment Wing, Operations & Maintenance
Plan 414-57, for the month of December 1957, for this Wing.

FOR THE COMMANDER:

1 Incl:
a/s


DONALD E. JERNIGAN
1st Lt., USAF
Asst Adjutant

HEADQUARTERS
97TH BOMBARDMENT WING, MEDIUM (SAC)
United States Air Force
Biggs Air Force Base, Texas
1 December 1957

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1 Dec 57

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1 Dec 57

HEADQUARTERS
97TH BOMBARDMENT WING, MEDIUM (SAC)
United States Air Force
Biggs Air Force Base, Texas
1 December 1957

OPERATIONS PLAN NUMBER 414-57:

CHART AND MAP REFERENCES: As Required.

TASK ORGANIZATIONS:

97HEDRONSEC, 97BW (M)
340TH BOMBRON, 97BW (M)
341ST BOMBRON, 97BW (M)
342ND BOMBRON, 97BW (M)
97TH A&ERON, 97BW (M)
97TH FMS, 97BW (M)
97TH PMS, 97BW (M)

COMMANDERS

Capt R. Pollack,
L/Col M. Simmons,
L/Col K. A. Young,
Maj L. E. Madsen,
Maj S. B. Lane,
Maj T. O. Brizendine,
L/Col W. L. Brackley,

1. GENERAL SITUATION: The month of December 1957 is the third month of the Up-Grading period as established by SLOADIV Program Plan 1-57, and is the last month of Phase II Ground Training. The 97th Bomb Wing is exempted from requirements of SAC Reg 50-8 but will be scored under the provisions of SAC Management Control System (SAC Technical Pamphlet 170-1 and 170-1A). In addition to normal training requirements the 97th Bomb Wing will maintain a token alert force at another SAC base in accordance with 15AF Directives.

2. MISSION: To provide aircraft and crews for alert requirements and to continue training for "Pop Up" tactics and crew up-grading.

3. TASKS FOR SUBORDINATE UNITS:

- a. Hq Sq, 97th Bomb Wg: Reference Appendix V, Annex "B", and "C".
- b. 340BOMBRON: Reference Annex "A", Appendices I, IV, V, VI, VII and Annex "B", and "C".

97BW OPLAN 414-57
1 Dec 57

- c. 341BOMBON: Reference Annex "A" Appendices II, IV, V, VI, VII and Annex "B", and "C".
- d. 342BOMBON: Reference Annex "A" Appendices III, IV, V, VI, VII and Annex "B" and "C".
- e. 97AABOMBON: Reference Annex "A" Appendices IV, V, VI and VII, Annex "B", and "C".
- f. 97FMBON: Reference Annex "A" Appendix IV, Annex "B", and "C".
- g. 97PMBON: Reference Annex "A" Appendix IV, Annex "B", And "C".
- h. 340th, 341st and 342BOMBON's will utilize the flight system. Crews will fly their assigned aircraft in-so-far as possible. When it is not possible to fly the assigned aircraft, another aircraft from within the same flight will be used.

3X. GENERAL INSTRUCTIONS:

- (1) This operations plan becomes effective 1 December 1957.
- (2) Orders of execution will be issued by the task organization commanders in the form of flight orders, ground training directives, and maintenance instructions.
- (3) All known commitments for Higher Headquarters ordered missions have been included in this operations plan.
- (4) Schedules for flying training and ground training are included in Annex "B".
- (5) Monthly and weekly operations schedules will not be changed except under conditions which are beyond the control of the 97th Bomb Wing, i.e., higher headquarters commitments, RBS schedule changes, crew members becoming DNIF, etc.
- (6) 97th Bomb Wing Control Room will coordinate all changes in operations requirements.

(7) Requests for changes to this order will be submitted in writing to the Director of Operations. Changes will only be considered prior to 0900 hours on the day previous to scheduled flight. No changes including earlier take-off times or support requirements will be considered.

(8) Fuel reserve for B-47 aircraft will be 15,000 pounds over the El Paso VOR on all routine missions. Wing directed missions will specify reserves in the operations order. If IFR conditions are forecasted for termination of mission reserve will be 20,000 pounds.

(9) If a sortie is lost for any reason no attempt will be made to recover it through schedule revision.

(10) A complete radar check will be made on all doct test flights.

(11) Earliest take-off on Mondays will be 1200 hours. The latest landing on Fridays will be 1500 hours.

(12) Flight approval forms, 97BW Form 63, will be submitted to the Wing Flight Control Room no later than 1500 hours on the day prior to the scheduled flight. All pertinent forms will be accomplished in accordance with existing instructions and attached to the flight approval form.

(13) All crews will be debriefed in accordance with instructions contained in SAC Manual 50-12 and 97BW Reg 55-11.

(14) A daily mission critique will be conducted in conjunction with the daily 55-36 meeting. All unreliable activity will be critiqued by the staff specialist concerned and the crew members concerned.

(15) Critique for all bombing missions will be held two (2) days subsequent to the mission, with a make-up critique period available at 0800 hours each Monday.

(16) Take-off times and mission duration as scheduled at the weekly 60-9 meetings will be adhered to except for emergency conditions requiring early return.

(17) Stations time at the aircraft for routine training missions will be two (2) hours; for wing missions, three (3) hours. Routine missions briefings will be conducted by individual squadrons. Wing missions will be briefed by wing personnel with times announced as far in advance as possible.

(18) Taxi service will be furnished from aircraft to squadron operations, provided pilots request such service when contacting AJAX control prior to landing.

(19) Weekly aircraft utilization and maintenance schedule, SAC Form 364, will be submitted for review by Director of Operations by 0900 hours each Thursday.

(20) All pre-solo proficiency checks required by SAC Reg 51-19 and applicable annexes, will be administered by Standardization Crew personnel only.

4. LOGISTICS AND ADMINISTRATIVE MATTERS:

- a. Logistics: See Annex "A".
- b. Administration: See Annex "C".

5. COMMAND AND COMMUNICATIONS MATTERS:

- a. Command: Normal.

(1) Current KAC-1 () TSEC will be carried on all flights outside the local flying area.

(2) 97th Bombardment Wing Regulation 55-10, Radio Contact with Wing Flight Control will be complied with:

John H. Dacus
JOHN H. DACUS
Lt Col., USAF
D/Operations

ANNEXES:

- "A" - Logistics
- "B" - Operations
- "C" - Schedule of Meetings

DISTRIBUTION:

- 81OADIV - 2 cys
- 97C - 3
- 97DP - 1
- 97DO - 2
- 97DOI - 2
- 97DOCO - 1
- 97DOT - 4
- 97DCE - 2
- 97DOW - 1
- 97DOS - 1
- 97DOTG - 1
- 97DOTO - 1
- 97DOP - 1
- 97DM - 3
- 97DMC - 2
- 97DMQ - 1
- 97DMS - 1
- 97HSS - 1
- 97FMS - 3
- 97FMS - 3
- 97ALE - 5
- 34OBOMRON - 6
- 34LBOMRON - 6
- 342BOMRON - 6
- 97HISTORIAN - 4
- 81OABG - 5 cys as follows:
 - 81OEMA - 1
 - 81OADSC - 1
 - 81OADSO - 1
 - 81OBC - 1
 - 81OEM - 1

Headquarters
97TH BOMBARDMENT WING, MEDIUM
United States Air Force
Biggs Air Force Base, Texas
1 December 1957

ANNEX "A" TO OPERATIONS & MAINTENANCE PLAN

NUMBER 414-57

MAINTENANCE

PART I - GENERAL

1. The maintenance function of the Wing is planned in December 1957 to provide 1200 flying hours in 234 B-47 sorties. Sorties will be selected and confirmed from those planned in Appendix I, II, III at Weekly 60-9 meetings, based on current operational requirements and maintenance capability. Aircraft are scheduled for periodic inspection and special weapons loading as indicated in Appendix V and VIII, respectively.

2. Greyhound aircraft will be changed daily at 2400 hours. It will be the responsibility of the squadron commanders to insure the availability of greyhound aircraft at all times, and to furnish the Maintenance Controller the serial number of any aircraft which must be substituted for those selected at daily 66-3 meetings. Maintenance Control Branch must be advised of any substitutions required no later than 1600 hours on the day prior to an aircraft scheduled for greyhound status. Take-off times of those aircraft being replaced on greyhound will be after 0001 hours, or at such time as a replacement greyhound aircraft is made available.

3. The Wing will transfer seven B-47 aircraft to IRAN facilities during the month of December, and will in turn receive seven modified B-47E aircraft. The latest information received from Headquarters Fifteenth Air Force is that our aircraft being transferred to IRAN will have amplifiers installed.

4. There will be no substitutions for any aircraft scheduled. Any cancellations resulting from maintenance required, lack of crews, weather or any other reasons can only be made up by increasing the sortie duration on the aircrafts next flying day.

5. Sortie requirements will be established at 60-9 meetings.

6. Take-off times for aircraft scheduled on Mondays will be after 1200 hours.

7. No flying is scheduled on Saturdays, except as directed by higher headquarters. The work schedule for maintenance personnel is established as 0730-1630 hours, Monday through Friday. Job Control Section will coordinate with 97th Field and Armament-Electronics Maintenance Squadrons for specialist support required to meet the schedule after normal duty hours.

8. The Wing Aircraft Mission Deficiency Board will meet at 1400 hours, on 9 and 30 December 1957, in building 327 (Directorate of Materiel).

9. The Awards Committee for selection of the maintenance man of the month will meet at 1400 hours, 10 December 1957, in building 327 (Directorate of Materiel).

10. The EWP Maintenance Planning Committee will meet at 1400 hours, 16 December 1957 in building 327 (Directorate of Materiel).

11. The Flying Kit Review Board will meet at 1400 hours, 12 December 1957, in building 327 (Directorate of Materiel).

PART II - TASKS FOR SUBORDINATE UNITS:

1. 340th, 341st and 342nd Bombardment Squadrons:

a. Provide the aircraft flying hours and sorties scheduled in Appendix I, II and III.

b. The flight line maintenance officer will insure that the following aircraft are prepared for delivery to the applicable IRAN facility on the dates indicated:

<u>Acraft Nr</u>	<u>Due In</u>	<u>IRAN Facility</u>
52-062	3 Dec 57	Douglas, Tulsa, Oklahoma
51-5256	6 Dec 57	Lockheed, Marietta, Georgia
51-7057	9 Dec 57	Lockheed, Marietta, Georgia
51-2445	13 Dec 57	Lockheed, Marietta, Georgia
52-055	16 Dec 57	Douglas, Tulsa, Oklahoma
51-2443	18 Dec 57	Lockheed, Marietta, Georgia
52-055	20 Dec 57	Douglas, Tulsa, Oklahoma

c. Insure that AFTO Form 64 is prepared and submitted to the Wing Chief of Maintenance NLT 5 working days after receipt of modified B-47E aircraft from IRAN Facility. AFTO Form 64 will be prepared in accordance with T. O. 00-25-178.

d. Insure that the crew chiefs or members of the ground crew are present at each aircraft at all times; that maintenance is normally scheduled or being accomplished, and that proper entries are made in the DD Form 781-2 by specialists before they depart from the aircraft.

e. Insure that aircraft records are inspected by the crew chiefs once during the month of December and certify to this by signing in the appropriate month block on the chart maintained in the Aircraft Records Section for this specific purpose.

f. Personally inspect the aircraft records of all assigned aircraft at least twice during the month in accordance with Technical Order 00-20A-1.

g. Insure that a maintenance and flight crew preflight inspection is completed the day prior to scheduled flight, so that pre-planned maintenance may be accomplished.

h. Insure that ground crew preflight inspections are completed prior to station time and that completed preflight work sheets are available for inspection by the aircraft commander when he reports to the aircraft at station time.

i. When any situation arises which prevents specialists from completing their work once they have been scheduled and/or reported to the aircraft for work, insure that Job Control is notified, specific arrangements are made for rescheduling or completing work, and that the specialists are advised of the plans for completion.

j. Complete all maintenance on each aircraft scheduled in Appendix I, II and III no later than 1630 hours on the last working day before each scheduled sortie.

k. Furnish Job Control the current "In" and "Out" status by 1500 hours daily.

l. Prepare an individual, "next day's" maintenance plan (SAC Form 526) for each assigned aircraft and deliver the plan to Job Control Section NLT 1700 hours each day, except on aircraft that are flying. If postflight inspection is due, SAC Form 526 will also be prepared and delivered by 1700 on the affected aircraft.

m. Monitor the individual maintenance plan on each aircraft daily and notify Job Control immediately when specialists fail to arrive as scheduled, or immediately on discovering that planned job cannot be completed on schedule.

n. Provide qualified licensed ground powered equipment operators and fire guards in accordance with existing directives, and during Special Weapons Loadings.

o. Request Job Control to provide or reassign all powered ground equipment as needed. No ground powered equipment will be moved, except by the ground powered equipment shop personnel.

p. Provide personnel to meet and refuel aircraft after landing.

q. Assign refueling officer to duty daily in the squadron flight line maintenance section.

r. Accomplish postflight inspections on dates indicated in Appendix I, II and III.

s. Prepare aircraft for periodic inspection on dates indicated in Appendix IV.

t. Insure that Inflight Operational Checklists accompany aircraft and are completed on last flight before inspection.

u. Insure that crew chiefs review all aircraft records in the Aircraft Records Section, and advise the Maintenance Supply Officer of anticipated parts requirements at Pre-Dock Meetings IAW SACM 66-15 and 65-2.

v. Insure that crew chief accompanies aircraft through the inspection in accordance with SAC Manual 66-12, paragraph 31, sub-paragraph a., and b, dated December 1955.

w. Provide aircraft for special weapons loading as indicated in Appendix VII.

x. Provide personnel for ground training as directed in Appendix V.

y. Provide a maintenance representative, of flight chief capability, for duty as WCOIC of the Wing Debriefing Team on the dates indicated below:

Annex "A" to Operations & Maintenance Plan 414-57
Page 5 of 10 Pages

<u>Squadron</u>	<u>Date</u>	<u>Squadron</u>	<u>Date</u>
340th Bomb Squad	29 Nov	341st Bomb Squad	16 Dec
341st Bomb Squad	2 Dec	342nd Bomb Squad	17 Dec
342nd Bomb Squad	3 Dec	340th Bomb Squad	18 Dec
340th Bomb Squad	4 Dec	341st Bomb Squad	19 Dec
341st Bomb Squad	5 Dec	342nd Bomb Squad	20 Dec
342nd Bomb Squad	6 Dec	340th Bomb Squad	21 Dec
340th Bomb Squad	7 Dec	341st Bomb Squad	28 Dec
341st Bomb Squad	9 Dec	342nd Bomb Squad	29 Dec
342nd Bomb Squad	10 Dec	340th Bomb Squad	30 Dec
340th Bomb Squad	11 Dec	341st Bomb Squad	31 Dec
341st Bomb Squad	12 Dec		
342nd Bomb Squad	13 Dec		
340th Bomb Squad	14 Dec		

NOTE: Personnel scheduled for this duty will report to building 327 (Debriefing Room) NLT 0800 on the day scheduled, and will conduct debriefings until 0800 the following day, or until debriefing is completed.

2. 97th Armament-Electronics Maintenance Squadron.

- a. Provide specialist support to insure that all A&E systems and equipment is operational on sorties scheduled in Appendix I, II and III.
- b. Provide specialist support for preflight, postflight and periodic inspections scheduled.
- c. Accomplish bomb bay configuration and ring outs to insure six (6) greyhound aircraft at all times.
- d. Complete all A&E maintenance on each aircraft no later than 1630 hours on the work day prior to its scheduled sortie.

Annex "A" to Operation & Maintenance Plan 414-57
Page 6 of 10 Pages

e. Report to Job Control no later than 1600 hours daily the number of specialists available for dispatch in each section on the following day and insure that the number of personnel reported are present for duty.

f. Advise Job Control daily, no later than 1600 hours of any work order which will not be completed on schedule or by 1630 hours, giving the current status, action being taken, action contemplated and assistance required.

g. Insure that specialists report to the aircraft at the time scheduled on the work order and that in case a situation arises which prevents them from working or completing their work on schedule, they do not leave the aircraft until definite arrangements have been made for completion of the work, or the situation is resolved.

h. Insure that specialists do not leave an aircraft without making proper entries in DD Form 781-2 and informing the crew chief, ground crew member, or Job Control through the radio vehicle of the status of the work, his reason for departure and estimated time of return.

i. Work-load and maintenance capability for each system is as follows:

<u>SHOP</u>	<u>*CAPABILITY</u>	<u>**WORK LOAD</u>
Bomb-Nav	4232	4166
Comm-Nav	2256	2335
Fire Control	3248	2582
Release System	1808	2773
Camera	1088	842
ECM	1168	617
Instrument	1088	1010

*The capability estimate includes indirect man-hours. Supervisors must insure enough direct man-hours from capability, to assure accomplishment of work load.

**Work load total is direct man hours needed.

j. Provide personnel for training as directed in Appendix V.

3. 97th Field Maintenance Squadron.

a. Provide specialist support for all sorties, postflight and periodic inspections scheduled in Appendix I, II and III.

b. Complete all field maintenance specialist work on each aircraft no later than 1630 hours on the working day prior to its scheduled sortie.

c. Report to Job Control no later than 1600 hours daily the number of specialists available for dispatch in each shop or section the following day and insure that the number of personnel reported are present for duty.

d. Advise Job Control daily no later than 1600 hours of any work orders which will not be completed on schedule or by 1630 hours, giving the current status, action being taken, action contemplated and assistance required.

e. Insure that specialists report to the aircraft at the time scheduled on the work order and that in case a situation arises which prevents them from working or completing their work on schedule, they do not leave the aircraft until definite arrangements are made for completion of the work, or the situation is resolved.

f. Insure that specialists do not leave the aircraft without making proper entries in DD Form 781-2 and informing the crew chief, ground crew member, or Job Control through the radio vehicle of the status of the work order, reason for departure and estimated time of return.

g. Insure six (6) C-26 power units in commission at all times for Greyhound status.

1. The maintenance capability and work-load for each shop is as follows:

<u>SHOP</u>	<u>*CAPABILITY</u>	<u>**WORK LOAD</u>
Sheetmetal	3584	3211
Welding	656	325
Machine	816	303
Woodmill	576	191
Paint, Dope & Fabric	1216	393
Parachute	1472	2246
Engine Shop	5568	3028
Aero Repair	1264	1549
Instrument	240	1302
Hydraulic	1392	1235
Ground Powered Equipment	2416	181
Electric	3532	3088

*The capability estimate includes indirect man-hours. Supervisors must insure enough direct man-hours from capability, to assure accomplishment of work load.

**Work load total is direct man hours needed.

4. 97th Periodic Maintenance Squadron.

a. Insure that all B-47 aircraft scheduled for periodic inspection in Appendix IV are completed and released back to the tactical squadron no later than the 9th working day after entering the dock.

b. Prepare a "next days" maintenance plan (SAC Form 526) for each aircraft in dock, postdock, or backline and deliver to Job Control Section NLT 1700 hours daily.

c. Accomplish technical order compliances as scheduled during Predock meetings.

d. Provide personnel for ground training as scheduled in Appendix V.

5. 810th Air Base Group.

a. Specific Air Base Group requirements are:

(1) Transportation Squadron:

(a) Provide daily dispatch of vehicles as outlined in SAC

Regulation 66-24.

Annex "A" to Operations & Maintenance Plan 414-57
Page 9 of 10 Pages

(b) Provide additional vehicle support as coordinated with the Base Director of Materiel.

(c) "Red Tag" priority maintenance of daily dispatch vehicles according to the schedule coordinated between the Maintenance Controller and the Commander, 810th Transportation Squadron.

(2) Supply Squadron:

(a) Normal supply support 0730-1630, Monday through Friday.

(b) Limited standby support at all other times.

(c) Provide immediate delivery and/or action of all items requested via supply expediter network.

(3) 35th ADS:

(a) Accomplish munitions loadings and provide SW support in accordance with schedule in Appendix VII.

(4) Refueling:

(a) Normal daily requirements:

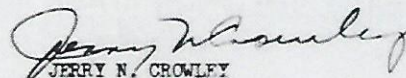
0730-2400, Mon thru Fri -F-6 Trucks
2400-0730, Mon thru Fri -F-6 Trucks

(b) Special missions requiring support in addition to the above will be coordinated at least 24 hours prior to execution of mission.

(5) Defueling: POL must maintain at all times one JP-4 truck.

(6) Food Service: Normal support at all times.

FOR THE COMMANDER:


JERRY N. CROWLEY
Lt Col USAF
Director of Materiel

Headquarters
97TH BOMBARDMENT WING, MEDIUM
United States Air Force
Biggs Air Force Base, Texas
1 December 1957

APPENDIX IV

TO

ANNEX "A"

OF

OPERATIONS & MAINTENANCE PLAN

NUMBER 414-57

PERIODIC INSPECTION SCHEDULE, B-47

The following B-47 aircraft are scheduled for periodic inspection on the dates indicated:

<u>Acft Nr</u>	<u>Dock</u>	<u>*FDM</u>	<u>Predock</u>	<u>Dock</u>	<u>Back</u>	<u>Test</u>	<u>Sold To</u>
				<u>Date</u>	<u>Line</u>	<u>Hop</u>	<u>Squadron</u>
148	2	5 Dec	7 Dec	9 Dec	12 Dec	19 Dec	20 Dec
365	1	5 Dec	7 Dec	9 Dec	12 Dec	19 Dec	20 Dec
353	2	21 Dec	30 Dec	31 Dec			

*To be scheduled at a later date.

NOTE: Predock meeting must include Crew Chief, Dock Chief, Predock Chief, Supply Liaison, A&E Coordinator, Quality Control, Job Control, Aircraft Records Section. Predock Meeting is established at 1400 hours on day scheduled. Promptness and attendance by all concerned is mandatory.

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

APPENDIX V

TO

ANNEX "A"

OF

OPERATIONS & MAINTENANCE PLAN 414-57

MAINTENANCE PERSONNEL TRAINING SCHEDULE

1. The following training for maintenance personnel is scheduled for the month of December 1957:

a. 340th Bomb Squadron:

(1) On Base Training

2 Dec 57
0730-0830 Commanders Call 102 Man Hours

2-20 Dec 57
43131E B-47 MTD (Acft & Eng) 680 Man hours

43151E B-47 MTD (Acft & Eng) 120 Man hours

(2) On-th-Job Training.

2-31 Dec 57 minus 12 days which include Sat., Sun. & Holidays

43131E to 43151E CJT 561 Man hours

43151E to 43171E CJT 119 Man hours

2, 9, 16, 23 & 30 Dec 57

All Airmen T. O. 00-20A-1 125 Man hours

All Airmen T. O. 1-1-300 25 Man hours

All Airmen SACM 66-12 25 Man hours

All Airmen SACM 66-14 25 Man hours

All Airmen Safety 25 Man hours

b. 341st Bomb Squadron:

(1) On Base Training

<u>2-20 Dec 57</u> 0730-1130	B-47 MTD	588 Man hours
1230-1630	B-47 MTD	960 Man hours
<u>2-13 Dec 57</u> 0730-1630	Leadership School	80 Man hours
<u>2-20 Dec 57</u> 0730-1130	Block Training	128 Man hours

(2) Off Base Training

<u>2-20 Dec 57</u> 0730-1630	NCO Academy	152 Man hours
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(3) On the Job Training

<u>2 Dec 57</u> 0730-0800	Lecture on Ground Safety	15 Man hours
<u>9 Dec 57</u> 1300-1330	Lecture on T. O. Index	10 Man hours
<u>11 Dec 57</u> 0730-0800	Lecture on SAC Form 327	15 Man hours
13 Dec 57	Lecture on Fuel Filters	18 Man hours

c. 342nd Bomb Squadron

(1) 2-20 Dec 57

0730-1130	MTD (B-47)	340 Man hours
1230-1630	MTD (B-47)	540 Man hours
<u>2 Dec 57</u> 0730-0830	Commanders Call	80 Man hours
<u>2-13 Dec 57</u> 0800-1200	X75000	60 Man hours

(2) Off Base Training			
	<u>2-13 Dec 57</u>		
	0730-1630	NCO Academy	84 Man hours
(3) On the Job Training			
	<u>3, 5, 12, 19 Dec 57</u>		
	0730-0800	"A" Flight Technical Training	40 Man hours
	<u>6, 10, 13, 17 Dec 57</u>		
	0730-0800	"B" Flight Technical Training	40 Man hours
	<u>4, 7, 11, 14 Dec 57</u>		
	0730-0800	"C" Flight Technical Training	40 Man hours
	<u>9, 16, 30 Dec 57</u>		
	0730-0820	Squadron Technical Training	201 Man hours
	<u>18, 20 Dec 57</u>		
	0730-0800	Postflight Technical Training	12 Manhours
		All open dates when there are no postflight inspections scheduled	72 Man hours

d. 97th Armament & Electronics Maintenance Squadron

(1) On Base Training			
	<u>2 Dec 57</u>		
	0730-0830	Commanders Call	300 Manhours
	<u>2-24 Dec 57</u>		
	0800-1200	Radio (General)	680
	<u>2-6 Dec 57</u>		
	0800-1200	APG-41	160 Manhours

<u>2-13 Dec 57</u>		
1400-1500	66-4 Series Class	200 Manhours
<u>3-9 Dec 57</u>		
0900-1100	Instructors Course	50 Manhours
<u>2-24 Dec 57</u>		
0730-1630	Weapons Release	280 Manhours
(2) Off Base Training		
<u>2-24 Dec 57</u>		
	Day Orderlies	300 Manhours
	ECM	320 Manhours
	K-System	480 Manhours
	Aux Radar	320 Manhours
(3) On the Job Training		
<u>3, 10, 17, 24 Dec 57</u>		
1300-1500	Supply Procedures	120 Manhours
1400-1500	Tech Orders	100 Manhours
e. 97th Periodic Maintenance Squadron		
(1) On Base Training		
<u>1-31 Dec 57</u>		
0730-1130	B-47 MTD	672 Manhours
0900-1100	Base Management School	18 Manhours
0730-1630	Base Leadership School	80 Manhours
0800-1700	Base Drivers School	160 Manhours
0730-0830	Commanders Call	240 Manhours

(2) Off Base Training

None.

(3) On the Job Training

1-31 Dec 57

0730-1630

Applicable Manuals, T.O. s
and Maintenance

2016 Manhrs

f. 97th Field Maintenance Squadron

(1) On Base Training

2 Dec 57

0730-0830

Wing Commanders Call

200 Manhours

2-13 Dec 57

0730-1130

40 KVA Electrical MTD

200 Manhours

0730-1630

Leadership School

160 Manhours

2-20 Dec 57

0730-1130

Airplane General MTD

240 Manhours

9 Dec 57

0730-0830

Commanders Call

200 Manhours

16 Dec 57

0730-0830

Commanders Call

200 Manhours

(2) Off Base Training

2-13 Dec 57

Advanced Electrician

160 Manhours

(3) On the Job Training

3 Dec 57

1530-1630

Ground Safety on the
Flight Line

15 Manhours

4 Dec 57

1230-1430

Film - Ignition & Spark
Plugs

12 Manhours

Film - Internal Combustion
Engine

12 Manhours

5 Dec 57

1530-1630 Servicing and Packing Back Style 28'
Parachute 4 Manhrs

10 Dec 57

1530-1630 Sewing Machine Maintenance 4 Manhrs

11 Dec 57

1230-1430 Film TF1-5042 Supply Catalogs & List
Publications 50 Manhrs

12 Dec 57

1530-1630 Servicing & Packing 28' Chest Style
Parachutes 4 Manhrs

17 Dec 57

1530-1630 Servicing & Packing 30' Back Style
Parachute 4 Manhrs

18 Dec 57

1230-1330 Film TF1-4744 A Penny Saved 12 Manhrs
Film TF1-4994 Easy Out

19 Dec 57

1530-1630 Winding & Setting F-1B & F-1A Automatic
Release 4 Manhrs

Headquarters
97TH BOMBARDMENT WING, MEDIUM
United States Air Force
Biggs Air Force Base, Texas
1 December 1957

APPENDIX VI

TO

ANNEX "A"

OF

OPERATIONS & MAINTENANCE PLAN 414-57

TECHNICAL ORDER COMPLIANCE SCHEDULE

1. The following is the Technical Order Compliance Schedule for December:

a. The 97th Field Maintenance Hydraulic Shop will comply with Technical Order 1B-47-759 on B-47 Aircraft 51-7057, 340th Bomb Squadron before 10 December 1957. This Technical Order outstanding since 15 November 1957. Kit on hand. Six (6) hours required per aircraft.

b. The 97th Field Maintenance Instrument Shop will comply with Technical Order 1B-47-876 on the following listed aircraft before 15 December 1957. Kits on hand. One (1) hour required per aircraft.

51-2364	51-2403	51-5256	52-063
51-2365	51-2404	51-7057	52-069
51-2391	51-2405	52-050	52-072
51-2393	51-2407	52-055	52-148
51-2397	51-2411	52-057	52-150
51-2399	51-2443	52-059	52-296
51-2401	51-2445	52-062	

c. The 97th Armament and Electronics Radar Shop will comply with Technical Order 1B-47-877 on following listed aircraft before 15 December 1957. No parts or kits required. One (1) hour required per aircraft.

51-7038, 51-5224, 52-512, 52-513 (on arrival), 53-1850 and 53-2267.

Appendix VI to Annex "A" to
Operations & Maintenance Plan 414-57
Page 1 of 2 Pages

2. The 97th Field Maintenance, Paint Shop will comply with 1B-47-956 on all assigned aircraft, all squadrons before 15 December 1957. Materiel on hand, one (1) hour required per aircraft.

3. The 97th Field Maintenance, Paint Shop will comply with Technical Order 6J14-2-12-522 on all assigned aircraft, all squadrons before 15 December 1957. Material on hand. One (1) hour required per aircraft.

4. The 97th Armament and Electronics, ECM Shop will comply with Technical Order 1B-47-977 on following aircraft before 15 December 1957. 52-3348, 52-512, 52-513 (on arrival), 53-1850, 53-2267, 51-7038 and 51-5224.

5. The 97th Armament and Electronics "K" System will comply with Technical Order 11B5-6-2-504 on following listed aircraft. Kits on hand. One (1) hour required per aircraft. NOTE: This Technical Order outstanding since 13 October 1957. 51-2401, 51-2403, 51-2404, 51-2405, 51-5256, 52-059 and 52-069.

6. The 97th Armament and Electronics, Radio Shop will comply with Technical Order 12R2-2ARC27-504 on B-47E, 51-2404. Kit on hand, 1/2 hour required per aircraft. Outstanding since 9 August 1957.

7. The 97th Armament and Electronics, Radio Shop will comply with Technical Order 12R5-2ARN18-501 on following aircraft. No kit or parts required. Outstanding since 11 August 1957. 51-2404, 52-050 and 52-063.

8. The 97th Field Maintenance, Sheetmetal Shop and Crew Chiefs concerned will comply with T. O. 13A1-2-512 on listed aircraft. Parts on hand, One (1) hour required per aircraft. Outstanding since 19 July 1957.

51-2364, 51-2365, 51-2399, 51-2403, 51-2404, 51-2405, 51-5256, 52-050, 52-055, 52-057, 52-059, 52-062, 52-072, 52-148, 52-150.

HEADQUARTERS
 97TH BOMBARDMENT WING, MEDIUM (SAC)
 United States Air Force
 Biggs Air Force Base, Texas
 1 December 1957

APPENDIX VII, ANNEX "A", TO 97EW OPERATIONS PLAN 414-57:

WING MUNITIONS REQUIREMENTS:

1. The following support requirements for December 1957 exists for the
 97th Bombardment Wing, Mediums

a. Ammunition Requirements:

<u>DATE</u>	<u>ACFT #</u>	<u>AMOUNT</u>	<u>CHAFF</u>	<u>SQUADRON</u>
3 Dec 57	391	700	No	34.0BOMRON
	353	700	No	34.2BOMRON
	103	700	No	34.2BOMRON
5 Dec 57	403	700	Yes	34.0BOMRON
	050	700	No	34.0BOMRON
6 Dec 57	103	700	No	34.2BOMRON
	059	700	No	34.2BOMRON
11 Dec 57	411	700	No	34.1BOMRON
12 Dec 57	403	700	No	34.0BOMRON
	150	700	No	34.1BOMRON
13 Dec 57	103	700	No	34.2BOMRON
19 Dec 57	838	700	Yes	34.2BOMRON
	072	700	Yes	34.1BOMRON

b. Conventional Bombs:

<u>DATE</u>	<u>ACFT #</u>	<u>AMOUNT</u>	<u>SQUADRON</u>
5 Dec 57	364	4	34.1BOMRON
6 Dec 57	407	4	34.1BOMRON
	059	3	34.2BOMRON
9 Dec 57	850	4	34.0BOMRON
11 Dec 57	405	4	34.0BOMRON
16 Dec 57	038	3	34.2BOMRON
	848	3	34.2BOMRON

APP VII, ANNEX "A"
 97EW OPLAN 414-57
 1 Dec 57

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

ANNEX "B", TO 97BW OPERATIONS PLAN 414-57:

OPERATIONS:

PART I - GENERAL:

1. During the month of December 1957, the 97th Bomb Wing will maintain crews and aircraft at TDY base. Maximum training will be scheduled for sorties scheduled to support this requirement.
2. Training for "Pop Up" tactics will be given special emphasis along with the Up-Grading program.

PART II - FLYING TRAINING:

1. First priority of flying will be in support of sorties required for alert requirement.
2. Non-combat ready crews will be scheduled to obtain a minimum of thirty (30) hours flying time.
3. Combat ready and higher crews will obtain a minimum of fifteen (15) hours and two (2) sorties. Each combat ready crew will be scheduled for a minimum of one (1) air refueling mission.
4. Initial instructor crews under going "Pop Up" training will complete this requirement prior to instructing other crews.
5. Crews in process of up-grading will be scheduled on a three (3) day cycle as follows:
 - a. Fly.
 - b. Ground School.
 - c. Critique - Flight Plan and Briefing.

ANNEX "B"
97BW OPLAN 414-57
1 Dec 57

6. Every effort will be made to schedule the same instructor with crews and individuals. Pre-solo checks will be administered by a Wing Standardization Crew.

7. Weekly tanker coordination to include rendezvous time, aircraft number, areas and off-loads will be coordinated with the Wing Air Training Section, no later than 1300 hours each Tuesday, for the following weeks requirements. Individual tanker sortie schedule is shown in each squadrons appendix.

8. Training records will be carefully monitored by each squadron commander and the Wing Director of Operations. Review of records maintained by the Reports & Analysis Unit will be conducted by-weekly by representative of the Director of Operations.

9. Flight planning of non-combat ready crews will be supervised by combat ready crews of the squadron. Critique of each mission will also be conducted by combat ready personnel.

10. IRAN schedule as shown in Annex "A" will be completed as indicated by B-47 tactical squadrons.

11. The B-47 aircraft will fly a minimum of 1,200 hours during December 1957:

	<u>TOTAL</u>	<u>34OBS</u>	<u>341BS</u>	<u>342BS</u>
a. Flying hour allocations:	1,200	400	400	400
b. Rotational Flying:	259	87	86	86
c. "Pop Up" flyings:	300	80	110	110
d. Non-Combat crew Flying:	390	150	120	120
e. Standboard Checks:	162	54	54	54
f. Staff Proficiency Flying:	60	20	20	20
g. IRAN and Test Hops:	29	9	10	10

12. Standard duration of sorties for B-47 aircraft are:

ANNEX "B"
97BW OPLAN 414-57
1 Dec 57

- a. Rotational Sorties: 7:00
- b. "Pop Up" Missions: 5:00
- c. Training Missions w/out refueling: 5:00
- d. Training Missions with refueling: 5:30

13. Flying training priorities are shown in individual squadron appendices.

14. If take-off cannot be made within two (2) hours of scheduled time, consideration will be given to flying an alternate mission based on capability of equipment. If unable to complete take-off within three (3) hours of scheduled time, the mission will be cancelled.

15. All routine training flights will be briefed for a secondary mission in case of equipment failure, i.e., navigation or pilot proficiency. A navigation leg will not be aborted because of inability to obtain a score for record.

PART III- GROUND TRAINING:

1. Ground training priorities are established as follows for the tactical squadrons:

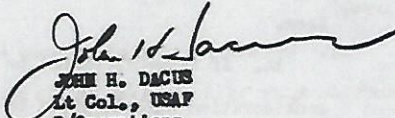
- a. Special weapons training, simulator and IFI.
- b. EWP study for all crews assigned an EWP mission.
- c. Accomplish SAC Reg 50-24 block training for maximum number of crews.
- d. Completion of O.Q. Gunnery Course for two (2) personnel each week.
- e. Local survival training.
- f. Accomplish maximum SAC Reg 50-24 associated training for non aircrew personnel.
- g. All personnel will attend Wing Safety Lectures.

h. Accomplish instrument ground school for all pilots who require instrument card renewal.

i. Accomplish synthetic trainer requirements for all personnel concerned.

APPENDICES:

- I - Training Requirements, 340CBMCRON
- II - Training Requirements, 341BOMBROW
- III - Training Requirements, 342BOMBROW
- IV - Ground Training Requirements
- V - Standardization Schedule
- VI - Special Weapons Training Schedule
- VII - RBS Schedule
- VIII - Duty Rosters


JOHN H. DACUS
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D/Operations