

~~SECRET~~

Exhibit Number (Cont)

24. Msg, Comdr BAF to Comdr 818AD, et al, CF 23316, 17 September 1957.
25. Msg, Comdr BAF to Comdr 818AD, et al, C 23862, 13 August 1957.
26. Msg, Comdr BAF to Comdr 81 AD, et al, CS 26934, 14 August 1957.
27. Msg, Comdr BAF to Comdr 818AD, et al, C 23630, 16 August 1957.
28. Msg, Comdr BAF to Comdr 818AD, et al, CS 29189, 21 August 1957.
29. Msg, Comdr BAF to Comdr 818AD, C 23634, 16 August 1957.
30. Msg, Comdr BAF to Comdr 818AD, DC 30265, 24 August 1957.
31. Ltr, Hq 818AD to Comdr BAF, C, 21 August 1957.
32. Msg, Comdr 818AD to BAF, 98DOP 7-727-C, n.d.
33. Msg, Comdr BAF to Comdr 818AD, DOW 25065, 13 July 1957.
34. Msg, Comdr BAF to Comdr 818AD, et al, DOW 24094, 6 July 1957.
35. 98th Bomb Wing Monthly Operations Plan for August 1957.
36. Ltr, Hq 98BW to Comdr 98th Field Maint Sq, 98DM, 23 August 1957.
37. "Monthly Maintenance and Flying Activity Report", MO: 2-1.2-A-6, August 1957.

LINCOLN AIR FORCE BASE STRENGTH REPORT
818TH AIR DIVISION

As of 31 August 1957

UNIT	OFFICERS							AIRMEN						
	POD						ON FLY	POD						ON FLY
	AMTH	ASCD	W	N	F	TOTAL		AMTH	ASCD	W	N	TOTAL	STATUS	
Hq 818 ADiv	11	13	13			13	7	10	8	7		7		
Hq 98 BW	61	61	62			62	65	162	151	119	16	135	1	
343 BS	71	75	98			98	72	93	81	73	3	76	16	
344 BS	71	75	98			98	74	93	77	66	6	72	16	
345 BS	71	76	59			59	76	93	80	65	4	69	16	
98 ARS	98	106	96			96	105	219	218	182	9	191	95	
98 FM	8	16	16			16	1	135	119	372	16	355	10	
98 FM	2	3	3			3	3	106	110	88	8	96	4	
98 A&E	10	10	9			9	4	325	314	299	20	319	7	
00 TAC Hosp	8	5	5			5	2	30	35	24	6	30		
TOTAL	401	422	344			344	382	1516	1515	1288	88	1376	165	
Hq 307 BW	61	61	67	1		68	31	142	142	129	13	142		
370 BS	74	81	68	1		69	60	96	85	74	8	82	13	
371 BS	74	83	63			63	78	96	89	78	5	83	12	
372 BS	74	78	56	1		57	72	96	90	68	10	78		
307 ARS	98	103	25			25	97	219	212	44	1	45	101	
307 FM	8	9	7			7		115	116	256	26	282		
307 PM	3	3	3			3		106	100	55	8	63		
307 A&E	10	9	7			7	2	236	408	306	16	322	8	
307 TAC Hosp	8	5	5			5	1	30	30	25	1	26		
TOTAL	410	432	281	3		284	341	1536	1595	1035	88	1123	134	
Hq ABOP	60	49	33		1	34	13	142	370	320	19	339	4	
818 SS	2	8	8			8	3	282	253	186	16	232		
818 TS	4	4	3			3		181	177	126	29	155		
ADS	9	10	7			7	5	127	154	131	8	139		
818 AP	7	9	7			7	4	314	394	247	56	303		
818 IS	8	5	5			5		209	240	197	23	220		
818 FSS	2	2	2			2		180	165	109	32	141		
818 Ops	12	8	6			6	5	165	160	150	10	160		
4168 Hosp	25	22	12			7	19	27	46	37	2	39		
TOTAL	136	117	83			8	91	2007	1989	1503	225	1728	4	
TOTAL ADIV	958	984	721	3		8	632	5069	5137	3833	401	4231	302	
Aud. Gen.	1	1	1			1								
D. 21, 5 Wea	2	2	2			2		16	16	15		15		
D. 2, 19 AACB	2	2	2			2		62	67	65	2	67		
B-47E6 MTD								7	7	7		7		
B-47-20								1	1	1		1		
TOTAL	1	1	1			1		1	1	1		1		
TOTAL LAFB														

Sources:
Morning Report

Prepared by:
Stat Svc, Ext. 477

LINCOLN AIR FORCE BASE STRENGTH REPORT
 818TH AIR DIVISION
 Average for August 1957

UNIT	OFFICERS PFD							AIRMEN PFD						
	AUTH	ASGD	W	N	F	TOTAL	ON FLY STATUS	AUTH	ASGD	W	N	TOTAL	ON FLY STATUS	
Hq 818 ADiv	11	13	11			11	7	10	8	8		8		
Hq 98 BW	61	61	50			50	45	112	153	117	16	133	1	
343 BS	71	75	65			65	72	93	82	73	3	75	16	
344 BS	71	75	61			61	74	93	79	66	5	72	16	
345 BS	71	75	65			65	75	93	82	70	11	74	16	
98 ARS	98	107	89			89	105	219	320	176	9	185	95	
98 FM	8	10	10			10	1	105	115	357	16	373	10	
98 FM	3	3	3			3	3	106	105	85	8	93	4	
98 A&E	10	10	9			9	4	325	352	301	20	321	7	
98 TAC Hosp	8	5	3			3	2	30	34	24	6	30		
TOTAL	401	423	358			358	382	1516	1652	1269	88	1357	165	
Hq 307 BW	61	60	44	1		45	31	112	160	120	13	143		
370 BS	74	83	67	1		68	60	95	87	65	8	76	13	
371 BS	74	84	67			67	73	95	91	75	5	80	12	
372 BS	74	79	63	1		64	72	95	91	67	10	77		
307 ARS	98	130	25			25	97	219	211	46	1	47	101	
307 FM	8	9	7			7		115	111	281	25	257		
307 FM	3	3	3			3		106	99	85	8	63		
307 A&E	10	9	6			6	2	136	106	301	16	317	8	
307 TAC Hosp	8	5	5			5	1	30	30	24	1	25		
TOTAL	410	429	276	3		281	313	1516	1588	997	88	1085	134	
Hq ABCp	60	47	35		1	36	13	112	368	306	19	325	4	
818 SS	9	8	7			7	3	282	262	172	16	218		
818 TS	4	4	3			3		115	172	117	29	145		
34 ADS	9	10	8			8	5	127	152	329	8	137		
818 AP	7	10	8			8	4	314	400	245	56	301		
818 IS	8	5	5			5		309	245	198	23	221		
818 FSS	2	2	2			2		130	165	104	32	136		
818 OpS	12	8	7			7	5	115	190	153	10	163		
4168 Hosp	25	21	10			17		27	11	37	2	32		
TOTAL	136	115	85		8	94	30	2007	1988	1161	225	1686	4	
TOTAL ADIV	958	980	732	3	8	743	760	5069	5236	3735	101	4136	303	
Aud. Gen.	1	1	1			1								
D. 21, 5 Wea	2	2	2			2	1	19	19	25		15		
D. 2, 19 AACs	2	2	2			2	2	12	17	15	2	17		
B-47E6 MTD	2	2	2			2		7	7			7		
B-47-20	2	2	2			2	2	13	13	13		13		
TOTAL	14	11	11			11	5	40	85	60	2	82		
TOTAL LAFB	972	991	743	3	8	754	765	5109	5321	3895	103	4218	307	

Source: Morning Report Prepared by: Stat Sec, Ext. 477

~~CONFIDENTIAL~~

59

HEADQUARTERS 98TH BOMBARDMENT WING (M)
United States Air Force
Lincoln Air Force Base
Nebraska

PART IV COMMANDER'S REMARKS (5-SAC-T12)

August 1957

1. Hours flown performing missions ordered by: (U)

a. Higher Headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
(1) Operation 'Cobra Killer'	00:00	322:00

b. Eighth Air Force Training Priorities: (U)

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1.	APR 60-2 Requirements	*	*
2.	Strategic Evaluation and Standardization Flight Checks	54:00	66:00
3.	Operation 'Devil Tail'	120:00	N/A
4.	Pace Setter VIII	299:00	220:00
5.	Integral Non-Ready Crew Training	450:00	373:00
6.	Non-Ready Crew Training for Individuals	120:00	102:00
7.	Combat Ready Crew Training	691:00	571:00
8.	Staff Crew Training	100:00	63:00
	Test Hops	00:00	30:00
	TOTAL	1834:00	1769:00

(1) Reference Priority 1: Accomplished in conjunction with the other priorities.

(2) Reference Priorities 5, 6, 7, and 8. Restricted due to participation in Operation 'Cobra Killer'.

(3) Reference Total Flying Time: The following messages SAF (CONFIDENTIAL) LC 28862, Fiscal Year 1958 Flying Hour Program, dated 13 August 1957; SAF (SECRET) C 28630, 1958 Flying Program, dated 16 August 1957; SAF (CONFIDENTIAL) C 28634, Flying Hour Allocation for 1st Quarter Fiscal Year 1958, dated 16 August 1957; SAF (SECRET) CS 29889, Flying Hour Training Program for 1st Quarter Fiscal Year 1958, dated 21 August 1957; and SAF (CONFIDENTIAL) DO 30265, Flying Hour Allocation, dated 24 August 1957, reduced our allocated August Flying Time. However, the total (1769) flown was due to participation in SAC IG "No Notice USCM" (Operation 'Cobra Killer').

98DOTR 9-5-57

~~CONFIDENTIAL~~

9-3515-C

98D09-603-57

~~CONFIDENTIAL~~

PART IV COMMANDER'S REMARKS (5-SAC-T12)

August 1957

c. Flying time programmed for September, 1957: (U)

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
1.	APR 60-2 Requirements	*
2.	B-36 Crew Indoctrination	54:00
3.	Standardization Flight Checks	112:00
4.	Combat Ready Crew Training	629:00
5.	Non-Combat Ready Crew Training	226:00
6.	Bombing Competition Practice	126:00
7.	Pace Setter IX Preparation	250:00
8.	Staff Crew Requirements	<u>100:00</u>
	TOTAL	1497:00

* To be accomplished in conjunction with other priorities.

2. Test Hops: (U)

<u>NUMBER OF SORTIES</u>	<u>TOTAL FLYING TIME</u>
20	30:00

3. Weather or Local Conditions: (U)

a. There was one sortie cancelled due to weather.

4. Restrictive Directives: (U)

a. See paragraph 1b (3).

5. Crew Data:

a. Combat crew members gains and losses: ~~(U)~~

(1) Crew members gained:

3 Aircraft Commanders

8 Pilots

1 Navigator

(2) Crew members lost:

1 Pilot (Discharged)

b. Crew member changes: ~~(U)~~

2 Aircraft Commanders

5 Pilots

c. New Crews: ~~(U)~~

<u>CREW NUMBER</u>	<u>DATE FORMED</u>
IN-45	28 Aug 57
IN-46	28 Aug 57

<u>DATE PROJECTED COMBAT READY</u>
Unknown (Navigator DOS Sep 57)
Unknown (Crew members not PFD)

98DOTR 9-5-57

~~CONFIDENTIAL~~

2

9-3515-0

~~CONFIDENTIAL~~

PART IV COMMANDER'S REMARKS (S-SAC-T12)

August 1957

d. Incomplete Combat Maintenance Crews: ~~✓~~

<u>CREW #</u>	<u>CREW POS</u>	<u>NAME</u>	<u>GRADE</u>	<u>SECONDARY DUTY AFSC</u>	<u>SECONDARY DY TITLE</u>	<u>DATE LAST STRD TACT ACFT</u>	<u>RESULT</u>	<u>TACT ACFT FLY HOURS</u> B-47 KC-97
401	A/C	(b) (6)	Major	4341	Acft Maint Off	11 Feb 57	Comp1	15:05
401	P	Unmanned						
401	N	Unmanned						
402	A/C	(b) (6)	Major	4311	Sq Comdr	1 Apr 57	Comp1	39:50
4	P	(b) (6)	Major	4311	Acft Maint Off	12 Sep 55	Comp1	8:00
402	N	Unmanned						
403	A/C	(b) (6)	Capt	4311	Acft Maint Off	13 Apr 56	Comp1	None
403	P	Unmanned						
403	N	Unmanned						

e. Crew status changes:

L-02 disbanded 10 Aug 57
N-28 upgraded to R-28 20 Aug 57
N-20 upgraded to ~~R~~ 20 20 Aug 57
N-34 downgraded to IN-34 28 Aug 57

f. Standardization Crews: (C)

S-05 10 Sep 57 L-40 27 Jun 56 S-69 1 Jun 57 S-78 10 Sep 56
S-10 10 Jun 57 L-41 4 Dec 56 S-74 14 Apr 56

6. Refueling Data. ~~✓~~

a. Individual sorties:

(1) Number of refueling sorties confirmed: 59
(2) Number of sorties airborne: 55
(3) Number of sorties completing electronic rendezvous: 13
(4) Number of sorties not completing rendezvous: 12
(a) Tanker cancellations: 3
(b) Tanker air aborts: 3
(c) Receiver cancellations: 4
(d) Aircraft malfunctions: 1
(e) Tanker delay: 1

FORM 9-5-57

~~CONFIDENTIAL~~

9-3815-C

~~CONFIDENTIAL~~

PART IV COMMANDER'S REMARKS (S-SJC-T12)

August 1957

- (5) Number of sorties transferring required fuel: 45
- (6) Number of sorties failing to transfer required fuel: 14
 - (a) Tanker aborts: 4
 - (b) Tanker cancellations: 4
 - (c) Tanker delays: 1
 - (d) Receiver cancellations: 4
 - (e) Receiver aborts: 1

b. Mass night cell sorties:

- (1) Number of refueling sorties confirmed: 30
- (2) Number of sorties airborne: 30
- (3) Number of sorties completing electronic rendezvous: 28
- (4) Number of sorties transferring required fuel: 28
- (5) Remarks: None

7. Material and Personnel Problems:

a. Material:

(1) A most serious material difficulty is being encountered in inspecting compressor rear frame, J-47 engines, for cracks at 12th stage air outlet. To date, 25 cracked engines have been discovered with only one-third of our engines inspected. A TWX has been sent to Eighth Air Force sketoning the problem and weekly reports of the engines found bad are being dispatched. Over 100 installed engines have 800 plus hours. There is a strong possibility that the present rate will continue, generating 59 engines changes in the next two weeks.

(2) 253 sorties, 20 test flights, and 2 ferry flights were scheduled at the weekly 60-9 meetings for a total of 275 scheduled. 65 deletions were as follows: Higher Headquarters - 44; Instrument - 2; Weather - 1; Fuel leaks - 2; MA-7 - 4; Engine - 2; Due test hop - 2; Compass swing - 1; Fire warning light - 1; Operations - 1; Booster pump change - 3; Starter generator change - 1; Oil pressure - 1; This left a total of 188 flown as scheduled. Forty-eight additional sorties were flown bringing the total B-47 flights to 236 and 1768.35 hours.

~~CONFIDENTIAL~~

PART IV COMMANDER'S REMARKS (*SAC-712)

August 1957

b. Personnel

(1) The following is a list of critical officer shortages of

AFSC's in this Wing

AFSC	RANK	TITLE	SHORT
4316	*Lt Col	Commander	1
4316	*Lt Col	Aft Maint Staff Off	1
4324	Major	Aft Performance Engineer	1
4324	Lt	Aft Performance Engineer	1
4334	*Major	Quality Control Officer	1
4334	Capt	Quality Control Officer	1
4355	*Major	Production Control Officer	1
1435	Lt	Pers Equip Off	1
6424	Capt	Supply Off	3
7024	Capt	Administration Officer	1
9356	Capt	Medical Off	2
9416	Lt Col	General Surgeon	1
32900	WO	Arms Systems Supt	1
71	WO	Personnel Supt	1

* Denotes positions being filled by ICM Personnel

(2) A shortage in the following career fields of fully qualified airmen and those not capable of passing a higher level APT upon completion of OJT seriously affects the overall operational readiness of the Wing: (C)

AFSC	AFS	AFSC	AFS
30153B	ECM Repairman	45130	Production Scheduling Spec1
30173B	ECM Technician	45170	Production Scheduling Tech
42171	Acft Accessories Tech	60350	Vehicle Operator
32170E	Bomb/Nav K Series System Tech	68151	Stat Spec1
43151B	Acft Over 2 engine Spec1	68172	Mgt Analysis Tech
43171B	Acft over 2 engine Tech	70240	Admin Spec1
43151E	Acft Maint Jet over 2 engine Spec1	90150	Aero Med Spec1
43171E	Acft Maint Jet over 2 engine Tech	92270	Personal Equip Supv
43173	Inflight Refueling Tech	98270	Dental Lab Tech
43271	Recip Eng Tech		

98DOTR 9-5-57

~~CONFIDENTIAL~~

9-3915-C

~~CONFIDENTIAL~~

PART IV COMMANDER'S REMARKS (S-SAC-T12)

August 1957

(a) Although a reasonable input is projected in the 431XIE Career Field, the shortage of skilled personnel will continue to be a major problem. (U)

(b) The shortage of seven level airmen in the 321XO Career Field continues to be a major problem. (U)

(c) It is realized that Radio Operators, 29352, are surplus Air Force wide; however, there is a local shortage in this Wing as reflected below:

Authorized: 30 Assigned: 29 Firm loss next three months: 3

8. Comments or Recommendations of the Wing Commander: (U)

a. I am extremely pleased with the Wing's performance in Operation 'Cobra Killer'. The Preparation Phase was 93% complete, and this figure would have undoubtedly been higher if three operational aircraft had not been TDY to McDill AFB (SES), consequently lowering the Wing's aircraft reserve. The Execution Phase scheduled 42 sorties, excluding three weather scouts, of which 41 were airborne and 35 completed as briefed.

b. Chaff activity on Operation 'Cobra Killer' was hampered by lack of fighter support and in some instances clearance being denied by GGI sites. This was contributed to marginal weather.

c. SAC Regulation 50-8 electronic jamming requirements (Big and Little Snow) cannot be accomplished until "5" band equipment is available.

9. Ground Training: (U)

a. Phase Training:

(1) Total number of combat ready crews responsible for applicable phase of SAC Regulation 50-24 requirements: 46

(2) Cumulative total of the above crews that have completed applicable phase of SAC Regulation 50-24 requirements: 1

(3) Number of crews that were scheduled for Block Training the month of this report: 10

(4) Number of crews that attended Block Training the month of this report: 5

98DOTR 9-5-57

6 ~~CONFIDENTIAL~~ 9-3515-C

~~CONFIDENTIAL~~

PART IV COMMANDER'S REMARKS (S-SAC-T12)

August 1957

(5) Number of crews that completed Block Training the month of this report: 0

(6) Detailed reasons if crews scheduled did not attend and complete Block Training the month of this report: Five crews attending Block Training did not receive handgun training due to closing of firing range. Five crews scheduled did not attend due to a SAC directed USCM and adjustment of Pace Setter VIII dates.

(7) Number of combat ready crews scheduled to attend Block Training during month subsequent to this report: 7

b. Special Weapons Training:

(1) Total number of combat ready crews responsible for Special Weapons Academic Training as outlined in SAC Regulation 50-24 for applicable four-month period: 36

(2) Cumulative total of the above crews that have completed applicable Special Weapons Training during the four-month period: 35

(3) Number of crews that were scheduled to accomplish Special Weapons Training the month of this report: 9

(4) Number of crews that completed Special Weapons Training this month: 8

(5) Explanation of factors if scheduled crews did not accomplish training: One crew partially complete due to SAC directed USCM and adjustment of Pace Setter VIII dates.

(6) Number of crews scheduled to accomplish training the month subsequent to this report: 9

1 10. Hi-Jinks Tactics: (C)

<u>A</u>	<u>B</u>	<u>C</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>A</u>	<u>B</u>	<u>C</u>	
R-19	Yes	No	N-27	No	No	R-65	Yes	No	
R-21	Yes	No	N-30	No	No	N-66	Yes	No	
N-24	Yes	No	N-34	No	No	R-94	No	No	
N-25	Yes	No	N-38	Yes	No	N-99	Yes	No	(b) (6)
N-26	Yes	No	R-64	Yes	No				(b) (6)

(b) (6) for and in the absence of
(b) (6)

Colonel, USAF
Commander

9-3515-0

98DOTR 9-5-57

~~CONFIDENTIAL~~

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

A. GENERAL	1	B. REFUELING (Crews Ready and Awaiting)							C. REFUELING (Crews in Contact)				D. CONTACTS				E. CONTACTS		F. SUMMARY	
		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		19
CREW NUMBER	TOTAL REFUELINGS	MAX GROSS WEIGHT		MAX GROSS WEIGHT		MAX GROSS WEIGHT		MAX GROSS WEIGHT		MAX GROSS WEIGHT		MAX GROSS WEIGHT		MAX GROSS WEIGHT		MAX GROSS WEIGHT		MAX GROSS WEIGHT		PERCENT PRE-OUT MAXIMUM LOAD
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	
6-70	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	91.58
S-78	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	91.58
S-78	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	91.58
S-05	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	91.58
S-05	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	91.58
S-69	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	91.58
S-07	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	91.58
S-74	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	91.58
S-10	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	91.58
L-10	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	91.58
L-11	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	91.58
STBD TOTAL	07	07	07	07	07	07	07	07	07	07	07	07	07	07	07	07	07	07	07	91.58
S-11	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	91.58
S-11	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	91.58
L-01	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05	05	91.58
L-01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	91.58

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 65. All items are self-explanatory with the following exceptions:

SECTION I - Refueling (Crews Ready and Awaiting)

SECTION II - Refueling (Crews in Contact)

SECTION III - Contact (Crews in Contact)

SECTION IV - Contact (Crews in Contact)

SECTION V - Contact (Crews in Contact)

SECTION VI - Contact (Crews in Contact)

SECTION VII - Contact (Crews in Contact)

SECTION VIII - Contact (Crews in Contact)

SECTION IX - Contact (Crews in Contact)

SECTION X - Contact (Crews in Contact)

SECTION XI - Contact (Crews in Contact)

SECTION XII - Contact (Crews in Contact)

SECTION XIII - Contact (Crews in Contact)

SECTION XIV - Contact (Crews in Contact)

SECTION XV - Contact (Crews in Contact)

SECTION XVI - Contact (Crews in Contact)

SECTION XVII - Contact (Crews in Contact)

SECTION XVIII - Contact (Crews in Contact)

SECTION XIX - Contact (Crews in Contact)

SECTION XX - Contact (Crews in Contact)

SECTION XXI - Contact (Crews in Contact)

SECTION XXII - Contact (Crews in Contact)

SECTION XXIII - Contact (Crews in Contact)

SECTION XXIV - Contact (Crews in Contact)

SECTION XXV - Contact (Crews in Contact)

SECTION XXVI - Contact (Crews in Contact)

SECTION XXVII - Contact (Crews in Contact)

SECTION XXVIII - Contact (Crews in Contact)

SECTION XXIX - Contact (Crews in Contact)

SECTION XXX - Contact (Crews in Contact)

SECTION XXXI - Contact (Crews in Contact)

SECTION XXXII - Contact (Crews in Contact)

SECTION XXXIII - Contact (Crews in Contact)

SECTION XXXIV - Contact (Crews in Contact)

SECTION XXXV - Contact (Crews in Contact)

SECTION XXXVI - Contact (Crews in Contact)

SECTION XXXVII - Contact (Crews in Contact)

SECTION XXXVIII - Contact (Crews in Contact)

SECTION XXXIX - Contact (Crews in Contact)

SECTION XL - Contact (Crews in Contact)

SECTION XLI - Contact (Crews in Contact)

SECTION XLII - Contact (Crews in Contact)

SECTION XLIII - Contact (Crews in Contact)

SECTION XLIV - Contact (Crews in Contact)

SECTION XLV - Contact (Crews in Contact)

SECTION XLVI - Contact (Crews in Contact)

SECTION XLVII - Contact (Crews in Contact)

SECTION XLVIII - Contact (Crews in Contact)

SECTION XLIX - Contact (Crews in Contact)

SECTION L - Contact (Crews in Contact)

SECTION LI - Contact (Crews in Contact)

SECTION LII - Contact (Crews in Contact)

SECTION LIII - Contact (Crews in Contact)

SECTION LIV - Contact (Crews in Contact)

SECTION LV - Contact (Crews in Contact)

SECTION LVI - Contact (Crews in Contact)

SECTION LVII - Contact (Crews in Contact)

SECTION LVIII - Contact (Crews in Contact)

SECTION LIX - Contact (Crews in Contact)

SECTION LX - Contact (Crews in Contact)

SECTION LXI - Contact (Crews in Contact)

SECTION LXII - Contact (Crews in Contact)

SECTION LXIII - Contact (Crews in Contact)

SECTION LXIV - Contact (Crews in Contact)

SECTION LXV - Contact (Crews in Contact)

SECTION LXVI - Contact (Crews in Contact)

SECTION LXVII - Contact (Crews in Contact)

SECTION LXVIII - Contact (Crews in Contact)

SECTION LXIX - Contact (Crews in Contact)

SECTION LXX - Contact (Crews in Contact)

SECTION LXXI - Contact (Crews in Contact)

SECTION LXXII - Contact (Crews in Contact)

SECTION LXXIII - Contact (Crews in Contact)

SECTION LXXIV - Contact (Crews in Contact)

SECTION LXXV - Contact (Crews in Contact)

SECTION LXXVI - Contact (Crews in Contact)

SECTION LXXVII - Contact (Crews in Contact)

SECTION LXXVIII - Contact (Crews in Contact)

SECTION LXXIX - Contact (Crews in Contact)

SECTION LXXX - Contact (Crews in Contact)

SECTION LXXXI - Contact (Crews in Contact)

SECTION LXXXII - Contact (Crews in Contact)

SECTION LXXXIII - Contact (Crews in Contact)

SECTION LXXXIV - Contact (Crews in Contact)

SECTION LXXXV - Contact (Crews in Contact)

SECTION LXXXVI - Contact (Crews in Contact)

SECTION LXXXVII - Contact (Crews in Contact)

SECTION LXXXVIII - Contact (Crews in Contact)

SECTION LXXXIX - Contact (Crews in Contact)

SECTION LXXXX - Contact (Crews in Contact)

SECTION LXXXXI - Contact (Crews in Contact)

SECTION LXXXXII - Contact (Crews in Contact)

SECTION LXXXXIII - Contact (Crews in Contact)

SECTION LXXXXIV - Contact (Crews in Contact)

SECTION LXXXXV - Contact (Crews in Contact)

SECTION LXXXXVI - Contact (Crews in Contact)

SECTION LXXXXVII - Contact (Crews in Contact)

SECTION LXXXXVIII - Contact (Crews in Contact)

SECTION LXXXXIX - Contact (Crews in Contact)

SECTION LXXXXX - Contact (Crews in Contact)

CONFIDENTIAL

71003142

9-3373-C

9-3373-C

9-3373-C

9-3373-C

9-3373-C

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

A. GENERAL &	B. FORMATION		C. PILOT EFFICIENCY										D. CREW REQUIREMENTS										E. MONTH	PAGE NO	NO OF PAGES	REPORTS CONTROL SYMBOL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	TOTAL		Landing		Approach		Takeoffs		Landing		Approach		Takeoffs		Landing		Approach		Takeoffs		Landing						Approach		Takeoffs																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	FORMATIONS	FLIGHTS	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP					AC	CP	AC	CP																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
1	BIG SHOW	LITTLE SHOW	41-47	49-51	52-54	13-18	19-21	22-26	27-31	32-36	37-41	42-46	47-51	52-56	57-61	62-66	67-71	72-76	77-81	82-86	87-91	92-96	97-101	102-106	107-111	112-116	117-121	122-126	127-131	132-136	137-141	142-146	147-151	152-156	157-161	162-166	167-171	172-176	177-181	182-186	187-191	192-196	197-201	202-206	207-211	212-216	217-221	222-226	227-231	232-236	237-241	242-246	247-251	252-256	257-261	262-266	267-271	272-276	277-281	282-286	287-291	292-296	297-301	302-306	307-311	312-316	317-321	322-326	327-331	332-336	337-341	342-346	347-351	352-356	357-361	362-366	367-371	372-376	377-381	382-386	387-391	392-396	397-401	402-406	407-411	412-416	417-421	422-426	427-431	432-436	437-441	442-446	447-451	452-456	457-461	462-466	467-471	472-476	477-481	482-486	487-491	492-496	497-501	502-506	507-511	512-516	517-521	522-526	527-531	532-536	537-541	542-546	547-551	552-556	557-561	562-566	567-571	572-576	577-581	582-586	587-591	592-596	597-601	602-606	607-611	612-616	617-621	622-626	627-631	632-636	637-641	642-646	647-651	652-656	657-661	662-666	667-671	672-676	677-681	682-686	687-691	692-696	697-701	702-706	707-711	712-716	717-721	722-726	727-731	732-736	737-741	742-746	747-751	752-756	757-761	762-766	767-771	772-776	777-781	782-786	787-791	792-796	797-801	802-806	807-811	812-816	817-821	822-826	827-831	832-836	837-841	842-846	847-851	852-856	857-861	862-866	867-871	872-876	877-881	882-886	887-891	892-896	897-901	902-906	907-911	912-916	917-921	922-926	927-931	932-936	937-941	942-946	947-951	952-956	957-961	962-966	967-971	972-976	977-981	982-986	987-991	992-996	997-1001	1002-1006	1007-1011	1012-1016	1017-1021	1022-1026	1027-1031	1032-1036	1037-1041	1042-1046	1047-1051	1052-1056	1057-1061	1062-1066	1067-1071	1072-1076	1077-1081	1082-1086	1087-1091	1092-1096	1097-1101	1102-1106	1107-1111	1112-1116	1117-1121	1122-1126	1127-1131	1132-1136	1137-1141	1142-1146	1147-1151	1152-1156	1157-1161	1162-1166	1167-1171	1172-1176	1177-1181	1182-1186	1187-1191	1192-1196	1197-1201	1202-1206	1207-1211	1212-1216	1217-1221	1222-1226	1227-1231	1232-1236	1237-1241	1242-1246	1247-1251	1252-1256	1257-1261	1262-1266	1267-1271	1272-1276	1277-1281	1282-1286	1287-1291	1292-1296	1297-1301	1302-1306	1307-1311	1312-1316	1317-1321	1322-1326	1327-1331	1332-1336	1337-1341	1342-1346	1347-1351	1352-1356	1357-1361	1362-1366	1367-1371	1372-1376	1377-1381	1382-1386	1387-1391	1392-1396	1397-1401	1402-1406	1407-1411	1412-1416	1417-1421	1422-1426	1427-1431	1432-1436	1437-1441	1442-1446	1447-1451	1452-1456	1457-1461	1462-1466	1467-1471	1472-1476	1477-1481	1482-1486	1487-1491	1492-1496	1497-1501	1502-1506	1507-1511	1512-1516	1517-1521	1522-1526	1527-1531	1532-1536	1537-1541	1542-1546	1547-1551	1552-1556	1557-1561	1562-1566	1567-1571	1572-1576	1577-1581	1582-1586	1587-1591	1592-1596	1597-1601	1602-1606	1607-1611	1612-1616	1617-1621	1622-1626	1627-1631	1632-1636	1637-1641	1642-1646	1647-1651	1652-1656	1657-1661	1662-1666	1667-1671	1672-1676	1677-1681	1682-1686	1687-1691	1692-1696	1697-1701	1702-1706	1707-1711	1712-1716	1717-1721	1722-1726	1727-1731	1732-1736	1737-1741	1742-1746	1747-1751	1752-1756	1757-1761	1762-1766	1767-1771	1772-1776	1777-1781	1782-1786	1787-1791	1792-1796	1797-1801	1802-1806	1807-1811	1812-1816	1817-1821	1822-1826	1827-1831	1832-1836	1837-1841	1842-1846	1847-1851	1852-1856	1857-1861	1862-1866	1867-1871	1872-1876	1877-1881	1882-1886	1887-1891	1892-1896	1897-1901	1902-1906	1907-1911	1912-1916	1917-1921	1922-1926	1927-1931	1932-1936	1937-1941	1942-1946	1947-1951	1952-1956	1957-1961	1962-1966	1967-1971	1972-1976	1977-1981	1982-1986	1987-1991	1992-1996	1997-2001	2002-2006	2007-2011	2012-2016	2017-2021	2022-2026	2027-2031	2032-2036	2037-2041	2042-2046	2047-2051	2052-2056	2057-2061	2062-2066	2067-2071	2072-2076	2077-2081	2082-2086	2087-2091	2092-2096	2097-2101	2102-2106	2107-2111	2112-2116	2117-2121	2122-2126	2127-2131	2132-2136	2137-2141	2142-2146	2147-2151	2152-2156	2157-2161	2162-2166	2167-2171	2172-2176	2177-2181	2182-2186	2187-2191	2192-2196	2197-2201	2202-2206	2207-2211	2212-2216	2217-2221	2222-2226	2227-2231	2232-2236	2237-2241	2242-2246	2247-2251	2252-2256	2257-2261	2262-2266	2267-2271	2272-2276	2277-2281	2282-2286	2287-2291	2292-2296	2297-2301	2302-2306	2307-2311	2312-2316	2317-2321	2322-2326	2327-2331	2332-2336	2337-2341	2342-2346	2347-2351	2352-2356	2357-2361	2362-2366	2367-2371	2372-2376	2377-2381	2382-2386	2387-2391	2392-2396	2397-2401	2402-2406	2407-2411	2412-2416	2417-2421	2422-2426	2427-2431	2432-2436	2437-2441	2442-2446	2447-2451	2452-2456	2457-2461	2462-2466	2467-2471	2472-2476	2477-2481	2482-2486	2487-2491	2492-2496	2497-2501	2502-2506	2507-2511	2512-2516	2517-2521	2522-2526	2527-2531	2532-2536	2537-2541	2542-2546	2547-2551	2552-2556	2557-2561	2562-2566	2567-2571	2572-2576	2577-2581	2582-2586	2587-2591	2592-2596	2597-2601	2602-2606	2607-2611	2612-2616	2617-2621	2622-2626	2627-2631	2632-2636	2637-2641	2642-2646	2647-2651	2652-2656	2657-2661	2662-2666	2667-2671	2672-2676	2677-2681	2682-2686	2687-2691	2692-2696	2697-2701	2702-2706	2707-2711	2712-2716	2717-2721	2722-2726	2727-2731	2732-2736	2737-2741	2742-2746	2747-2751	2752-2756	2757-2761	2762-2766	2767-2771	2772-2776	2777-2781	2782-2786	2787-2791	2792-2796	2797-2801	2802-2806	2807-2811	2812-2816	2817-2821	2822-2826	2827-2831	2832-2836	2837-2841	2842-2846	2847-2851	2852-2856	2857-2861	2862-2866	2867-2871	2872-2876	2877-2881	2882-2886	2887-2891	2892-2896	2897-2901	2902-2906	2907-2911	2912-2916	2917-2921	2922-2926	2927-2931	2932-2936	2937-2941	2942-2946	2947-2951	2952-2956	2957-2961	2962-2966	2967-2971	2972-2976	2977-2981	2982-2986	2987-2991	2992-2996	2997-3001	3002-3006	3007-3011	3012-3016	3017-3021	3022-3026	3027-3031	3032-3036	3037-3041	3042-3046	3047-3051	3052-3056	3057-3061	3062-3066	3067-3071	3072-3076	3077-3081	3082-3086	3087-3091	3092-3096	3097-3101	3102-3106	3107-3111	3112-3116	3117-3121	3122-3126	3127-3131	3132-3136	3137-3141	3142-3146	3147-3151	3152-3156	3157-3161	3162-3166	3167-3171	3172-3176	3177-3181	3182-3186	3187-3191	3192-3196	3197-3201	3202-3206	3207-3211	3212-3216	3217-3221	3222-3226	3227-3231	3232-3236	3237-3241	3242-3246	3247-3251	3252-3256	3257-3261	3262-3266	3267-3271	3272-3276	3277-3281	3282-3286	3287-3291	3292-3296	3297-3301	3302-3306	3307-3311	3312-3316	3317-3321	3322-3326	3327-3331	3332-3336	3337-3341	3342-3346	3347-3351	3352-3356	3357-3361	3362-3366	3367-3371	3372-3376	3377-3381	3382-3386	3387-3391	3392-3396	3397-3401	3402-3406	3407-3411	3412-3416	3417-3421	3422-3426	3427-3431	3432-3436	3437-3441	3442-3446	3447-3451	3452-3456	3457-3461	3462-3466	3467-3471	3472-3476	3477-3481	3482-3486	3487-3491	3492-3496	3497-3501	3502-3506	3507-3511	3512-3516	3517-3521	3522-3526	3527-3531	3532-3536	3537-3541	3542-3546	3547-3551	3552-3556	3557-3561	3562-3566	3567-3571	3572-3576	3577-3581	3582-3586	3587-3591	3592-3596	3597-3601	3602-3606	3607-3611	3612-3616	3617-3621	3622-3626	3627-3631	3632-3636	3637-3641	3642-3646	3647-3651	3652-3656	3657-3661	3662-3666	3667-3671	3672-3676	3677-3681	3682-3686	3687-3691	3692-3696	3697-3701	3702-3706	3707-3711	3712-3716	3717-3721	3722-3726	3727-3731	3732-3736	3737-3741	3742-3746	3747-3751	3752-3756	3757-3761	3762-3766	3767-3771	3772-3776	3777-3781	3782-3786	3787-3791	3792-3796	3797-3801	3802-3806	3807-3811	3812-3816	3817-3821	3822-3826	3827-3831	3832-3836	3837-3841	3842-3846	3847-3851	3852-3856	3857-3861	3862-3866	3867-3871	3872-3876	3877-3881	3882-3886	3887-3891	3892-3896	3897-3901	3902-3906	3907-3911	3912-3916	3917-3921	3922-3926	3927-3931	3932-3936	3937-3941	3942-3946	3947-3951	3952-3956	3957-3961	3962-3966	3967-3971	3972-3976	3977-3981	3982-3986	3987-3991	3992-3996	3997-4001	4002-4006	4007-4011	4012-4016	4017-4021	4022-4026	4027-4031	4032-4036	4037-4041	4042-4046	4047-4051	4052

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

A. GENERAL	B. ECN			C. FORMATION				D. PILOT PROFICIENCY				E. CREW REQUIREMENTS				F. REPORTS CONTROL SYMBOLS 5-SAC-T12							
	1. TYPE NUMBER	2. BIG SNOW	3. LITTLE SNOW	4. LITTLE RIVER	5. LITTLE RIVER	6. LITTLE RIVER	7. LITTLE RIVER	8. TOTAL HOURS	9. HOURS	10. HOURS	11. HOURS	12. HOURS	13. HOURS	14. HOURS	15. HOURS		16. HOURS	17. HOURS	18. HOURS	19. HOURS	20. HOURS	21. HOURS	22. HOURS
5-10	11-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	57-59	61-63	65-67	69-71	73-75	77-79	81-83	85-87	89-91	93-95	97-99	101-103
N-10																							
N-66																							
N-67																							
N-70																							
N-76																							
N-81																							
N-82																							
N-89																							
N-90																							
TOTAL																							
WING TOTAL																							
SQUAD TOTAL																							

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 59. All items are self-explanatory with the following exceptions:

1. "WING TOTAL" - Includes all aircraft assigned to the wing, regardless of status.

2. "SQUAD TOTAL" - Includes all aircraft assigned to the squad, regardless of status.

3. "TOTAL" - Includes all aircraft assigned to the unit, regardless of status.

4. "CREW REQUIREMENTS" - Includes all crew members assigned to the unit, regardless of status.

5. "REPORTS CONTROL SYMBOLS" - Includes all reports control symbols assigned to the unit, regardless of status.

PREVIOUS MONTHS ACTIVITIES									
NON-COMBAT-READY CREW UPGRADING ACTIVITIES					REASONS FOR NOT UPGRADING AS SCHEDULED				
CREWS PROJECTED TO BE UPGRADED		CREWS UPGRADED		REVISIONS RECEIVED DATE					
CREW NR	DATE	CREW NR	DATE						
N-56	15 Aug			30 Sep	The five listed crews not upgraded because unable to complete standardboard due to notice lock and rescheduling of face Setter VIII.				
N-76	15 Aug			30 Sep					
N-86	30 Aug			30 Sep					
N-99	30 Aug			30 Sep					
N-24	31 Aug			31 Oct					
		N-28	20 Aug						
		N-50	20 Aug						
COMBAT-READY CREW ATTRITION									
COMBAT-READY CREW ATTRITION		CAUSE OF COMBAT-READY CREW ATTRITION							
CREW NR	DATE								
		NONE							
FOUR-MONTH COMBAT-READY-CREW CAPABILITY FORECAST									
CREWS	% OF DATE OF THIS REPORT	1ST MONTH	2D MONTH	3D MONTH	4TH MONTH				
COMBAT-READY CREWS	51	50	55	54	55				
NON-COMBAT-READY CREWS	17	11	3	1	0				
REMARKS									
A/C Edstrom - Reporting date Oct. A/C Spillseth - Operation Foodstrap. Due back Feb 58. N Callaway - Reporting date Sep. P Berg - DMIF. P Seidenman - DMIF. P Reeder - Reporting date Nov. P Garrett - Reporting date Nov. P Flentje - Reporting date Nov. P Kocher - Reporting date Nov. P Caldwell - Reporting date Oct.									
Col (b) does not include any officers who may be lost due to MIA.									

A		B		C		D		E		F		G		H		I	
CREW NUMBER	CREW POSITION	NAMES OF CREW MEMBERS		DATE ENTERED TRAINING	PREVIOUS FLYING HOURS	PRE-CHECK-OUT REQUIREMENT STATUS		SURVIVAL TRAINING		ARC TRAINING		SAC REQ. STAT.		SAC REQ. STAT.		PROJECTED COMBAT READY DATE	REMARKS
		1	2			1	2	1	2	1	2	1	2	1	2		
NON-COMBAT-READY CREW UPGRADING PROJECTION																	
ORGANIZATION: 5051 242-PT																	
DATE: 15 Sept 57																	
PAGE NR 1 IN 2 PAGES																	
ASST DATE: 15 Sept 57																	
REPORTS CONTROL SYMBOL: 5051 242-PT																	
PROGRAMMED AND ACTUAL FLYING HOURS																	
MONTHS																	
JULY																	
AUG																	
SEPT																	
OCT																	
NOV																	
DEC																	
JAN																	
ACTUAL																	
PROG.																	
1	AC	(b) (6)		1 Mar 57	0	C	C	C	0	30	23	30	12			15 Sept 57	10Y-5nd Officer School
2	AC	(b) (6)		1 Apr 57	0	nc	nc	nc	nc	nc	15	15	30			1 Nov 57	
3	P	(b) (6)		1 Apr 57	0	nc	nc	nc	nc	nc	30	30	27	15		15 Sept 57	
4	P	(b) (6)		1 Jul 57	0	nc	nc	nc	nc	nc	30	30	17	15		"	Combat Ready
5	P	(b) (6)		29 Oct 57	257	C	C	C	C	C	30	15	30	25	15	"	"
6	AC	(b) (6)		1 Nov 57	170	C	C	C	C	C	30	30	20	15		"	"
7	AC	(b) (6)		1 Mar 57	0	C	C	C	C	C	30	25	15	15		15 Sept 57	
8	P	(b) (6)		1 Apr 57	0	nc	nc	nc	nc	nc	30	30	8	15		1 Nov 1957	
9	P	(b) (6)		1 Apr 57	0	nc	nc	nc	nc	nc	30	17	30	37	15	"	"
10	P	(b) (6)		1 Nov 57	100	C	C	C	C	C	30	23	30	7	15	"	"
11	AC	(b) (6)		1 Nov 57	78	C	C	C	C	C	30	12	30	20	15	"	"
12	AC	(b) (6)		1 Apr 57	0	nc	nc	nc	nc	nc	15	12	30			15 Sept 57	
13	P	(b) (6)		1 Aug 57	0	nc	nc	nc	nc	nc	15	16	30			"	"
14	P	(b) (6)		1 Aug 57	0	nc	nc	nc	nc	nc	30	27	30	28	30	"	"
15	P	(b) (6)		1 Apr 57	0	nc	nc	nc	nc	nc	30	15	30	7	15	"	"
16	AC	(b) (6)		1 Nov 57	34	C	C	C	C	C	30	16	30	10	15	"	"
17	AC	(b) (6)		1 Nov 57	14	C	C	C	C	C	30	22	30	5	15	"	"
18	AC	(b) (6)		1 Sep 57	27	C	C	C	C	C	30	6	30	17	15	"	"
19	P	(b) (6)		1 Nov 57	0	nc	nc	nc	nc	nc	15	21	30			15 Sept 57	
20	P	(b) (6)		1 Mar 57	0	C	C	C	C	C	30	16	30	5	15	"	"
21	P	(b) (6)		1 Apr 57	0	nc	nc	nc	nc	nc	30	30	13	15		"	"
22	P	(b) (6)		1 Apr 57	0	C	C	C	C	C	30	27	30	20	15	"	"
23	P	(b) (6)		1 Nov 57	30	C	C	C	C	C	30	27	30	20	15	"	"
24	P	(b) (6)		1 Mar 57	0	C	C	C	C	C	30	12	30	32	30	"	"
25	P	(b) (6)		1 Mar 57	0	C	C	C	C	C	30	27	30	16	15	"	"
26	P	(b) (6)		1 Mar 57	0	C	C	C	C	C	30	5	30	52	30	"	"
27	P	(b) (6)		1 Nov 57	29	C	C	C	C	C	30	51	30	52	30	"	"
28	P	(b) (6)		1 Nov 57	29	C	C	C	C	C	30	21	30	26	15	"	"
29	P	(b) (6)		1 Nov 57	29	C	C	C	C	C	30	21	30	26	15	"	"

PREVIOUS MONTHS ACTIVITIES					
CREWS PROJECTED TO BE OPERATED		NON-COMBAT-READY CREW UPGRADING ACTIVITIES			
CREW NR	DATE	CREWS UPGRADED	REASONS FOR NOT UPGRADING AS SCHEDULED		
CREW NR	DATE	CREW NR	DATE		
N/A					
COMBAT-READY CREW ATTRITION		COMBAT-READY CREW ATTRITION			
CREW NR	DATE	CREW NR	DATE		
N/A					
FOUR-MONTH COMBAT-READY-CREW CAPABILITY FORECAST					
CREWS	AS OF DATE OF THIS REPORT	1ST MONTH	2D MONTH	3D MONTH	4TH MONTH
COMBAT-READY CREWS	23	27	27	27	28
NON-COMBAT-READY CREWS	5	1	1	1	0
REMARKS					
<p>1. Crew M-30 Projection date of 15 Sept 57 will not be met. A/G on this crew TDY to Sqd Officer School. as of 3 Sept 57.</p> <p>2. During August 1957 Aircraft Commander on Crew M-31 and M-32 assigned to combat ready crews to prevent crew regression, A/G on crews M-31 and M-32 will require additional training.</p> <p>3. Co-Pilots on crews M-30,31,32, and 33 assigned to combat ready crews during August 1957 to prevent combat crew regression. Few co-pilots on these crews will require additional training.</p>					

~~CONFIDENTIAL~~

58

HEADQUARTERS 98TH BOMBARDMENT WING (M)
United States Air Force
Lincoln Air Force Base
Nebraska

PART IV WING COMMANDER'S REMARKS (9-SAC-T12)

August 1957

1. I am well pleased with the 98th Air Refueling Squadron's success on Operation 'Cobra Killer'. The squadron achieved 100% in the Preparation Phase and 96% overall which is very gratifying in that they were able to do this well in spite of the personnel losses as explained in paragraph 6a, Squadron Commander's Remarks.

2. The installation of the solar power unit will limit the squadron to 97 sorties in September of which 91 sorties are committed to air refueling support. This leaves only six sorties which can be devoted to transition training for the non-combat ready crew personnel.

(b) (6)

(b) for and in the absence of
(6) (b) (6)
Colonel, USAF
Commander

98DOTR 9-6-57

98DOTR 9-6-57

~~CONFIDENTIAL~~

98TH AIR REFUELING SQUADRON (M)

Lincoln Air Force Base

Nebraska

PART III SQUADRON COMMANDER'S REMARKS (9-SAC-T12)

August 1957

1. Hours flown performing missions ordered by: (U)

a. Higher Headquarters:

<u>COMMITMENT</u>	<u>TYPE MISSION</u>	<u>DATE</u>	<u>HOURS FLOWN</u>
(S) 8AF OPS Order 70-57	Game Time	5 - 11 Aug	49:10
(U) 8AF OCAMA IRAN	Ferry	13 Aug	5:00
(S) 8AF OPS Plan 300-57	Cobra Killer	19 - 20 Aug	139:10
TOTAL			193:20

b. Eighth AF Training Priorities:

(1) Programmed and accomplished for the month of August

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS</u>	
		<u>PROGRAMMED</u>	<u>ACCOMPLISHED</u>
1.	APR 60-2	* * * *	* * * *
	Non-Combat Ready Crew Upgrading	171:00	165:00
3.	Standardization Checks	85:00	61:45
4.	Combat Ready Crew Training	385:00	303:45
5.	Staff Crew Requirements	* * * *	* * * *
6.	Test Hops	* * * *	14:10
TOTAL		646:00	511:40
	Higher Headquarters	* * * *	193:20
TOTAL		646:00	738:00

(2) Flying Time Programmed for September: (U)

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
1.	APR 60-2	* * *
2.	8AF OCAMA-IRAN	* * *
3.	Non-Combat Ready Crew Upgrading	175:00
4.	Standardization Checks	40:00
5.	Combat Ready Crew Training	305:00
6.	Staff Crew Requirements	* * *
TOTAL		520:00

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

August 1957

b. Refueling Data:

a. Individual Sorties:

- (1) Number of sorties confirmed: 81
- (2) Number of sorties airborne: 73
- (3) Number of sorties completing electronic rendezvous (not including double refuelings): 43
- (4) Number of sorties completing electronic rendezvous on double refuelings: 4
- (5) Number of sorties not completing rendezvous: 26
Electronic malfunctions: 3
Inadequate separation: 23
- (6) Number of sorties transferring required fuel: 57
- (7) Number of tanker sorties transferring required fuel on double refuelings: 7
- (8) Number of sorties failing to transfer required fuel: 10
Tanker aborts: 10

b. Mass Night Cell Sorties:

- (1) Number of refueling sorties confirmed: 16
- (2) Number of sorties airborne: 16
- (3) Number of sorties completing electronic rendezvous: 16
- (4) N/A
- (5) Number of sorties not completing rendezvous: N/A
- (6) Number of sorties transferring required fuel: 16
- (7) N/A
- (8) N/A

- c. Fuel transferred: A total of 325,742 gallons of fuel was transferred during August.

~~CONFIDENTIAL~~

2. Test Hops (U)

Number of Sorties

TOTAL TIME

13

14:10

3. Weather or Local Conditions: (U)

Not applicable

4. Restrictive Directives: ~~U~~

None

5. Combat Crew Member Gains and Losses ~~U~~

a. Crew Members Gained: One Aircraft Commander

One Pilot

Two Navigators

Crew Member Losses: One Aircraft Commander-separated

One Aircraft Commander-PCS

Seven Pilots-separated

One Pilot-PCS

One Navigator-PCS

One Boom Operator-discharged

One Boom Operator-PCS

b. Crew Member Changes: Five Aircraft Commanders

Seventeen Pilots

Two Navigators

Six Boom Operators

c. New Crews: None

d. Incomplete combat maintenance crews - Not Applicable

e. Crew status changes: None

f. Standardization Crews: T-08 March 1956, T-09 September 1956, and T-15

August 1957.

August 1957

PART III SQUADRON COMMANDER'S REPORTS

~~CONFIDENTIAL~~

7. Material and Personnel Problems:

- a. Material problems - None
- b. Personnel problems - Ref Para 8

8. COMMENTS OR RECOMMENDATIONS OF UNIT COMMANDER: (U)

a. During August 1957, the squadron replaced ten (10) copilots, three (3) aircraft commanders and one (1) navigator on combat ready crews. Ten (10) replacements were due to discharges and four (4) replacements to PCS assignments. The bulk of these replacements were from the five non-combat ready crews assigned to this squadron. Although this action prevented combat crew regression, the non-combat ready crews will regress in their training status due to assignments of new crew members. Only 97 sorties will be available to the squadron for September 1957 due to installation of the new Solar Power Unit. Of the 97 sorties, 91 sorties are committed to refueling support of the 98th and 307th Bomb Wing.

9. Ground Training:

- a. (1) Total number of combat ready crews responsible for applicable phase of SAC 50-24 requirements: 23 crews
- (2) Cumulative total of the above crews that have completed applicable phase of SAC 50-24: 8 crews
- (3) Number of crews that were scheduled for block training during the month of August: 4
- (4) Number of crews attending in August: 4
- (5) Number of crews completing in August: 4
- (6) Detailed reasons if crews scheduled did not attend and complete block training in August: Not Applicable
- (7) Number of combat ready crews scheduled to attend block training in September: 4 crews
- b. Special weapons: Not applicable

(b) (6)

(b) (6)
Lt. Col., USAF
Commander

SARS 167-57
SDOTR-9-6-57

~~CONFIDENTIAL~~

9-3515-C

CONFIDENTIAL (When Filled In)

GENERAL		AIR REFUELING AIR TRAINING REPORT - PART I										UNIT		MONTH		PAGE NO		NR OF PAGES		REPORTS CONTROL SYMBOL		
		80TH AIR REFUELING SQUADRON (W)										80TH AIR REFUELING SQUADRON (W)		AUGUST 1957		1		3		9-SAC-112		
1	2	3	4	5	B. AIR REFUELING				C. RADAR RENDEZVOUS				D. NAVIGATION				18	19	20	21	22	23
					6	7	8	9	10	11	12	13	14	15	16	17						
COES NUMBER	TYPE AND MODEL	NR OF DAYS	NR OF FLIGHTS	NR OF FLIGHTS	TOTAL REFLUING	NIGHT REFLUING		DAY REFLUING		TOTAL REFLUING	MULTIPLE RENDEZVOUS		AM/PM - 127A		AM/PM - 127B		TOTAL REFLUING	TOTAL REFLUING	TOTAL REFLUING	TOTAL REFLUING	TOTAL REFLUING	TOTAL REFLUING
						ATT	SUCC	ATT	SUCC		ATT	SUCC	ATT	SUCC	ATT	SUCC						
T-10	K57G	02	011	-	002	002	-	002	002	002	003	003	003	003	003	003	003	003	003	003	003	003
T-12	K57G	06	034	001	004	001	001	003	003	002	002	002	001	001	001	001	001	001	001	001	001	001
T-18	K57G	003	014	001	002	001	001	001	001	002	002	002	002	002	002	002	002	002	002	002	002	002
T-19	K57G	004	017	001	003	001	001	002	002	006	002	002	001	001	001	001	001	001	001	001	001	001
T-20	K57G	015	076	003	011	003	003	008	008	131	007	007	003	003	004	004	004	004	004	004	004	004
T-21	K57G	006	033	001	003	001	001	002	002	023	005	005	002	002	003	003	003	003	003	003	003	003
T-22	K57G	011	066	001	003	002	002	001	001	036	004	004	002	002	-	-	002	002	002	002	002	002
T-23	K57G	001	004	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T-24	K57G	004	025	-	001	001	001	-	-	-	002	002	-	-	-	-	001	001	001	001	001	001
T-25	K57G	011	052	001	-	-	-	-	-	-	001	001	-	-	-	-	001	001	001	001	001	001
T-26	K57G	010	055	001	005	005	-	005	005	051	004	004	-	-	-	002	002	002	002	002	002	002
T-27	K57G	043	235	004	012	004	004	008	008	110	016	016	004	004	006	006	006	006	006	006	006	006
T-28	K57G	006	033	001	005	002	002	003	003	021	003	003	002	002	-	-	001	001	001	001	001	001
T-29	K57G	004	022	001	003	001	-	001	001	003	003	003	002	002	001	001	001	001	001	001	001	001

SECTION A: GENERAL
 SECTION B: AIR REFUELING
 SECTION C: RADAR RENDEZVOUS
 SECTION D: NAVIGATION
 SECTION E: REPORTS CONTROL SYMBOL

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 57
 All items are self-explanatory with the following:
 1. Type of aircraft
 2. Number of flights
 3. Number of days
 4. Number of flights per day
 5. Number of flights per hour
 6. Number of flights per minute
 7. Number of flights per second
 8. Number of flights per hour
 9. Number of flights per minute
 10. Number of flights per second
 11. Number of flights per hour
 12. Number of flights per minute
 13. Number of flights per second
 14. Number of flights per hour
 15. Number of flights per minute
 16. Number of flights per second
 17. Number of flights per hour
 18. Number of flights per minute
 19. Number of flights per second
 20. Number of flights per hour
 21. Number of flights per minute
 22. Number of flights per second
 23. Number of flights per hour
 24. Number of flights per minute
 25. Number of flights per second
 26. Number of flights per hour
 27. Number of flights per minute
 28. Number of flights per second
 29. Number of flights per hour
 30. Number of flights per minute
 31. Number of flights per second
 32. Number of flights per hour
 33. Number of flights per minute
 34. Number of flights per second
 35. Number of flights per hour
 36. Number of flights per minute
 37. Number of flights per second
 38. Number of flights per hour
 39. Number of flights per minute
 40. Number of flights per second
 41. Number of flights per hour
 42. Number of flights per minute
 43. Number of flights per second
 44. Number of flights per hour
 45. Number of flights per minute
 46. Number of flights per second
 47. Number of flights per hour
 48. Number of flights per minute
 49. Number of flights per second
 50. Number of flights per hour
 51. Number of flights per minute
 52. Number of flights per second
 53. Number of flights per hour
 54. Number of flights per minute
 55. Number of flights per second
 56. Number of flights per hour
 57. Number of flights per minute
 58. Number of flights per second
 59. Number of flights per hour
 60. Number of flights per minute
 61. Number of flights per second
 62. Number of flights per hour
 63. Number of flights per minute
 64. Number of flights per second
 65. Number of flights per hour
 66. Number of flights per minute
 67. Number of flights per second
 68. Number of flights per hour
 69. Number of flights per minute
 70. Number of flights per second
 71. Number of flights per hour
 72. Number of flights per minute
 73. Number of flights per second
 74. Number of flights per hour
 75. Number of flights per minute
 76. Number of flights per second
 77. Number of flights per hour
 78. Number of flights per minute
 79. Number of flights per second
 80. Number of flights per hour
 81. Number of flights per minute
 82. Number of flights per second
 83. Number of flights per hour
 84. Number of flights per minute
 85. Number of flights per second
 86. Number of flights per hour
 87. Number of flights per minute
 88. Number of flights per second
 89. Number of flights per hour
 90. Number of flights per minute
 91. Number of flights per second
 92. Number of flights per hour
 93. Number of flights per minute
 94. Number of flights per second
 95. Number of flights per hour
 96. Number of flights per minute
 97. Number of flights per second
 98. Number of flights per hour
 99. Number of flights per minute
 100. Number of flights per second

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

CONFIDENTIAL

GENERAL		AIR REFUELING AIR TRAINING REPORT - PART I		MONTH		9-SAC - 112	
UNIT		MONTH		MONTH		9-SAC - 112	
MONTH		MONTH		MONTH		9-SAC - 112	
MONTH		MONTH		MONTH		9-SAC - 112	
1	TYPE AND NUMBER	2	NO. OF DAYS	3	NO. OF DAYS	4	NO. OF DAYS
2	TYPE AND NUMBER	3	NO. OF DAYS	4	NO. OF DAYS	5	NO. OF DAYS
3	TYPE AND NUMBER	4	NO. OF DAYS	5	NO. OF DAYS	6	NO. OF DAYS
4	TYPE AND NUMBER	5	NO. OF DAYS	6	NO. OF DAYS	7	NO. OF DAYS
5	TYPE AND NUMBER	6	NO. OF DAYS	7	NO. OF DAYS	8	NO. OF DAYS
6	TYPE AND NUMBER	7	NO. OF DAYS	8	NO. OF DAYS	9	NO. OF DAYS
7	TYPE AND NUMBER	8	NO. OF DAYS	9	NO. OF DAYS	10	NO. OF DAYS
8	TYPE AND NUMBER	9	NO. OF DAYS	10	NO. OF DAYS	11	NO. OF DAYS
9	TYPE AND NUMBER	10	NO. OF DAYS	11	NO. OF DAYS	12	NO. OF DAYS
10	TYPE AND NUMBER	11	NO. OF DAYS	12	NO. OF DAYS	13	NO. OF DAYS
11	TYPE AND NUMBER	12	NO. OF DAYS	13	NO. OF DAYS	14	NO. OF DAYS
12	TYPE AND NUMBER	13	NO. OF DAYS	14	NO. OF DAYS	15	NO. OF DAYS
13	TYPE AND NUMBER	14	NO. OF DAYS	15	NO. OF DAYS	16	NO. OF DAYS
14	TYPE AND NUMBER	15	NO. OF DAYS	16	NO. OF DAYS	17	NO. OF DAYS
15	TYPE AND NUMBER	16	NO. OF DAYS	17	NO. OF DAYS	18	NO. OF DAYS
16	TYPE AND NUMBER	17	NO. OF DAYS	18	NO. OF DAYS	19	NO. OF DAYS
17	TYPE AND NUMBER	18	NO. OF DAYS	19	NO. OF DAYS	20	NO. OF DAYS
18	TYPE AND NUMBER	19	NO. OF DAYS	20	NO. OF DAYS	21	NO. OF DAYS
19	TYPE AND NUMBER	20	NO. OF DAYS	21	NO. OF DAYS	22	NO. OF DAYS
20	TYPE AND NUMBER	21	NO. OF DAYS	22	NO. OF DAYS	23	NO. OF DAYS
21	TYPE AND NUMBER	22	NO. OF DAYS	23	NO. OF DAYS	24	NO. OF DAYS
22	TYPE AND NUMBER	23	NO. OF DAYS	24	NO. OF DAYS	25	NO. OF DAYS
23	TYPE AND NUMBER	24	NO. OF DAYS	25	NO. OF DAYS	26	NO. OF DAYS
24	TYPE AND NUMBER	25	NO. OF DAYS	26	NO. OF DAYS	27	NO. OF DAYS
25	TYPE AND NUMBER	26	NO. OF DAYS	27	NO. OF DAYS	28	NO. OF DAYS
26	TYPE AND NUMBER	27	NO. OF DAYS	28	NO. OF DAYS	29	NO. OF DAYS
27	TYPE AND NUMBER	28	NO. OF DAYS	29	NO. OF DAYS	30	NO. OF DAYS
28	TYPE AND NUMBER	29	NO. OF DAYS	30	NO. OF DAYS	31	NO. OF DAYS
29	TYPE AND NUMBER	30	NO. OF DAYS	31	NO. OF DAYS		
30	TYPE AND NUMBER						
31	TYPE AND NUMBER						
32	TYPE AND NUMBER						
33	TYPE AND NUMBER						
34	TYPE AND NUMBER						
35	TYPE AND NUMBER						
36	TYPE AND NUMBER						
37	TYPE AND NUMBER						
38	TYPE AND NUMBER						
39	TYPE AND NUMBER						
40	TYPE AND NUMBER						
41	TYPE AND NUMBER						
42	TYPE AND NUMBER						
43	TYPE AND NUMBER						
44	TYPE AND NUMBER						
45	TYPE AND NUMBER						
46	TYPE AND NUMBER						
47	TYPE AND NUMBER						
48	TYPE AND NUMBER						
49	TYPE AND NUMBER						
50	TYPE AND NUMBER						
51	TYPE AND NUMBER						
52	TYPE AND NUMBER						
53	TYPE AND NUMBER						
54	TYPE AND NUMBER						
55	TYPE AND NUMBER						
56	TYPE AND NUMBER						
57	TYPE AND NUMBER						
58	TYPE AND NUMBER						
59	TYPE AND NUMBER						
60	TYPE AND NUMBER						
61	TYPE AND NUMBER						
62	TYPE AND NUMBER						
63	TYPE AND NUMBER						
64	TYPE AND NUMBER						
65	TYPE AND NUMBER						
66	TYPE AND NUMBER						
67	TYPE AND NUMBER						
68	TYPE AND NUMBER						
69	TYPE AND NUMBER						
70	TYPE AND NUMBER						
71	TYPE AND NUMBER						
72	TYPE AND NUMBER						
73	TYPE AND NUMBER						
74	TYPE AND NUMBER						
75	TYPE AND NUMBER						
76	TYPE AND NUMBER						
77	TYPE AND NUMBER						
78	TYPE AND NUMBER						
79	TYPE AND NUMBER						
80	TYPE AND NUMBER						
81	TYPE AND NUMBER						
82	TYPE AND NUMBER						
83	TYPE AND NUMBER						
84	TYPE AND NUMBER						
85	TYPE AND NUMBER						
86	TYPE AND NUMBER						
87	TYPE AND NUMBER						
88	TYPE AND NUMBER						
89	TYPE AND NUMBER						
90	TYPE AND NUMBER						
91	TYPE AND NUMBER						
92	TYPE AND NUMBER						
93	TYPE AND NUMBER						
94	TYPE AND NUMBER						
95	TYPE AND NUMBER						
96	TYPE AND NUMBER						
97	TYPE AND NUMBER						
98	TYPE AND NUMBER						
99	TYPE AND NUMBER						
100	TYPE AND NUMBER						

SECTION 1 - GENERAL INFORMATION

SECTION 2 - AIR REFUELING

SECTION 3 - NIGHT REFUELING

SECTION 4 - RADAR RENDEZVOUS

SECTION 5 - NAVIGATION

SECTION 6 - NIGHT CELESTIAL

SECTION 7 - TOTAL LEGS

SECTION 8 - CIRCULAR ERROR

SECTION 9 - TOTAL LEGS

SECTION 10 - CIRCULAR ERROR

SECTION 11 - TOTAL LEGS

SECTION 12 - CIRCULAR ERROR

SECTION 13 - TOTAL LEGS

SECTION 14 - CIRCULAR ERROR

SECTION 15 - TOTAL LEGS

SECTION 16 - CIRCULAR ERROR

SECTION 17 - TOTAL LEGS

SECTION 18 - CIRCULAR ERROR

SECTION 19 - TOTAL LEGS

SECTION 20 - CIRCULAR ERROR

SECTION 21 - TOTAL LEGS

SECTION 22 - CIRCULAR ERROR

SECTION 23 - TOTAL LEGS

SECTION 24 - CIRCULAR ERROR

SECTION 25 - TOTAL LEGS

SECTION 26 - CIRCULAR ERROR

SECTION 27 - TOTAL LEGS

SECTION 28 - CIRCULAR ERROR

SECTION 29 - TOTAL LEGS

SECTION 30 - CIRCULAR ERROR

SECTION 31 - TOTAL LEGS

SECTION 32 - CIRCULAR ERROR

SECTION 33 - TOTAL LEGS

SECTION 34 - CIRCULAR ERROR

SECTION 35 - TOTAL LEGS

SECTION 36 - CIRCULAR ERROR

SECTION 37 - TOTAL LEGS

SECTION 38 - CIRCULAR ERROR

SECTION 39 - TOTAL LEGS

SECTION 40 - CIRCULAR ERROR

SECTION 41 - TOTAL LEGS

SECTION 42 - CIRCULAR ERROR

SECTION 43 - TOTAL LEGS

SECTION 44 - CIRCULAR ERROR

SECTION 45 - TOTAL LEGS

SECTION 46 - CIRCULAR ERROR

SECTION 47 - TOTAL LEGS

SECTION 48 - CIRCULAR ERROR

SECTION 49 - TOTAL LEGS

SECTION 50 - CIRCULAR ERROR

SECTION 51 - TOTAL LEGS

SECTION 52 - CIRCULAR ERROR

SECTION 53 - TOTAL LEGS

SECTION 54 - CIRCULAR ERROR

SECTION 55 - TOTAL LEGS

SECTION 56 - CIRCULAR ERROR

SECTION 57 - TOTAL LEGS

SECTION 58 - CIRCULAR ERROR

SECTION 59 - TOTAL LEGS

SECTION 60 - CIRCULAR ERROR

SECTION 61 - TOTAL LEGS

SECTION 62 - CIRCULAR ERROR

SECTION 63 - TOTAL LEGS

SECTION 64 - CIRCULAR ERROR

SECTION 65 - TOTAL LEGS

SECTION 66 - CIRCULAR ERROR

SECTION 67 - TOTAL LEGS

SECTION 68 - CIRCULAR ERROR

SECTION 69 - TOTAL LEGS

SECTION 70 - CIRCULAR ERROR

SECTION 71 - TOTAL LEGS

SECTION 72 - CIRCULAR ERROR

SECTION 73 - TOTAL LEGS

SECTION 74 - CIRCULAR ERROR

SECTION 75 - TOTAL LEGS

SECTION 76 - CIRCULAR ERROR

SECTION 77 - TOTAL LEGS

SECTION 78 - CIRCULAR ERROR

SECTION 79 - TOTAL LEGS

SECTION 80 - CIRCULAR ERROR

SECTION 81 - TOTAL LEGS

SECTION 82 - CIRCULAR ERROR

SECTION 83 - TOTAL LEGS

SECTION 84 - CIRCULAR ERROR

SECTION 85 - TOTAL LEGS

SECTION 86 - CIRCULAR ERROR

SECTION 87 - TOTAL LEGS

SECTION 88 - CIRCULAR ERROR

SECTION 89 - TOTAL LEGS

SECTION 90 - CIRCULAR ERROR

SECTION 91 - TOTAL LEGS

SECTION 92 - CIRCULAR ERROR

SECTION 93 - TOTAL LEGS

SECTION 94 - CIRCULAR ERROR

SECTION 95 - TOTAL LEGS

SECTION 96 - CIRCULAR ERROR

SECTION 97 - TOTAL LEGS

SECTION 98 - CIRCULAR ERROR

SECTION 99 - TOTAL LEGS

SECTION 100 - CIRCULAR ERROR

CONFIDENTIAL

7-3117-2

7-3117-2

7-3117-2

7-3117-2

7-3117-2

7-3117-2

7-3117-2

CONFIDENTIAL

(When Filled In)

1. CREW NUMBER	2. NAVIGATION		3. C. CREW CONTROL		4. PILOT PROFICIENCY						5. UNIT - 50TH AIR REFUELING SQUADRON (M)										6. PAGE NO.		7. NO. OF PAGES REPORTS CONTROL SYMBOL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	CELESTIAL GRID NAV.		PERFORMANCE INDEX		TAKEOFFS		LANDINGS		ILS OR GCA		APPROACHES		LOADS		E. EMERGENCY PROCEDURE DRILLS		F. EMERGENCY PROCEDURE DRILLS		G. CELL MISSIONS		H. MISC																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	TOTAL	CIRCULAR ERROR (RATED MISS)	NO OF MISSIONS	INDEX	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
5-10	11-15	11-19	21-23	25-27	29-31	31-33	33-35	35-37	37-39	39-41	41-43	43-45	45-47	47-49	49-51	51-53	53-55	55-57	57-59	59-61	61-63	63-65	65-67	67-69	69-71	71-73	73-75	75-77	77-79	79-81	81-83	83-85	85-87	87-89	89-91	91-93	93-95	95-97	97-99	99-101	101-103	103-105	105-107	107-109	109-111	111-113	113-115	115-117	117-119	119-121	121-123	123-125	125-127	127-129	129-131	131-133	133-135	135-137	137-139	139-141	141-143	143-145	145-147	147-149	149-151	151-153	153-155	155-157	157-159	159-161	161-163	163-165	165-167	167-169	169-171	171-173	173-175	175-177	177-179	179-181	181-183	183-185	185-187	187-189	189-191	191-193	193-195	195-197	197-199	199-201	201-203	203-205	205-207	207-209	209-211	211-213	213-215	215-217	217-219	219-221	221-223	223-225	225-227	227-229	229-231	231-233	233-235	235-237	237-239	239-241	241-243	243-245	245-247	247-249	249-251	251-253	253-255	255-257	257-259	259-261	261-263	263-265	265-267	267-269	269-271	271-273	273-275	275-277	277-279	279-281	281-283	283-285	285-287	287-289	289-291	291-293	293-295	295-297	297-299	299-301	301-303	303-305	305-307	307-309	309-311	311-313	313-315	315-317	317-319	319-321	321-323	323-325	325-327	327-329	329-331	331-333	333-335	335-337	337-339	339-341	341-343	343-345	345-347	347-349	349-351	351-353	353-355	355-357	357-359	359-361	361-363	363-365	365-367	367-369	369-371	371-373	373-375	375-377	377-379	379-381	381-383	383-385	385-387	387-389	389-391	391-393	393-395	395-397	397-399	399-401	401-403	403-405	405-407	407-409	409-411	411-413	413-415	415-417	417-419	419-421	421-423	423-425	425-427	427-429	429-431	431-433	433-435	435-437	437-439	439-441	441-443	443-445	445-447	447-449	449-451	451-453	453-455	455-457	457-459	459-461	461-463	463-465	465-467	467-469	469-471	471-473	473-475	475-477	477-479	479-481	481-483	483-485	485-487	487-489	489-491	491-493	493-495	495-497	497-499	499-501	501-503	503-505	505-507	507-509	509-511	511-513	513-515	515-517	517-519	519-521	521-523	523-525	525-527	527-529	529-531	531-533	533-535	535-537	537-539	539-541	541-543	543-545	545-547	547-549	549-551	551-553	553-555	555-557	557-559	559-561	561-563	563-565	565-567	567-569	569-571	571-573	573-575	575-577	577-579	579-581	581-583	583-585	585-587	587-589	589-591	591-593	593-595	595-597	597-599	599-601	601-603	603-605	605-607	607-609	609-611	611-613	613-615	615-617	617-619	619-621	621-623	623-625	625-627	627-629	629-631	631-633	633-635	635-637	637-639	639-641	641-643	643-645	645-647	647-649	649-651	651-653	653-655	655-657	657-659	659-661	661-663	663-665	665-667	667-669	669-671	671-673	673-675	675-677	677-679	679-681	681-683	683-685	685-687	687-689	689-691	691-693	693-695	695-697	697-699	699-701	701-703	703-705	705-707	707-709	709-711	711-713	713-715	715-717	717-719	719-721	721-723	723-725	725-727	727-729	729-731	731-733	733-735	735-737	737-739	739-741	741-743	743-745	745-747	747-749	749-751	751-753	753-755	755-757	757-759	759-761	761-763	763-765	765-767	767-769	769-771	771-773	773-775	775-777	777-779	779-781	781-783	783-785	785-787	787-789	789-791	791-793	793-795	795-797	797-799	799-801	801-803	803-805	805-807	807-809	809-811	811-813	813-815	815-817	817-819	819-821	821-823	823-825	825-827	827-829	829-831	831-833	833-835	835-837	837-839	839-841	841-843	843-845	845-847	847-849	849-851	851-853	853-855	855-857	857-859	859-861	861-863	863-865	865-867	867-869	869-871	871-873	873-875	875-877	877-879	879-881	881-883	883-885	885-887	887-889	889-891	891-893	893-895	895-897	897-899	899-901	901-903	903-905	905-907	907-909	909-911	911-913	913-915	915-917	917-919	919-921	921-923	923-925	925-927	927-929	929-931	931-933	933-935	935-937	937-939	939-941	941-943	943-945	945-947	947-949	949-951	951-953	953-955	955-957	957-959	959-961	961-963	963-965	965-967	967-969	969-971	971-973	973-975	975-977	977-979	979-981	981-983	983-985	985-987	987-989	989-991	991-993	993-995	995-997	997-999	999-1001	1001-1003	1003-1005	1005-1007	1007-1009	1009-1011	1011-1013	1013-1015	1015-1017	1017-1019	1019-1021	1021-1023	1023-1025	1025-1027	1027-1029	1029-1031	1031-1033	1033-1035	1035-1037	1037-1039	1039-1041	1041-1043	1043-1045	1045-1047	1047-1049	1049-1051	1051-1053	1053-1055	1055-1057	1057-1059	1059-1061	1061-1063	1063-1065	1065-1067	1067-1069	1069-1071	1071-1073	1073-1075	1075-1077	1077-1079	1079-1081	1081-1083	1083-1085	1085-1087	1087-1089	1089-1091	1091-1093	1093-1095	1095-1097	1097-1099	1099-1101	1101-1103	1103-1105	1105-1107	1107-1109	1109-1111	1111-1113	1113-1115	1115-1117	1117-1119	1119-1121	1121-1123	1123-1125	1125-1127	1127-1129	1129-1131	1131-1133	1133-1135	1135-1137	1137-1139	1139-1141	1141-1143	1143-1145	1145-1147	1147-1149	1149-1151	1151-1153	1153-1155	1155-1157	1157-1159	1159-1161	1161-1163	1163-1165	1165-1167	1167-1169	1169-1171	1171-1173	1173-1175	1175-1177	1177-1179	1179-1181	1181-1183	1183-1185	1185-1187	1187-1189	1189-1191	1191-1193	1193-1195	1195-1197	1197-1199	1199-1201	1201-1203	1203-1205	1205-1207	1207-1209	1209-1211	1211-1213	1213-1215	1215-1217	1217-1219	1219-1221	1221-1223	1223-1225	1225-1227	1227-1229	1229-1231	1231-1233	1233-1235	1235-1237	1237-1239	1239-1241	1241-1243	1243-1245	1245-1247	1247-1249	1249-1251	1251-1253	1253-1255	1255-1257	1257-1259	1259-1261	1261-1263	1263-1265	1265-1267	1267-1269	1269-1271	1271-1273	1273-1275	1275-1277	1277-1279	1279-1281	1281-1283	1283-1285	1285-1287	1287-1289	1289-1291	1291-1293	1293-1295	1295-1297	1297-1299	1299-1301	1301-1303	1303-1305	1305-1307	1307-1309	1309-1311	1311-1313	1313-1315	1315-1317	1317-1319	1319-1321	1321-1323	1323-1325	1325-1327	1327-1329	1329-1331	1331-1333	1333-1335	1335-1337	1337-1339	1339-1341	1341-1343	1343-1345	1345-1347	1347-1349	1349-1351	1351-1353	1353-1355	1355-1357	1357-1359	1359-1361	1361-1363	1363-1365	1365-1367	1367-1369	1369-1371	1371-1373	1373-1375	1375-1377	1377-1379	1379-1381	1381-1383	1383-1385	1385-1387	1387-1389	1389-1391	1391-1393	1393-1395	1395-1397	1397-1399	1399-1401	1401-1403	1403-1405	1405-1407	1407-1409	1409-1411	1411-1413	1413-1415	1415-1417	1417-1419	1419-1421	1421-1423	1423-1425	1425-1427	1427-1429	1429-1431	1431-1433	1433-1435	1435-1437	1437-1439	1439-1441	1441-1443	1443-1445	1445-1447	1447-1449	1449-1451	1451-1453	1453-1455	1455-1457	1457-1459	1459-1461	1461-1463	1463-1465	1465-1467	1467-1469	1469-1471	1471-1473	1473-1475	1475-1477	1477-1479	1479-1481	1481-1483	1483-1485	1485-1487	1487-1489	1489-1491	1491-1493	1493-1495	1495-1497	1497-1499	1499-1501	1501-1503	1503-1505	1505-1507	1507-1509	1509-1511	1511-1513	1513-1515	1515-1517	1517-1519	1519-1521	1521-1523	1523-1525	1525-1527	1527-1529	1529-1531	1531-1533	1533-1535	1535-1537	1537-1539	1539-1541	1541-1543	1543-1545	1545-1547	1547-1549	1549-1551	1551-1553	1553-1555	1555-1557	1557-1559	1559-1561	1561-1563	1563-1565	1565-1567	1567-1569	1569-1571	1571-1573	1573-1575	1575-1577	1577-1579	1579-1581	1581-1583	1583-1585	1585-1587	1587-1589	1589-1591	1591-1593	1593-1595	1595-1597	1597-1599	1599-1601	1601-1603	1603-1605	1605-1607	1607-1609	1609-1611	1611-1613	1613-1615	1615-1617	1617-1619	1619-1621	1621-1623	1623-1625	1625-1627	1627-1629	1629-1631	1631-1633	1633-1635	1635-1637	1637-1639	1639-1641	1641-1643	1643-1645	1645-1647	1647-1649	1649-1651	1651-1653	1653-1655	1655-1657	1657-1659	1659-1661	1661-1663	1663-1665	1665-1667	1667-1669	1669-1671	1671-1673	1673-1675	1675-1677	1677-1679	1679-1681	1681-1683	1683-1685	1685-1687	1687-1689	1689-1691	1691-1693	1693-1695	1695-1697	1697-1699	1699-1701	1701-1703	1703-1705	1705-1707	1707-1709	1709-1711	1711-1713	1713-1715	1715-1717	1717-1719	1719-1721	1721-1723	1723-1725	1725-1727	1727-1729	1729-1731	1731-1733	1733-17

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR	PAGE NO.	NO. OF PAGES	REPORTS CONTROL STATEMENT	AVERAGE TOTAL
ORGANIZATION AND LOCATION		August 1977	1	1	1-508-15 (RAF-1)	
98th Bombardment Group (B)		STATEMENT				
Lincoln Air Force Base, Texas		DATA				
		1st QUANTILE				
		5th QUANTILE				
		Avg				
A. PERSONNEL						
1. Manning in Required Specialties						
a. Officer MRS, Percent Score						
(1) Number Required					94	
(2) Number Assigned					396	
(3) Number IDS					119	
(4) Percent of Required					363	
(5) Percent of Assigned	96	93			96.7	
	90	87			91.4	
b. Airman MRS, Direct Support Skills, Percent Score						
(1) Number Required					84	
(2) Number Assigned					1129	
(3) Number IDS					1116	
(4) Percent of Required					942	
(5) Percent of Assigned	83	82			84.2	
	81	80			84.4	
c. Airman MRS, Indirect Support Skills, Percent Score						
(1) Number Required					81	
(2) Number Assigned					397	
(3) Number IDS					438	
					336	

CONFIDENTIAL

RAF FORM 102 9802 17-57

9-5682-C

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
ORGANIZATION AND LOCATION 26th Bombardment Wing (M) Langdon AFB, Force Base, Nebraska ITEM		August 1957	2	13	J-SAC-135 (BAS-1)
		LAST SAC STATEMENT	DATA	Aug	AVERAGE OR TOTAL
(4) Percent of Required		86	83	85.1	
(5) Percent of Assigned		86	81	77.2	
2. OJT Effectiveness, Percent Score		70	15	91	
a. Number on OJT vs Number Eligible, Percent Score				15	
(1) Number on OJT				412	
(2) Number Eligible				413	
(3) Percent on OJT				99.8	
b. Number Passing Tests (APT and AFJKT) vs Number Tested, Percent Score				60	
(1) Number Passing Tests				39	
(2) Number Tested				42	
(3) Percent Passing Tests				92.9	
c. Number Upgraded of Number on OJT, Percent Score				16	
(1) Number Upgraded				54	
(2) Number on OJT				518	
(3) Percent Upgraded				10.4	
3. Retention		100	100		
a. Officer, Percent Score (TO BE DEVELOPED)					

CONFIDENTIAL

ORGANIZATION AND LOCATION	MONTH AND YEAR	PAGE OR NUMBER OF REPORTS MADE	REPORTS CONTROL SYMBOL	CURRENT PERIOD (Assigning Number)	AVERAGE OR TOTAL
98th Bombardment Wing (W) Fairchild Air Force Base, Spokane, WY	August 1957	3	1-SAC-135 (6A-1)		
b. First Term Airmen, Percent Score					
(1) Number Eligible				40	
(2) Number Reenlisting				23	
(3) Percent Reenlisting				5	
c. Career Airmen, Percent Score				22	
(1) Number Eligible				20	
(2) Number Reenlisting				2	
(3) Percent Reenlisting				1	
d. Direct Support Airmen, Percent Score				50	
(1) Number Eligible				10	
(2) Number Reenlisting				20	
(3) Percent Reenlisting				5	
4. AGL rate, Percent Score	80	10		25	
a. Average Strength				20	
b. Number Going AGL				2075	
c. Rate per 1,000				4	
c. MATCHEL				1.9	
1. Aircraft Maintenance Scheduling					

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR	PAGE NR	NO OF PAGES	REPORTS CONTROL SYMBOL	LAST SEC STATEMENT		CURRENT PERIOD (Applicable Months)	AVERAGE OR TOTAL
					UPPER QUARTILE	DATA		
					DATE	AUX		
ORGANIZATION AND LOCATION 98th Bombardment Wing (H) Lincoln Air Force Base, Nebraska	August 1957	4	13	1-SAC-55 (8A2-1)				
Embairment a. Airborne Sorties as Percent of Requirement, Percent Score b. Percent of Airborne Sorties which are Variations from Schedule, Percent Score (1) Number of Variations (2) Percent of Airborne Sorties c. Time to Complete Periodic Inspection, Percent Score (1) Number of Inspections Completed (2) Clock Hours of Work (3) Average Clock Hours per Periodic Inspection								
Tanker a. Airborne Sorties as Percent of Requirement, Percent Score b. Percent of Airborne Sorties which are Variations from Schedule, Percent Score (1) Number of Variations (2) Percent of Airborne Sorties c. Time to Complete Periodic Inspection, Percent Score								

CONFIDENTIAL

ORGANIZATION AND LOCATION	MONTH AND YEAR	RAISE NR	NR OF BASE REPORTS CONTROL SYMBOL	CURRENT PERIOD (APPLICABLE WHEN)		AVERAGE DATA TOTAL
				LAST SAC STATEMENT	DATA	
				SAC QUARTILE	Aug	
96th Bombardment Wing (4) Lincoln Air Force Base, Nebraska	August 1977	5	1-30-135 (8-2-1)			
(1) Number of Inspections Completed				2		
(2) Clock Hours of work				126		
(3) Average Clock Hours per Periodic Inspection				63		
2. Aircraft Reliability						
<u>Bombardment</u>						
a. Percent Aircraft Operationally Ready and Flyable, Percent Score				70		
(1) Hours Possessed				33460		
(2) Hours Operationally Ready				28307		
(3) Hours Flyable but not Operationally Ready				346		
(4) Hours Operationally Ready Plus One-Half the Hours Flyable but not Operationally Ready				28480		
(5) Percent of Possessed Hours, Represented by Item 2a(4)				85.1		
b. Percent of Scheduled Sorties Airborne as Scheduled, Percent Score				100		
(1) Basic Data Accumulated Above, Percent Airborne				76		

CONFIDENTIAL

CONFIDENTIAL
(U)

ORGANIZATION AND LOCATION	MONTH AND YEAR		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	August 1957				
	LAST STATEMENT	CURRENT PERIOD (Applicable Months)			
98th Bombardment Wing (M) Lincoln Air Force Base, Nebraska ITEM			6	13	1-SAC-T35 (847-1)
					Average on Total
a. Percent Aircraft Operationally Ready and Flyable, Percent Score					
(1) Hours Possessed					79
(2) Hours Operationally ready					15184
(3) Hours Flyable but not Operationally Ready					12852
(4) Hours Operationally Ready Plus One-Half the Hours Flyable but not Operationally Ready					0
(5) Percent of Possessed Hours, Represented by Item 2a(4)					12852
b. Percent of Scheduled Sorties Airborne as Scheduled, Percent Score					84.6
(1) Basic Data Accumulated Above, Percent Airborne					30
3. Combined Scores (B-47 and KC-97)					72
a. Airborne Sorties as Percent of Requirement, Percent Score	70	57			10
b. Percent of Airborne Sorties Which are Variations from Schedule, Percent Score	100	93			10
c. Calendar Time for Periodic Inspection, Percent Score	100	94			96
d. Percent of Aircraft Operationally Ready and Flyable, Percent Score	70	70			70

CONFIDENTIAL

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL
ORGANIZATION AND LOCATION 98th Bombardment Wing (B) Lincoln Air Force Base, Nebraska TITLE		August 1957	7	13	1-SAC-735 (GAF-1)
		LAST SAC STATEMENT	CURRENT PERIOD (Approximate Months)		
		SAC UPPER QUANTILE	DATA	Aug	
D. GENERAL ITEMS					
e. Percent of Scheduled Sorties Airborne as Scheduled, Percent Score		90	63	37	
1. Cost per Flying Hour, Percent Score		79	71	89	
a. Tactical Flying Hours				1768	
b. Tactical Personnel Costs, Percent Score				89	
(1) Headquarters Sqdn Costs				16,669	
(2) Tactical Sqdn Costs (Total of 3)				203,987	
(3) AE Maint Sqdn Costs				84,619	
(4) FH Sqdn Costs				97,683	
(5) PM Sqdn Costs				23,321	
(6) Not Applicable				n/a	
(7) Total Personnel Costs				156,279	
(8) Cost Per Flying Hour				258	
(9) Standard Cost per Flying Hour				229	
c. Tactical Mission FOL Costs, Percent Score				96	
(1) Total FOL Costs				351,414	
(2) Cost per Flying Hour				204	
(3) Standard Cost per Flying Hour				195	

SAF FORM 102 98000 1/9-57

FORM 102-102

MANAGEMENT CONTROL STATEMENT ORGANIZATION AND LOCATION 98th Bombardment Wing (W) Lincoln Air Force Base, Nebraska	MONTH AND YEAR August 1957		PAGE NR 8	MAP OF PAGE REPORTS CONTROL SYMBOL 1-510-135 (8A2-1)	AVERAGE OR TOTAL
	LAST SPEC STATEMENT QUANTILE	DATA	CURRENT PERIOD (Applicant Month)		
			UPPER	Aug	
d. Tactical All Other Costs, Percent Score			100		
(1) Headquarters Sqdn Costs			1,219		
(2) Tactical Sqdn Costs (total of 3)			3,598		
(3) AE Maint Sqdn Costs			12,530		
(4) FM Sqdn Costs			25,218		
(5) B1 Sqdn Costs			1,871		
(6) Not Applicable			N/A		
(7) Total All Other Costs			44,436		
(8) Cost per Flying Hour			25		
(9) Standard Cost per Flying Hour			33		
e. Tanker Flying Hours			718		
f. Tanker Personnel Costs, Percent Score			88		
(1) Total Personnel Costs			115,254		
(2) Cost per Flying Hour			156		
(3) Standard Cost per Flying Hour			135		
g. Tanker Mission FOL Costs, Percent Score			100		
(1) Total FOL Costs			99,403		
(2) Cost per Flying Hour			133		
(3) Standard Cost per Flying Hour			135		

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR	PAGE NR	NO OF PAGES	REPORTS CONTROL SYMBOL
98th Bombardment Wing (H) Lincoln Air Force Base, Nebraska		August 1957	9	13	1-SAC-T35 (BAF-1)
ORGANIZATION AND LOCATION	ITEM	LAST SAC STATEMENT	CURRENT PERIOD (Applicable Months)		AVERAGE OR TOTAL
		SAC QUARTILE	DATA	AUG	
h. Tanker All Other Costs, Percent Score				39	
(1) Total All Other Costs				9,537	
(2) Cost per Flying Hour				13	
(3) Standard Cost per Flying Hour				5	
2. Safety					
a. Flying, Percent Score		100	60	100	
(1) Number of Accidents				0	
(2) Flying Hours				2512	
(3) Rate per 100,000 Hours Flown				0	
b. Ground, Percent Score		100	80	100	
(1) Ground Safety Index				3.25	
(a) Military Disabling Injury Rate per 100,000 Man-Days (on and off duty) Exposure				3.25	
1. Number of Military Disabling Injuries				2	
2. Number of Man-Days (on and off duty) Exposure				61,566	
(b) Government Motor Vehicle Accident Rate per 100,000 miles Driven				0	

MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR	PAGE NO	NO OF PAGES	REPORTS CONTROL SYMBOL	
				CURRENT PERIOD	APPLICABLE MONTH
ORGANIZATION AND LOCATION 98th Bombardment Wing (W) Lincoln Air Base, Nebraska ITEM	August 1957	10	13	1-SAC-F3K	(BAF-1)
	LAST SAC STATEMENT	AUG		AVERAGE TOTAL	
	SAC UPPER QUANTILE	0		21,730	
1. Number of Accidents		0			
2. Number of Miles Driven		0			
(c) Civilian Injury Rate per 1,000,000 Payroll Manhours Exposure		0			
1. Number of Civilian Disabling Injuries		2,922			
2. Number of Payroll Manhours Exposure		23			
(2) Accident Cost Index		465			
(a) Total Cost		2,003			
(b) Mean Strength		N/A			
3. Reports on Time (No Information Required)		90			
4. USCM Sabotage		N/A			
E,F,G. OPERATIONS		N/A			
1. Training Accomplishments		N/A			
2. Wing Reliability		N/A			
3. USCM Effectiveness, Percent Score		92			
a. B-47 USCM, Percent Score		89			
(1) Preparation Phase, Percent Score		97			
(a) Maximum Possible Points		14,90			

0365

MANAGEMENT CONTROL STATEMENT		BASE NO.	INTEGRATED REPORTS CONTROL SYMBOL
ORGANIZATION AND LOCATION		11	1-SAC-35 (BAF-1)
7th Bombardment Wing (M) Alameda Air Force Base, Alameda, CA		CURRENT PERIOD (Applicable Month)	Avg
		LAST SAC STATEMENT DATE	AVERAGE TOTAL
		100 PERCENT POINTS	
(b) Points Earned			4356
(2) Execution Phase, Percent Score			88
(a) Maximum Possible Points			7255
(b) Points Earned			7000
(3) Combat Reporting, Percent Score			84
(a) Maximum Possible Points			20
(b) Points Earned			15.8
b. KC-37 UICM, Percent Score			96
(1) Preparation Phase, Percent Score			100
(a) Maximum Possible Points			3116
(b) Points Earned			3116
(2) Execution Phase, Percent Score			97
(a) Maximum Possible Points			3805
(b) Points Earned			3675
(3) Combat Reporting, Percent Score			82
(a) Maximum Possible Points			9
(b) Points Earned			7.4
1. Non-Combat Ready Crew Upgrading			37.5
(a) Maximum Possible Points			
(b) Points Earned			

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR	PAGE NO	NR OF PAGE	REPORTS CONTROL SYMBOL													
ORGANIZATION AND LOCATION 98th Bombardment Wing (W) Lincoln Air Force Base, Nebraska 11/11/57		August, 1957	12	13	1-SAC-035 (RAE-1)													
COMPARISON QUANTITATIVE		LAST SAC STATEMENT	CURRENT PERIOD (Applicable Month)		AVERAGE OR TOTAL													
		SAC UPPER QUANTILE	DATA															
			Aug															
(1) Completed Standdown - Upgrade Program (2) Number MCR Crews Upgraded to CR (3) Number Points for Upgrading Crews (4) Average Number CR Crews Assigned (5) Average Number MCR Crews Available (6) Number Points for CR Crews Asgd/MCR Crews Available b. Tanker, Percent Score (1) Completed Standdown - Upgrade Program (2) Number MCR Crews Upgraded to CR (3) Number of Points for Upgrading Crews (4) Average Number CR Crews Assigned (5) Average Number MCR Crews Available (6) Number Points for CR Crews Asgd/MCR Crews Available 5. Non-Combat Ready Crew Flying Time 6. Probation 7. Evaluation a. Bombardment, Percent Score			No	2	50	43	9-6	25	75	No	0	0	23	2.5	150	N/A	N/A	50

0 3 6 7

MANAGEMENT CONTROL STATEMENT

ORGANIZATION AND LOCATION
 78th Bombardment Wing (M)
 Lincoln Air Force Base, Nebraska

DATE
 11/11/57

MONTH AND YEAR
 August 1957

LAST SAC STATEMENT
 SAC UPPER QUARTILE

MONTH AND YEAR
 August 1957

LAST SAC STATEMENT
 SAC UPPER QUARTILE

PAGE NO
 13

CURRENT PERIOD (Applicable Month)
 AUG

REPORT SYMBOL
 1-SAC-T35 (BAP-1)

AVERAGE OR TOTAL

- (1) Number of Evaluations or Re-evaluations Successfully Completed
- (2) Number of Evaluations or Re-evaluations Given

(b) (6)

Colonel, USAF
 Commander

CONFIDENTIAL

BEST AVAILABLE COPY

DT
 81
 480
 3070

DT report for month of August
 8 Sep 57
 Capt James/Ts/404

1. The following information pertaining to DT is requested for your information. This report covers only the month of August.

2. Major Unit Breakdown.

a. 818th Air Division

	<u>Points</u>
(1) Airmen on DT vs those eligible 1395-1440-99.30	15
Number passing test vs number tested 14-28-87.00	51
Percent up-graded vs number on DT 132-1522-8.64	40
Total	76

b. 816th Air Base Group

(1) Airmen on DT vs those eligible 401-477-97.00	15
Number passing test vs number tested 76-88-86.10	47
Percent up-graded vs number on DT 70-911-10.80	40
Total	88

c. 3.7th Bomb Wing

(1) Airmen on DT vs those eligible 437-484-93.70	12
Number passing test vs number tested 31-37-81.70	33
Percent up-graded vs number on DT 20-97-20.00	0
Total	45

d. 814th Bomb Wing

(1) Airmen on DT vs those eligible 412-443-97.70	15
Number passing test vs number tested 3-42-82.00	60
Percent up-graded vs number on DT 30-518-10.60	16
Total	91

3. The overall division rating of 76 points is an increase of 15 points over the month of July. Out of a possible 100 points the division as a whole lost nine points on testing and 15 points on up-grades.

4. I personally checked each failure to determine the cause if possible and what corrective action could be taken to prevent failures in the future. The following factors contributed to the failures.

BEST AVAILABLE COPY

17, Subj: 1st report for month of August

- a. Airmen taking the tests and not on list.
- b. Airmen taking the test prior to completion of list.
- c. Several airmen had very low reading ability.
- d. Written phase tests were not being accomplished.
- e. Airmen not being trained in all sections of the course.
- f. Little control over who should or should not be tested.
5. An individual written report of the above survey was furnished to each squadron commander concerned.
6. The 81st air base group earned the maximum number of points for up-grading. The 98th base group had a grading rate of 10 points in 100. However, the 307th base group had up-graded only two airmen. I discussed this with a staff officer (staff officer) and feel that positive steps will be taken to improve this up-grade rate.
7. The 98th base group had lost only nine points out of 100. This is considered an excellent accomplishment.
8. The earning of points in itself is meaningless. We are striving for an excellent OT training program. This can be accomplished with the cooperation and support of squadron officers and crew. When this is accomplished, a high point rating is assured.

(b) (6)

Captain, USAF
Staff Officer

This is a copy of 1

(b) (6)

1st Lt., USAF

SEPARATION & REENLISTMENT RATE FOR AUGUST 1957

	ASSIGNED UNITS			812 ADIV	Tenent Units	Base Total
	ABGRU	98th	307th			
1 - Number Separated						
1st Termers.....	26	29	15	70	1	71
Career.....	16	3	6	25	1	26
Totals.....	42	32	21	95	2	97
2 - Number Separated Eligible to Reenlist						
1st Termers.....	15	23	10	48	1	49
Career.....	11	2	3	16	1	17
Totals.....	26	25	13	64	2	66
3 - Number Immediate Reenlistments (Including AFR 39-15's)						
1st Termers.....	8	5	7	20	0	20
Career.....	9	1	2	12	1	1
Totals.....	17	6	9	32	1	3
4 - Number Immediate Reenlistments (Excluding AFR 39-15's)						
1st Termers.....	8	5	7	20	0	20
Career.....	9	1	2	12	1	13
Totals.....	17	6	9	32	1	33
5 - Number Reenlisted within 90 days from other bases						
1st Termers.....	0	0	0	0	0	0
Career.....	0	0	0	0	0	0
Totals.....	0	0	0	0	0	0
6 - Number Reenlisted within 90 days to old assigned unit						
1st Termers.....	0	0	0	0	0	0
Career.....	0	0	0	0	0	0
Totals.....	0	0	0	0	0	0
Percentages (Add 4 & 6 and divide 2 into this)						
1st Termers.....	53.3	21.7	70.0	41.7	00.0	40.8
Career.....	81.8	50.0	66.7	75.0	100.0	76.5
Totals.....	65.4	24.0	69.2	50.0	50.0	50.0

(b) (6)

[Signature]
 Captain, USAF
 Base Reenlistment Officer

COMMANDERS TALLY SHEET (IMMEDIATE REENLISTMENTS) FOR AUGUST 1957

	DISCHARGE			KLIG TO REENL			REENLISTMENTS			RATINGS		
	A	B	C	A	B	C	A	B	C	A	B	C
LCol (b) (6)	2	2	4	2	2	4	2	2	4	100	100	100
818th AF Sq												
Maj (b) (6)	6	0	6	2	0	2	2	0	2	100	Neg	100
818th Fd Sv Sq												
Col (b) (6)	1	1	2	1	1	2	1	1	2	100	100	100
4168 USAF Hosp												
LCol (b) (6)	3	1	4	2	0	2	2	0	2	100	Neg	100
307th A & E Sq												
LCol (b) (6)	4	1	5	1	1	2	1	1	2	100	100	100
307th FM Sq												
LCol (b) (6)	2	0	2	1	0	1	1	0	1	100	Neg	100
345th Em Sq												
LCol (b) (6)	1	0	1	1	0	1	1	0	1	100	Neg	100
370th Em Sq												
LCol (b) (6)	2	0	2	1	0	1	1	0	1	100	Neg	100
371st Em Sq												
Capt (b) (6)	0	3	3	0	3	3	0	2	2	Neg	66.7	66.7
372nd Trans Sq												
Maj (b) (6)	4	3	7	2	3	5	1	2	3	50.0	66.7	60.0
818th Instal Sq												
LCol (b) (6)	4	4	8	2	2	4	1	0	1	100	Neg	50.0
Hq Sq 818th AGRU												
LCol (b) (6)	7	2	9	4	2	6	1	2	3	25.0	100	50.0
818th Sup Sq												
LCol (b) (6)	2	0	2	2	0	2	1	0	1	50.0	Neg	50.0
98th FM Sq												
LCol (b) (6)	2	0	2	2	0	2	1	0	1	50.0	Neg	50.0
343d Em Sq												
LCol (b) (6)	2	2	4	2	2	4	1	1	2	50.0	50.0	50.0
307th AR Sq												
Maj (b) (6)	5	0	5	3	0	3	1	0	1	33.3	Neg	33.3
98th FM Sq												
LCol (b) (6)	4	0	4	3	0	3	1	0	1	33.3	Neg	33.3
98th AR Sq												
1 (b) (6)	3	0	3	3	0	3	1	0	1	33.3	Neg	33.3
372d Em Sq												
LCol (b) (6)	11	2	13	10	1	11	0	1	1	00.0	100	09.1
98th A & E Sq												
LCol (b) (6)	1	1	2	1	0	1	0	0	0	00.0	Neg	00.0
818th Ann Sq												
Maj (b) (6)	1	0	1	1	0	1	0	0	0	00.0	Neg	00.0
34th Avn Dep Sq												
Capt (b) (6)	1	1	2	1	1	2	0	0	0	00.0	00.0	00.0
Hq Sq 98th Em Wg												
Lt (b) (6)	1	0	1	1	0	1	0	0	0	00.0	Neg	00.0
98th Tac Hoop												
Maj (b) (6)	1	0	1	0	0	0	0	0	0	Neg	Neg	Neg
304th Em Sq												
Maj (b) (6)	0	1	1	0	0	0	0	0	0	Neg	Neg	Neg
Hq Sq 307th Em Wg												
LCol (b) (6)	0	0	0	0	0	0	0	0	0	Neg	Neg	Neg
307th FM Sq												
Capt (b) (6)	0	1	1	0	0	0	0	0	0	Neg	Neg	Neg
307th Tac Hoop												
818th AIR DIVISION	70	29	99	48	16	64	20	12	32	41.7	75.0	50.0

NOTE: COLUMN "A"-First Term Airmen COLUMN "B"-Career Airmen COLUMN "C"-Totals "A" & "B"

IMMEDIATE REENLISTMENT RATE BY CAREER FIELD
FOR MONTH OF AUGUST 1957

FIELD	TITLE	81ST ABGRU			98TH			307TH			81ST ADIV		
		(1)	(2)	(3)	(1)	(2)	(3)	(1)	(2)	(3)	(1)	(2)	(3)
29	Communications Operations	1	1	0				4	4	2	5	5	2
30	Radio & Radar Maintenance				6	5	0	1	1	1	7	6	1
32	Armament System Maintenance				7	6	0	1	0	0	8	6	0
42	Aircraft Accessory Maintenance				1	1	0	1	1	1	2	2	1
43	Aircraft & Engine Maintenance				5	4	1	5	2	1	10	6	2
43 E	Aircraft Mech-Jet over 2 Engine				7	3	3	2	2	1	9	5	4
46	Munitions & Weapons Maintenance	2	1	0	1	1	1	2	1	1	5	3	2
47	Vehicle Maintenance	2	1	1							2	1	1
55	Construction	3	2	2							3	2	2
56	Utilities	1	1	0							1	1	0
57	Firefighting	4	2	1							4	2	1
58	Fabric, Leather, Rubber				1	1	1				1	1	1
60	Transportation	1	1	0							1	1	0
62	Food Service	6	2	2				1	0	0	7	2	2
64	Supply	11	7	4	4	2	2	2	1	1	15	10	5
70	Administration	3	0	0				1	0	0	4	0	0
73	Personnel	2	2	1				1	1	1	3	3	2
77	Air Police	4	4	4							4	4	4
90	Medical	1	1	1	1	1	0				2	2	1
92	Aircraft Protection				1	1	0				1	1	0
98	Dental	1	1	1							1	1	1
TOTALS		42	26	17	32	25	6	21	13	9	95	64	32

LEGEND: COLUMN (1) Total Number Discharged
 COLUMN (2) Total Number Discharged Eligible to Reenlist
 COLUMN (3) Total Number Reenlisted

Headquarters
98th BOMBARDMENT WING (M)
United States Air Force
Lincoln Air Force Base, Nebraska

98DE

20 June 1957

SUBJECT: Projected Discharge Losses of Jet Aircraft Mechanics

TO: Commander, 949rd Bombardment Squadron (M)
Commander, 944th Bombardment Squadron (M)
Commander, 945th Bombardment Squadron (M)
Commander, 98th Air Refueling Squadron
Commander, 98th Armament-Electronics Squadron
Commander, 98th Field Maintenance Squadron
Commander, 98th Periodic Maintenance Squadron
Director of Materiel, 98th Bombardment Wing (M)

1. The following message from Commander, Eighth Air Force
DE 19287, 14 June 1957, is quoted for your information and compliance:

*UNCLAS/DE 19287. Subject: Projected discharge losses of
jet aircraft mechanics. A survey has just been completed
of the number of airmen AFSC 43131/51/71E eligible for separation
through April 1958. This study has revealed that units of the
815th ADiv will suffer exceedingly high discharge losses
primarily at the 3 level, during the months of January and
February 1958. Your losses are as follows:

AFSC	MAY 57	JUN 57	JUL 57	AUG 57	SEP 57	OCT 57	NOV 57	DEC 57	TOTAL
43131E	1				1				2
43151E	0				1				1
43171E	2				0				2
TOTAL	3				2				5

We cannot permit a mass exodus of skilled personnel from your
station during a one (1) or two (2) month period without in-
suring that skilled replacements have been trained to the
maximum extent possible. To provide sufficient lead time to
accomplish upgrade training from 3 to 5 level, 3 level resources
are being made available to your station to provide the maximum
assistance possible. Only by astute advanced planning can we
avert regression in our maintenance capability. Recommend all
commanders and/or supervisors be apprised of the large discharge
loss your station will experience. In this connection, the
efforts employed in maintaining a high standard of one the job
training, in obtaining a higher retention and extension of
enlistment rate will materially bridge the gap resulting from
the large projected discharge losses.

98DF, 1q 98th Bomb Wing (M). Subject: Projected Discharge Losses
of Jet Aircraft Mechanics

2. The subject of the above message is one of the most serious
problems this wing will confront during the coming months. Aggressive
action to alleviate this problem must begin now.

3. All commanders are strongly urged to renew their reenlistment
efforts and to provide a high standard of on-the-job training for all
untrained resources.

4. It is desired that your comments on this problem be furnished
to me not later than 28 June 1957. Your reply should contain your
plan of action, to include improvement and supervision of on-the-job
training, and specific recommendations which can be further studied
by this headquarters.

(b) (6)

Colonel, USAF
Commander

DISPOSITION FORM

Subject: Projected Discharge Losses of
Jet Aircraft Mechanics

TO 98C
TRM: 98EM

FROM 98EM

DATE 12 Jul 57
Lt Col Williamson/trm/605

1. Attached are replies to your letter, subject: "Projected Discharge Losses of Jet Aircraft Mechanics," 20 June 1957, for your information.
2. Our only solution to this forthcoming problem appears to be maximum emphasis on retention and on-the-job training. It is recommended that this be continually stressed at our Wing Staff Meetings.

6 Incls

1. Reply to Ltr 20Jun57 (343EC)
2. " " " (344EC)
3. " " " (43ES)
4. " " " (98L&E)
5. " " " (98EM)
6. " " " (98EM)

(b) (6)

Lt Colonel, USAF
Director of Personnel

TO 98C

FROM 98EM

DATE 15 Jul 57 COMMENT NO. 2
Maj (b) (6) L91

1. I believe that one big field in the retention of aircraft mechanics that needs further perusal is the supervisor. We can put up posters, have systematic interviews, lecture on " esprit de Corps"; however, if we and the commanders do not look into the ability and foresight of their supervisors, we have missed a great reenlistment potential. Are we sure that the supervisors now in that position are the best qualified, not only technically, but ambassadors that have the goal of the Air Force in mind as well as the axiom, "Get the job done."

2. Another great reenlistment potential that I do not feel has been utilized to its greatest extent are the officer air crew members who have aircraft assigned. These officers, if required to associate on the flight line with their respective crew chiefs, assistant crew chiefs, etc., and become familiar with the problems associated with the average airman, could do much toward the retention program in SAC.

3. During the slack in periodic inspections, all newly assigned A31X1 personnel within the wing were being reassigned to the 98th Periodic Maintenance Squadron for a training program prior to being permanently assigned to the tactical squadrons. It was felt that this training period would better prepare the individual for the job that he is assigned to and with less loss of manpower once assigned to a tactical organization. This situation cannot be handled by one squadron alone now that we are in a full periodic maintenance schedule and the burden will be upon the squadron maintenance officers.

(b) (6)

(b) (6)

1st Lt., USAF

Major, USAF
Director of Materiel

Headquarters
96TH BOMBARDMENT WING (M) (SAC)
United States Air Force
Lincoln Air Force Base, Nebraska

GENERAL ORDERS)
NUMBER 5)

5 August 1957

1. COLONEL WILBUR B BEEZLEY, 4173A, this headquarters, is assigned as
Deputy Wing Commander, EFF: 10 AUG 57, vice COLONEL (b) (6) 4610A,
this headquarters relieved.

FOR THE COMMANDER:

(b) (6)

(b) (6) Captain, USAF
Adjutant

DISTRIBUTION
a/c

10

Incl 1

0 3 7 7

1. "Cobra Killer" (No Notice USCM)

Tact Acft No.	Call No.	Call Pos	Acft Comdr	Pre-TO Brief	Sta Time	Start Eng	Taxi	T.O.	Rdz Time	CR Plan	HHCL Time	Tgt
Expel	Pink	Leader	S-11 Reeves	E*03:00	E*04:00	E*06:30	E*06:45	E*07:00	E*09:26	Ann	E*12:43	Rk. Isld
Expel	Pink	2	R-03 Rose	"	"	E*06:30	E*06:46	E*07:01	E*09:26	Ann	"	D. Moines
Expel	Pink	3	R-83 Frazier	"	"	E*06:30	E*06:47	E*07:02	E*09:26	Ann	"	Burlington
Expel	Brown	Leader	L-41 Franklin	E*04:20	E*06:50	"	E*07:05	E*07:20	E*09:43	Betty	E*12:55	Joliet
"	"	2	R-60 Robinson	"	"	"	E*07:06	E*07:21	E*09:43	Betty	"	Peoria
"	"	3	R-90 Luttrell	"	"	"	E*07:07	E*07:22	E*09:43	Betty	"	Ft. Wayne
"	Purple	Leader	S-69 Fennell	E*06:00	E*06:00	E*09:30	E*09:45	E*10:00	E*12:26	Ann	E*15:43	Rk. Isld
"	Purple	2	R-17 Burke	"	"	"	E*09:46	E*10:01	E*12:26	Ann	"	D. Moines
"	Purple	3	R-57 Woodruff	"	"	"	E*09:47	E*10:02	E*12:26	Ann	"	Burlington
"	Lime	Leader	S-05 Howerton	"	E*06:20	E*09:50	E*10:05	E*10:20	E*12:43	Betty	E*15:55	Joliet
"	Lime	2	R-19 Gardner	"	"	"	E*10:06	E*10:21	E*12:43	Betty	"	Peoria
"	Lime	3	R-20 Talbot	"	"	"	E*10:07	E*10:22	E*12:43	Betty	"	Ft. Wayne
"	Peach	Leader	R-52 Carnahan	E*15:00	E*16:00	E*18:30	E*18:45	E*19:00	E*21:26	Ann	E*24:43	Rk. Isld
"	Peach	2	R-50 Loney	"	"	"	E*18:45	E*19:01	E*21:26	Ann	"	D. Moines
"	Peach	3	R-63 Helton	"	"	"	E*18:47	E*19:02	E*21:26	Ann	"	Burlington
"	White	Leader	S-78 Augs	"	E*16:20	E*18:50	E*19:05	E*19:20	E*21:43	Betty	E*24:55	Joliet
"	White	2	R-73 Hecker	"	"	"	E*19:06	E*19:21	E*21:43	Betty	"	Peoria
"	White	3	R-85 Beason	"	"	"	E*19:07	E*19:22	E*21:43	Betty	"	Ft. Wayne
"	Yellow	Leader	L-08 Balford	E*18:00	E*19:00	E*21:30	E*21:45	E*22:00	E*24:16	Ann	E*27:43	Rk. Isld

SECRET

SECRET

Acft No.	Tact Call Sign	Cell Fos	Acft Comdr	Pre-FO Brief	Sta Time	Start Eng	Taxi	T.O.	Rdz Time	CR Plan	HMCL Time	Tgt
	"	Yellow 2	R-09 Laubaugh	E*18:00	E*19:00	E*21:30	E*21:46	E*22:01	E*24:26	Ann	E*27:43	D. Moines
	"	Yellow 3	R-20 Burket	"	"	"	E*21:47	E*22:02	E*24:26	Ann	"	Barlinton
	"	Amber Leader	L-40 Courtney	"	E*19:20	E*21:50	E*22:05	E*22:20	E*24:43	Betty	E*27:55	Joliet
	"	Amber 2	R-58 Frye	"	"	"	E*22:06	E*22:21	E*24:43	Betty	"	Peoria
	"	Amber 3	R-55 Palmer	"	"	"	E*22:07	E*22:22	E*24:43	Betty	"	Ft. Wayne
	"	Red Leader	S-74 Atterberry	E*27:00	E*28:00	E*30:30	E*30:45	E*31:00	E*33:26	Ann	E*36:43	Ek. Isld
	"	Red 2	R-87 Rowe	"	"	"	E*30:46	E*31:01	E*33:26	Ann	"	D. Moines
	"	Red 3	R-92 Miller	"	"	"	E*30:47	E*31:02	E*33:26	Ann	"	Barlinton
	"	Green Leader	L-01 Verley	"	E*28:20	E*30:50	E*31:05	E*31:20	E*33:43	Bett	E*36:55	Joliet
	"	Green 2	R-18 Wechter	"	"	"	E*31:06	E*31:21	E*33:43	Betty	"	Peoria
	"	Green 3	R-12 Sherman	"	"	"	E*31:07	E*31:22	E*33:43	Betty	"	Ft. Wayne
	"	Blue Leader	R-35 Kirby	E*30:00	E*31:00	E*33:30	E*33:45	E*34:00	E*36:26	Ann	E*39:43	Ek. Isld
	"	Blue 2	R-61 Schranger	"	"	"	E*33:46	E*34:01	E*36:26	Ann	"	D. Moines
	"	Blue 3	R-59 Hamilton	"	"	"	E*33:47	E*34:02	E*36:26	Ann	"	Barlinton
	"	Orange Leader	R-71 Wentworth	"	E*31:20	E*33:50	E*34:05	E*34:20	E*36:43	Betty	E*39:55	Joliet
	"	Orange 2	R-84 Johnson	"	"	"	E*34:06	E*34:21	E*36:43	Betty	"	Peoria
	"	Orange 3	R-93 Strickland	"	"	"	E*34:07	E*34:22	E*36:43	Betty	"	Ft. Wayne
	"	Black Leader	L-10 Allen	"	E*31:40	E*34:30	E*34:25	E*34:40	E*37:06	Ann	E*40:21	Ek. Isld

Tact Call No.	Cell & Pos	Acft Comdr	Pre-TO Brief	Sta Time	Start Eng	Taxi	T.O.	Rdz Time	CR Plan	HICI Time	Tgt
	Expel	R-75	E*20:00	E*21:40	E*24:10	E*24:26	E*24:41	E*27:06	Ann	E*40:23	D. Moines
	"	R-43	"	"	"	E*24:27	E*24:42	E*27:06	Ann	"	Burlington
	"	R-23	"	"	"	E*24:28	E*24:43	E*27:06	Ann	"	Joliet
	"	R-04	"	"	"				Ann		Spare
		Heinze							Ann		Spare
		R-65							Ann		Spare
		M.L. Brown							Ann		Spare
		R-94							Ann		Spare
		Collie							Ann		Spare
		N-80							Ann		Spare
		Henry							Ann		Spare
		N-99							Ann		Spare
		MacGinnay							Ann		Spare
		N-26							Ann		Spare
		Stevenson							Betty		Spare
		N-28							Betty		Spare
		Stewart							Betty		Spare
		N-24							Betty		Spare
		Dwyer							Betty		Spare
		R-62							Betty		Spare
		Mulkey							Betty		Spare
		R-64							Betty		Spare
		Montgomery							Betty		Spare
		N-66							Betty		Spare
		Newhouse							Betty		Spare
		N-76							Betty		Spare
		Boyd							Betty		Spare

~~SECRET~~

OPERATION "COBRA KILLER"

NO-NOTICE USCM

2. General and Specialized Briefings: In addition to the detailed and comprehensive briefings conducted on 26 and 29 July another will be conducted for Operation "Cobra Killer" on 10 August 1957 in the TIC building at 0830 hours. Those crews unable to attend either of these briefings will report ASAP to the O & T office for a personal briefing. A continuous refresher General and Specialized "Cobra Killer" briefing will be conducted the second Monday of each month, September, October and November, in the TIC building at 0830 hours. (UNCLASSIFIED)

3. Target Study: The following formal target study schedule will be conducted in the TIC building on dates and at times indicated: (UNCLASSIFIED)

	<u>Ann Cells</u>	<u>Betty Cells</u>
6 Aug 57	1500 - 1700	None
7 Aug 57	1000 - 1200	0800 - 1000
8 Aug 57	0800 - 1000	1000 - 1200
9 Aug 57	1000 - 1200	0800 - 1000

a. All crews present for duty will attend at least one two-hour period of formal target study for assigned cells as listed above. Each assigned crew will accomplish a continuous target study requirement of one hour each month, September, October and November, on the three targets assigned respective cells. (U)

4. Aircraft Preflight: Aircraft will be preflighted in accordance with the 50-58 FWP schedule. (UNCLASSIFIED)

~~SECRET~~

~~SECRET~~

5. Air Training Requirements: (SAC Reg 50-8) (~~SECRET~~)

- a. Bombing - One (1) camera radar attack (IBDA)
- b. Navigation - One (1) grid celestial leg
- c. Rendezvous - Cell leaders only.
- d. Refueling - Either night or day heavy weight refueling.

For 50-8 credit, On-Loads for the refueling is 33,000 pounds.

- e. Cell - A cell exercise will be flown thru refueling.
- f. Cruise Control - One (1) scorable Long Range Mission.
- g. Fighter Attacks - Daylight, identification passes only.
- h. ECM - Little River, Little Snow, Single Unit Dispense

Out and Max Dispense Out if possible.

6. Tactics: (~~SECRET~~) Takeoff, climb and cell form up will be in accordance with the tactical doctrines. Route cell configuration will be maintained to Refueling Initial point where normal Refueling cell configuration will be assumed prior to Start Descent point. Route cell configuration will be reassumed at level off after climb out from end of refueling and maintained to cell division point at the end of the navigation leg. At this point all cells will assume Early Warning Penetration Cell configuration prior to crossing the "H" Hour Control Line. EWP formation will be maintained to cell break up point where cell components will maintain Mach .73 to individual Pre-Initial Points. Mach .81 will be initiated at this point thru Initial Point and to assigned target. Individual aircraft will carefully follow withdrawal routes and altitudes as designated in the SAC Form One after Hi Jinks turnoff of targets and enroute to LAFB.

~~SECRET~~

~~SECRET~~

7. Refueling Information: (~~SECRET~~)

a. Primary Refueling Area - "Caldwell"

- (1) RIP - Ann Cells - Garden City VOR
- (2) RIP - Betty Cells - Dodge City VOR
- (3) Altitude - 15,000 feet, base
- (4) On-Load - 34,000 pounds
- (5) Tanker Orbit - CR Ann - $42^{\circ}/27'N$ $100^{\circ}/00'W$
- (6) Tanker Orbit - CR Betty - $42^{\circ}/20'N$ $99^{\circ}/17'W$
- (7) RDZ Pt - CR Ann - $43^{\circ}/36'N$ $99^{\circ}/46'W$
Time to RDZ 2:26
- (8) RDZ Pt - CR Betty - $43^{\circ}/32'N$ $99^{\circ}/05'W$
Time to RDZ 2:23
- (9) Fuel Decision Pt: At end of refueling, aircraft

require a minimum of 82,000 pounds to complete the mission as briefed, arriving over Lincoln AFB with a minimum of 15,400 pounds.

b. Alternate Refueling Area - "Tall Corn"

- (1) RIP - Ann Cells - Bromfield, Mo. $39^{\circ}/46'N$ $93^{\circ}/03'W$
- (2) RIP - Betty Cells - Columbia VOR
- (3) Altitude - 15,000 feet base.
- (4) On-Load - 34,000 pounds
- (5) Tanker Orbit - CR Ann - $42^{\circ}/36'N$ $94^{\circ}/13'W$
- (6) Tanker Orbit - CR Betty - $42^{\circ}/43'N$ $93^{\circ}/30'W$
- (7) RDZ Pt - CR Ann - $43^{\circ}/42'N$ $94^{\circ}/35'W$
Time to RDZ 2:13
- (8) RDZ Pt - CR Betty - $43^{\circ}/53'N$ $93^{\circ}/54'W$
Time to RDZ 2:14
- (9) Fuel Decision Pt: At end of refueling, aircraft require

a minimum of 82,000 pounds to complete the mission as briefed, arriving over Lincoln AFB with a minimum of 15,400 pounds.

~~SECRET~~

~~SECRET~~

c. Missed Refueling Procedures: Aircraft will contact Air Traffic Control, remaining with their respective cells until clearance is received and then return to Lincoln AFB. Expel control will be contacted for further instruction. (U)

8. Alternate Airfields: (UNCLASSIFIED)

a. The following airfields may be used as alternates in case of adverse weather conditions at Lincoln AFB upon return: These bases may be reached with a reserve of 12,000 pounds over Lincoln Air Force Base.

<u>ALTERNATE</u>	<u>MAG HEADG.</u>	<u>DIST.</u>	<u>NO WIND TIME</u>	<u>FUEL REQUIRED OVER LINCOLN AT ALTITUDE TO ARRIVE OVER ALT. WITH 12,000 LBS</u>
Forbes AFB Topeka, Kans	145°	126	:18	14,190#
Schilling AFB Salina, Kans	186°	127	:18	14,190#
Whiteman AFB Sedalia, Mo.	125°	190	:27	15,400#
Ellsworth AFB Rapid City, S.D.	294°	335	:47	17,810#
Altus AFB Okla City, Okla	187°	360	:54	18,700#
Little Rock AFB, Ark.	3°	420	1:00	19,410#

9. Enroute Emergency Airfields: (UNCLASSIFIED)

a. As listed in the route section of the Communications portion of this Flimsy.

~~SECRET~~

~~SECRET~~

10 Routes and Altitudes: As specified in the SAC Form 1. (UNCLASSIFIED)

11 Navigation: All navigation legs will be flown in accordance with SAC Reg 51-11. (UNCLASSIFIED)

a. All cells will accomplish a common grid celestial navigation leg as outlined below:

(1) Start Nav Leg: Grand Forks, N.D.
47/54N 97/02W

(2) Term. Nav Leg: Attawapiskat
52/55N 82/18W

b. All aircraft following cell leaders will fulfill the requirements specified for aircraft in cell formation as outlined in SAC Regulation 51-11. (U)

<u>Type Nav Leg</u>	<u>Cell Leader</u>	<u>Cell Acft 2,3 & 4</u>
Grid Cell	8 LOPs	6 LOPs

12 Bombing: Mach 81 will be flown from specified Pre-IP's thru Bomb Runs. Due to weapons aboard each aircraft, the following bomb run procedures will apply:

a. Under No Circumstances Will The Bomb Nav System Function Switch Be Placed In The Bomb Position At Any Time During This Mission.

b. The Normal Bomb Equipment check will not be made on this Mission.

c. Synchronization will be completed with the function switch in the track position with the Aircraft Commander continuously centering the FDI during the Bomb Run.

~~SECRET~~

~~SECRET~~

d. 1RM up track of the assigned target is defined as the effective point for this operation. At this point the Navigator will notify the Aircraft Commander that "Bombs Away" has been reached and at this time the Aircraft Commander will accomplish a "Hi Jinks" turn in accordance with bank angle limitations prescribed in TO 1B-47E-1, Appendix 1, Part 10, page A10-4 less 10% for aircraft with external wing tanks installed and in the direction specified in respective SAC Form Ones. The Navigator will record the "Bombs Away" frame number from the O-15 camera and the time "Bombs Away". Cross hair placement will be on assigned target or aiming point. Normal IBD& photography procedure will be followed.

e. The Co-pilot will insure the U-2 Release is in the locked position at all times except on T.O. and landing.

13. Abort Procedures: (UNCLASSIFIED)

a. Aircraft aborting on takeoff roll will clear the runway expeditiously to allow takeoff of succeeding aircraft. (U)

b. Aircraft aborting during initial climb will obtain ATC clearance, if necessary, and contact Lincoln Tower or Expel control for instructions. (U)

14. Highest Terrain Enroute: (UNCLASSIFIED)

North Platte Area 3950 feet

15. Penetration of H-Line: (UNCLASSIFIED)

a. Cell leaders will form aircraft into EWP cell at termination of grid celestial navigation leg, (all dividing point), and at least five minutes prior to penetration. Mach .73 will be used for penetration.

~~SECRET~~

SECRET

16. Flying Safety: (UNCLASSIFIED)

a. Flying Safety consideration will be of paramount importance and will take precedence over all mission accomplishments.

b. Aircraft Commanders will insure that each crew member possesses required survival equipment consistent with the route being flown. Over water gear will be carried on this mission.

17. Reports: Should any B-47 aircraft in this operation land at other than flight planned terminal base, the Aircraft Commander is responsible to ascertain the on-time transmission of the following Combat Reports:

<u>Type Report</u>	<u>Due Times</u>
B-15	Strike arrival report to be sent immediately upon landing.
B-17	Strike arrival delay report to be sent immediately upon landing.
M-17	Delay report - to be submitted 24 hrs after landing and each subsequent 24 hr period at alternate base.
M-10	Upon departure from delay base.
M-15	Immediately after arrival at home base.
M-12	Unusual Incident or Observation Report - Immediately upon observation.
M-14	Aircraft distress report - To be submitted immediately upon determining that aircraft must be ditched, crash landed or abandoned in mid-air. (CONFIDENTIAL)

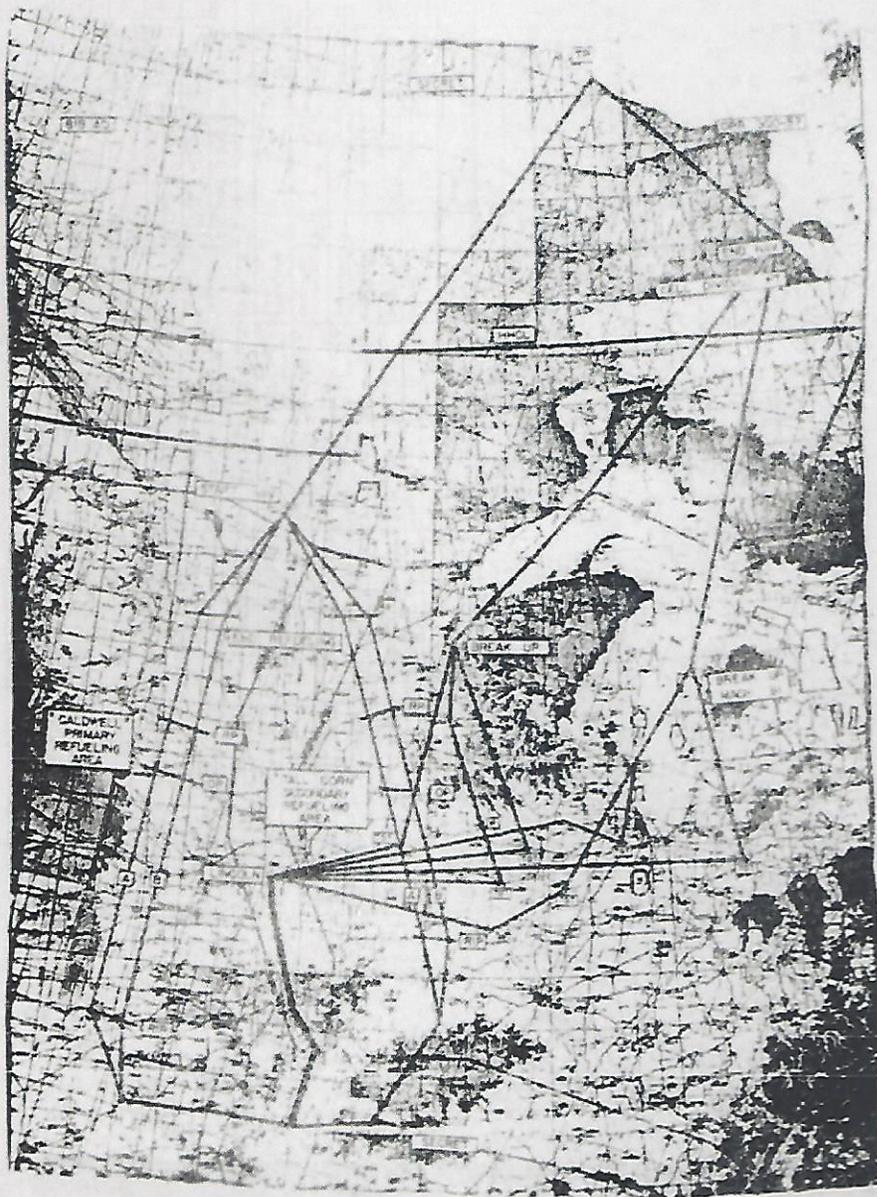
SECRET

~~SECRET~~

18. Special Instruction: Each Expel aircraft will contact Expel control approximately 100NM from Lincoln AFB and transmit the following information: (~~SECRET~~)

- a. Fuel reserve remaining.
- b. Strike estimate Dud, Poor or Good.
- c. Radar abort information, if applicable:
 - (1) Coordinates Radar Out
 - (2) Time of Radar Out

~~SECRET~~



FROM	TO	ROUTE	FLY COND	T.C.	WIND/DV	T.M.	VAR	M.H.	TEMP	IAS	T.A.S.	G.S.	GND DIS		TIME		AIR DIS	FUEL FLIGHT PLAN	
													ACC	DIS	ACC	TIME		ACC	DIS
47-52N	77-01W																		
36-51N	38-00W		00	024	35/145	037	-3	026	21.5	176	432	422	604	112	5			18270	2520
52-03N	23-18W		00	136	1/35	129	+11	237	35.2	✓	✓	447	215	277	214			53400	27400
51-00N	85-09W		00	232	✓	236	+11	237	35.2	✓	✓	422	3312	2507	187			41533	4200
47-47N	87-11W		00	220	44	224	+4	237	33.5	✓	✓	422	340	290	309			45200	4200
45-34N	83-17W		00	220	44	227	-3	234	35.0	✓	✓	411	2746	2650	2720			34500	12360
CELL 1754N-11P			00	220	44														
FROM																			
45-34N	72-17W																		
47-52N	87-05				35/132	190	-5	125	55	172	422	422	74	1	14			34000	12360
PIP FOSHESTER			00	120	40													32400	12360
47-52N	87-05W		00	164	27/150	167	-5	144	35.0	✓	✓	411	2702	2710	2710			28500	12360
IP CEDAR POINT			00	164	75													1750	1750
TGT EARLINGTON			00	162	15	167	-5	162	35.0	✓	✓	410	2742	2720	2757			26750	12360
PREAK FIGHT																			
L LINGOLN A.F. 2.			00	270	0	270	-8	263	38.0	✓	✓	422	371	294	297			20750	11500
FROM																			
45-34N	72-17W																		
PIP 42-51N 72-20W			00	194	47	201	-5	176	35.0	✓	✓	410	2608	2697				28100	
43-59N 72-57W			00	194	46	200	-6	174	34.0	✓	✓	410	2568	2707				20750	
J.P. AUSTIN			00	194	46	200	-6	174	34.0	✓	✓	410	2568	2707				20750	
TGT DIS. POINTS			00	194	46	200	-6	174	34.0	✓	✓	410	2568	2707				20750	
BAKELC 2100T																			

MISSION FLIGHT PLAN - CONTINUATION SHEET

H
I
J
K

L

SECRET

MISSION FLIGHT PLAN		D.O. AND NICKNAME		UNIT		TYPE ACFT		WAVE		CELL CALL		REMARKS	
POUNDS		FLY COND		KNOTS		R-47E		PRIMARY		SIGN		C/L	
LEFT BASIC	1,200												
CREW	1,200												
OIL	90												
ATO	350												
BACK													
START/TANKS													
MISCELLANEOUS	1,660												
CHIEF													
OPERATING	5,980												
TOTAL FUEL	92,470												
START ENGINES AND TAXI FUEL ALLOWANCE	3,200												
NR SHOTS ATO REQUIRED													
NR SHOTS ATO REQUIRED													
ATO FIRING SPEED	159,650												
CRITICAL WIND COMPONENT													
1ST LEG													
2ND LEG													
3RD LEG													

PRE-FLIGHT PLAN

FROM	ROUTE	FLY COND	T.C.	WIND DIR	DRIFT	T.H.	VAR	M.H.	TEMP	IAS	T.A.S.	G.L.	OND DIS	TIME	AIR DIS	FUEL FLIGHT PLAN
									ALT	MACH			ACC SHD DIS	ACC TIME	ACC AIR DIS	ETA REMAINING
A	60-16N 96-40W	CL	176	+4	180	-9	171			96	380	391	35	04	21	
B	38-16N 94-08W	CL	185	+4	169	-9	180						51	07	42	
C	37-39N 95-31W	CL	185	+4	169	-9	180						96	14	17	
D	30-22N 95-50W	CR	196	+7	303	-9	192						135	25	21	
E	37-51N 100-02W	CR	374	0	374	-10	364						492	0145	502	
F	37-51N 100-02W	CR	352	-7	345	-11	334						303	0150	317	
G	37-51N 99-17W	CR	352	-7	301	-11	300						303	0200	317	
H	37-51N 99-17W	CR	352	-7	301	-11	300						303	0200	317	
I	37-51N 99-17W	CR	352	-7	301	-11	300						303	0200	317	
J	37-51N 99-17W	CR	352	-7	301	-11	300						303	0200	317	
K	37-51N 99-17W	CR	352	-7	301	-11	300						303	0200	317	
L	37-51N 99-17W	CR	352	-7	301	-11	300						303	0200	317	
M	37-51N 99-17W	CR	352	-7	301	-11	300						303	0200	317	
N	37-51N 99-17W	CR	352	-7	301	-11	300						303	0200	317	
O	37-51N 99-17W	CR	352	-7	301	-11	300						303	0200	317	
P	37-51N 99-17W	CR	352	-7	301	-11	300						303	0200	317	
Q	37-51N 99-17W	CR	352	-7	301	-11	300						303	0200	317	
R	37-51N 99-17W	CR	352	-7	301	-11	300						303	0200	317	
S	37-51N 99-17W	CR	352	-7	301	-11	300						303	0200	317	

SECRET

SECRET

SAC 18 APR 61 1a PG 2/28

03911

SECRET

MISSION FLIGHT PLAN - CONTINUATION SHEET															
FROM 40-42N 86-02W FEARS SHAW GCJ ROUTE	FLY COND	T.C.	WIND DVP DRIFT	T.H.	VM	M.N.	TEMP ALT	IAS MACH	T. A. S. G. S.	DND DIS GND DIS	TIME TAC TIME	AIR DIS AIR DIS	FUEL FLIGHT PLAN		
													PROG FUEL RESERVE	GROSS WT	
FROM 44-08N 80-32E			*3												
FEEL - 240W GCJ														37900	132760
43-07N 85-03W	CR 169		28/35	173	41	174	35.0	.81	466	478	3785	0648	2776	4650	4650
T.P.			+4											33250	128170
TGT. FT. WAYNE	CR 169		+4	123	0	172	35.0		475	280	0857	0857	2849	1850	1850
BREAK. RIGHT							CLIMB							31400	126260
41-07N 87-50W	CL 273		0	272	-1	272	43.0	.73	422	378	2955	0717	2790	3300	3300
KANAWAEE	CR 268		+1	269	-4	265								28100	122960
BRADFORD VOR	CR 265		+1	267	-5	264								2000	2000
LINCOLN AFB	CR 265		+1	267	-5	264								26100	120960
														7600	7600
														18500	113360
NOTE: *4 AIRCRAFT WILL FLY THE ROUTE FOR BETTY LEAD FROM END NAV TO LINCOLN AFB															

FORM 10-60 (REV. 10-60) 16-10-60

SECRET

0 3 0 7

~~SECRET~~ 98TH BOMB WING
COBRA KILLER FLIMSY - ECM

1. Requirements:

- (a) Each participating crew will accomplish the following: (U)

One (1) Little Snow Run (contingent upon equipment availability).
One (1) Little River Run
One (1) Single Unit Dispense (SUD)
One (1) Maximum Dispense Out.

(b) All ECM activity will be conducted in accordance with procedures outlined in SACR 51-6, Annexes thereto, and as expanded herein. (U)

(c) DD Forms 175 and airborne clearance will be accomplished by each crew and/or Cell Leader in accordance with instructions contained in this flimsy. (U)

2. ECM Equipment Configuration: (U)

Each aircraft will have the following equipment installed:

(a) One (1) AFS-54 Detection System.

(b) Two (2) ALB-1 Chaff Dispensers.

(c) One (1) ALT-6B or 8B transmitter (contingent upon equipment available). (U)

(d) Two (2) ALT-7 transmitters.

(e) Chaff Load - Two (2) cartons of RR-6 (304 units - 124 lbs) will be loaded in left hopper (control box will be marked "Left")
One (1) carton of RR-6 and one (1) carton of RR-39 (200 units - 114 lbs) will be loaded in right hopper. (U)

3. ECM activity will be accomplished in the following sequence: (U)

- (a) ANN & BETTY CELLS

(1) Single Unit Dispense: Starting Point (50 00N)(95 00W).
Upon reaching the starting point, Cell Leader will contact Ground Photo "BOGFILE" and request clearance for Big Photo Delta Run. EXAMPLE:
"GROUND PHOTO BOGFILE THIS IS BIG PHOTO (call sign). REQUEST CLEARANCE FOR DELTA RUN". When clearance is granted, place right dispenser selector to "F" setting and turn power switch "ON". Dispense for 30 minutes. Turn dispenser "OFF" at the expiration of 30 minutes. (U)

~~SECRET~~

-SECRET

(2) Little River Run: Fifteen minutes after departing cell division point, contact "GROUND PHOTO POPULAR" on ch 10 and request they alert "GROUND PHOTO (WILLOW - ANN Calls) (NAPLES - Betty Calls)" for Little River Run.

(a) Upon reaching coordinates (48 56N, 87 50W - Ann Calls) (49 00N, 84 17W - Betty Calls) contact "GROUND PHOTO (WILLOW - ANN Calls) (NAPLES - BETTY Calls)" and request clearance for Little River Run. EXAMPLE: "GROUND PHOTO WILLOW THIS IS BIG PHOTO (Call Sign), REQUEST CLEARANCE FOR LITTLE RIVER R N".

(b) If clearance is granted, turn AFS-54 on (FRF Lower Limit - 800, Delay "IN", Gain 7, Nose-Tail-Both-Set to "Tail") and perform armament safety check. Upon receiving an indication on the AFS-54, FCS, or visually that the fighter is making an intercept, set both dispensers to position "B" and turn "ON". When chaff reserve counters read zero or light stops flashing, turn dispensers off.

(c) In the event the clearance is denied or Little Photo (fighters) fail to show within fifteen (15) minutes, call Ground Photo and request clearance for Delta Run. If clearance is granted, turn both dispensers to position "B" and turn on. Turn Right Dispenser "OFF" when Reserve Counter reads "48". Turn Left Dispenser "OFF" when Reserve Counter reads "ZERO".

(3) Little Snow Run:

(a) Little Snow Run will be made against A-D Radar Site (KIDSKIN 45 15N 92 38W - Ann Calls) (FRESHSHOW 44 48N 86 03 - Betty Calls). IP for run will be (46 20N 91 24W - Ann Calls) (46 06N 85 30W - Betty Calls).

(b) Five (5) minute prior to reaching IP, ALT-6B (or 2B) will be turned to "STAND-BY" position and JCI site will be contacted by Call Leader for clearance for run. EXAMPLE: "GROUND PHOTO KIDSKIN THIS IS BIG PHOTO EKPEL 69, EKPEL 24, EKPEL 32, REQUEST CLEARANCE FOR LITTLE SNOW R N".

(c) After clearance has been obtained, the Call Leader will furnish the following information to the GCI Site:

- (1) Aircraft call sign
- (2) Crew Number
- (3) Last name, initials and rank of ECM operator (Pilot) NOTE: the term "ECM" WILL NOT BE USED. The term "RAVEN" will be used.
- (4) True course and altitude of run (U)
- (5) Estimated time over IP (U)

EXAMPLE: "GROUND PHOTO KIDSKIN THIS IS BIG PHOTO EKPEL 69, CREW NUMBER LIMA 34, RAVEN JONES ALPHA BRAVO, CAPTAIN. TRUE COURSE 353, ALTITUDE 40,000. ESTIMATE OVER THE IP AT 2330Z, EKPEL 32, CREW NUMBER ROMEO 13, RAVEN DOE, TANGO DELTA, CAPTAIN. EKPEL 22, CREW NUMBER ROMEO 35, RAVEN SMITH, COBRA ALPHA." (U)

-SECRET

SECRET

(d) The run will begin over the IP and be made on a direct course inbound to the station. The following will be accomplished when over the IP. (U)

(1) Turn ALI-6B (or 7B) to "TRANSMIT" position. (Transmit light should come on. If light does not come on or if light goes out anytime during the run, depress the reset button for 5 seconds. If light continues to go off, call in malfunction run and turn set off).

(2) Notify GCI site when departing IP. (U)

(e) The GCI site will be notified upon reaching the following points during the run:

- 60 NM from site - Position One
- 40 NM from site - Position Two
- 20 NM from site - Position Three

EXAMPLE: "GROUND PHOTO KIDSKIN, THIS IS BIG PHOTO EXPEL 69, EXPEL 32, EXPEL 24 AT POSITION ONE". (U)

Jamming transmitter will be turned off at position three.

(f) In the event the Ground Station desires the jamming to cease they will request the aircraft to "STOP BUZZER". When an aircraft is requested to "STOP BUZZER" the jamming aircraft transmitter will be turned off immediately.

(g) At termination of run, position three, the Cell Leader will call the GCI site and request "AREA" for the call.

EXAMPLE: "GROUND PHOTO KIDSKIN THIS IS BIG PHOTO EXPEL 69, REQUEST AREA". (U)

(h) Each aircraft Commander will file a flight plan with Base Operations not less than six (6) hours prior to the start of the mission. The following information will be included in the remarks section of the DD Form 175.

- (1) Pass to 31st and 37th ADIV (DEF)
- (2) Big Photo
- (3) Frequency band affected by electronic jamming (3 Band)
- (4) Type mission (Swear Jamming & Random chaff)
- (5) Call sign of radar stations to be worked.

(6) Approximate ETA at IP for each run.

EXAMPLE: "BIG PHOTO, RANDOM CHAFF, BCFPILE, 2030Z, RA'DOM CHAFF, FILLON 2330Z, SWERF JAM, SIERRA BAND, KIDSKIN 2345Z. (U)

SECRET

~~SECRET~~

SECTION II
COMMUNICATIONS
AND
ECM ACTIVITIES

98 DOC 8 13 57,

~~SECRET~~

75-1459

~~SECRET~~

B-47 COMMUNICATIONS FLIMSY - "COBRA KILLER" 818th ADIV OPORD 300-57
PART I

1. PRE TAKE-OFF COMMUNICATIONS: (UNCLASSIFIED)

a. Immediately after determining the aircraft status, advise the Control Room. If difficulties are encountered, advise the Control Room of the nature, assistance required, if any and if a delay is anticipated.

b. All aircraft will call the Control Room at start engines. If possible a listening watch will be maintained on Tower frequency for twenty (20) minutes prior to take-off. The Wing Tower Officer will (or may) issue last minute instructions during this period.

2. CHANNELIZATION: (UNCLASSIFIED)

a. UHF: UHF channelization will be as shown on the current pilot's flip charts and/or current editions of the applicable Radio Facility Chart.

b. HF: HF channelization will be as shown on the current pilot's flip charts and/or channelization cards on the face of the Master Control Box for HF equipment.

3. CALL WORDS AND/OR CODE WORDS: (~~CONFIDENTIAL~~)

Mission Recall Word	FATBOY ALPHA
Mission Nickname	COBRA KILLER
Recall Word (98EW Aircraft)	BOULDER CHARLIE
Lincoln Task Force Control Room	
SAC Control Rooms (when unknown)	<u>SKYHIRD</u>
ALL SAC AIRBORNE AIRCRAFT (COLLECTIVE)	SKYKING
B-47 Call Signs	(Tactical Call)(Cell Color)(Flight Posn)
KC-97 Call Signs	(Area)(Rendezvous Point)(Flight Posn)
98EW Control Room	
307EW Control Room	
GCI Sites (ZI)	<u>STARGAZER</u>
GCI Sites (Canada)	RADAR ADVISORY
Recall Word (307th B-47 Acft)	BOULDER GOLD

4. FREQUENCIES: (~~CONFIDENTIAL~~)

Air Refueling	See Refueling Section and route chart
98EW Control Room	311.0 Mcs. Ch 11
307EW Control Room	321.0 Mcs. Ch 9 (also Lincoln TF Control)
GCI Sites (ZI and Canada)	364.2 Mcs. Ch 10

5. GENERAL:

a. Authentication, if required will be accomplished by use of the current edition of KAC-1()/TSEC. (~~CONFIDENTIAL~~)

b. IFF will be operated as follows: (~~CONFIDENTIAL~~)

(1) In cell or formation: Lead aircraft will operate on Mode II. Remaining aircraft on standby.

(2) In event an aircraft leaves the cell (or formation) IFF operation will be Mode II.

~~SECRET~~

75-1459

~~SECRET~~

(3) In event of an emergency, IFF will be placed on EMERGENCY.

c. CAA/ADIZ REPORTS: (UNCLASSIFIED)

(1) The cell leader of each cell will transmit required CAA/ADIZ position reports. Remaining aircraft will maintain radio silence.

(2) In event of an emergency or an individual aircraft, individual CAA/ADIZ reports will be transmitted as required.

d. Emergency procedures will be as outlined in ACPs 130 and 135 and the Supplementary Flight Information Document. (UNCLASSIFIED)

e. SAC Monitoring Procedure ALPHA will be in effect at all times: (CONFIDENTIAL)

(1) The frequencies listed below will be monitored continuously at all times while airborne with particular emphasis on the periods from :05 - :08, :25 - :28 and :45 - :48 minutes past each hour:

Cell Leader	6738
#2 Aircraft	11228
#3 Aircraft	15016
#4 Aircraft	4724.5

(2) The above indicated schedule will be in effect for each cell participating.

(3) FOXTROT messages will be transmitted 5 times in succession for the three (3) successive periods following their receipt by an air/ground station. EXAMPLE: Andrews receives a request to transmit FOXTROT message for the Lincoln Task Force at 171733Z July. The message will be transmitted during the periods 1745 - 1748, 1805 - 1808 and 1825 - 1828.

(4) If required, recall and/or diversion messages will be broadcast by an authorized AACS air/ground station. To insure that the messages are transmitted by an authorized ground station, it will be authenticated using transmission authentication. For procedures in accomplishing this type authentication see the current edition of KAC-1()/TSEC, page 2.

(5) All intercepted Foxtrot traffic addressed to "SKYKING" will be recorded on a radio log and turned in at de-briefing to the communications representative.

f. The TR/G switch of the UHF radio will be kept in the TR/G position at all times except when necessary to leave the Guard channel monitoring due to interference on the operating frequency.

g. GCI frequency 364.2 Mcs. (Ch 10) will be monitored by one aircraft of each cell while overflying Canadian territory outside the UHF range of Canadian ATC Facilities.

h. Emergency Frequency 121.5 Mcs. will be monitored using the omni receiver. This procedure will be in effect at all times the omni receiver is not being used as a navigational aid. (UNCLASSIFIED)

i. EWP pad and crystal issuance will be simulated by the Wing Communications Officer.

~~SECRET~~

~~SECRET~~

j. HS-6 radios will be carried aboard B-47 aircraft as far as they can be provided. These radios will be stowed in the crawlway in accordance with previous instructions. (UNCLASSIFIED)

k. The use of the HF radio will be restricted as follows: (██████████)

- (1) Emergency
- (2) In event of UHF failure, HF may be used to establish contact with tower.
- (3) NO REPEAT NO STRIKE REPORTS WILL BE TRANSMITTED.

l. AIR REFUELING: Air refueling for this mission will be conducted as indicated below: (██████████)

C/R Plan	APN-12		APN-76		APN-11 or APN-69	Air/Air MF Homing	Reflg Freq	Tanker Interplane
	T	R	T	R				
ANN	5	6	6	5	1-2-1	1742	256.0	133.6
BETTY	5	7	7	5	2-1	1734	266.2	132.7

UHF BACK-UP (All Cells) - 352.6 Mcs.

HF Emergency Frequency - 4731.5 Kcs.

B-47 Aircraft will monitor the Tanker interplane frequency using the omni receiver prior to and during refueling.

m. Prior to take-off, IFF operation will be checked by calling LINCOLN RENDEZVOUS CONTROL on either 303.0 Mcs. (307W) or 351.0 Mcs. (98W) and requesting that a "PARROT" check be made. (██████████)

n. CROSS-BAND OPERATION WILL NOT REPEAT NOT BE USED EXCEPT UNDER THE FOLLOWING CONDITIONS: (██████████)

- (1) Emergency
- (2) Deviation from route
- (3) Deviation in excess of one (1) hour, plus or minus, from estimates listed in altitude reservation flight plan
- (4) Deviation from estimated time of penetration (ETP) of ADIZ/CADIZ exceeds prescribed tolerances. The ETP may be revised in flight, contact is made with appropriate Aeronautical facility or "COMAD RADAR" on 364.2 Mcs. with instructions to pass to ARTC.

o. THE FOLLOWING REMARKS WILL BE PLACED ON THE FORM 175 (Clearance) (██████████)

- (1) Estimates (TO plus ETE) based on best available winds to turning points.
- (2) No HF reporting unless aircraft deviates in excess of one (1) hour, plus or minus, from estimates contained in the altitude reservation flight plan or as required to comply with ADIZ/CADIZ requirements.

~~SECRET~~

~~SECRET~~

Ann Cells
Primary Reflg

⊕ DAA Reporting Points
⊕ Alternate Airfields

Grand Forks
Grand Forks Ch 5

⊕ ELLSNORTH

⊕ End Refueling
Pierre Radio
ch 5

Fri reflg freq -256.0
UHF back-up 352.6 (Ann cells)
HF emergency reflg 4731.5 Kcs.
Tnkr interplane 133.4 Mcs. Recvrs will
monitor this using call recvr prior to and
during reflg.

IPF
Cell leader - Mode II
Others - Standby
In event of emergency
EMERGENCY
Individual acct - Mode II

start refueling
4336N, 9946W

⊕ OFFUTT

⊕ Abeam North Platte
North Platte
ch 5

⊕ LINCOLN

⊕ LOWRY

⊕ Garden City
Garden City Radio
ch 5

⊕ Emporia
Emporia Radio
ch 5
IPF - Cherokee 75

SALINA ⊕

⊕ Gage
Gage Radio
ch 5

⊕ TOWER

⊕ Tulsa
Tulsa Radio
ch 5

~~SECRET~~

75-1459A
ANNEX #1

Ann Calls
Alternate Refueling

~~SECRET~~

⊕ CAA reporting points
⊙ Alternate airfields

Grand Forks
Grand Forks Radio
ch 5

End Refueling
Alexandria Radio
ch 5

Fri Reflg Freq 266.0
UHF back up 325.6
HF emergency reflg 4731.5
Tkr Interplane - 133.6 Mcs.
This freq will be guarded by the
recvr prior to and during reflg

IFF
Cell leader - Mode II
Remaining soft-standby
Emergency- EMERGENCY
Indiv. soft - Mode II

ELLSWORTH ⊙

Start Refueling
1342N, 9435W

OFFUTT ⊙

Des Moines
Des Moines Radio
ch 5

LINCOLN

Sporia
Sporia Radio
ch 5

3902N, 9233W
Springfield Radio
ch 5

Chanute
KAN.

ZINER ⊙

~~SECRET~~

Tulsa
Tulsa Radio - ch 5

1a

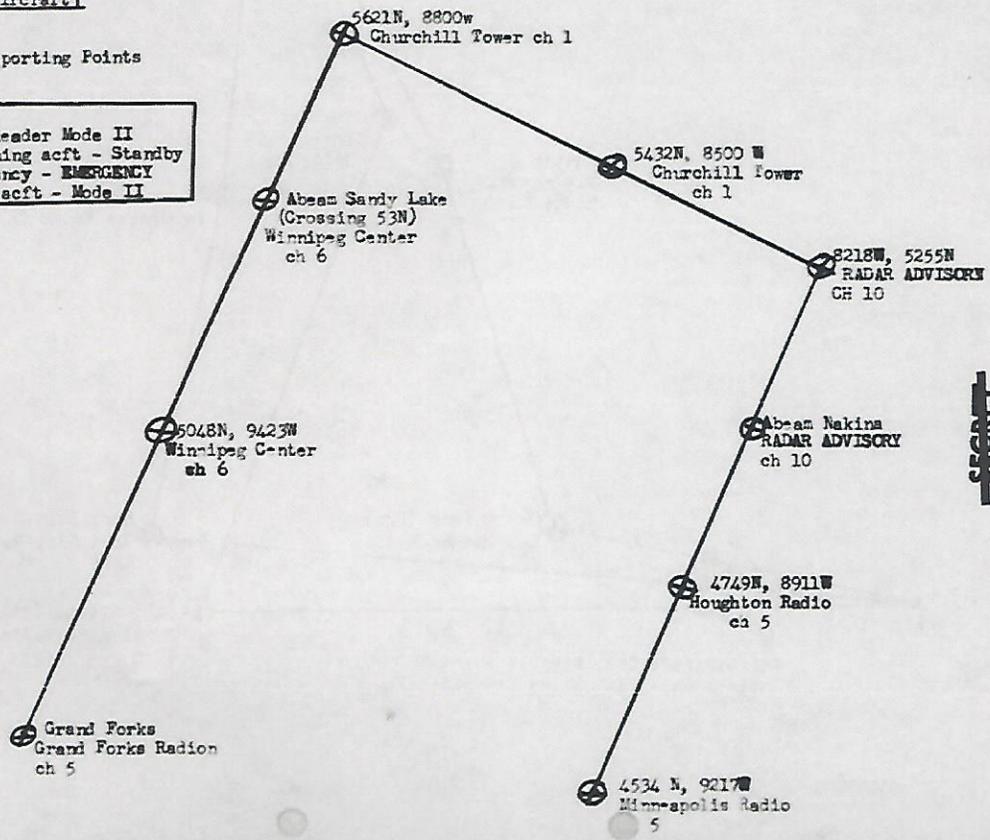
75-1459A
AMEND #1

Ann Cells
All aircraft

⊕ CAA Reporting Points

IFF
Cell leader Mode II
Remaining acft - Standby
Emergency - EMERGENCY
Indiv acft - Mode II

~~SECRET~~



75-1459A
AMEND #1

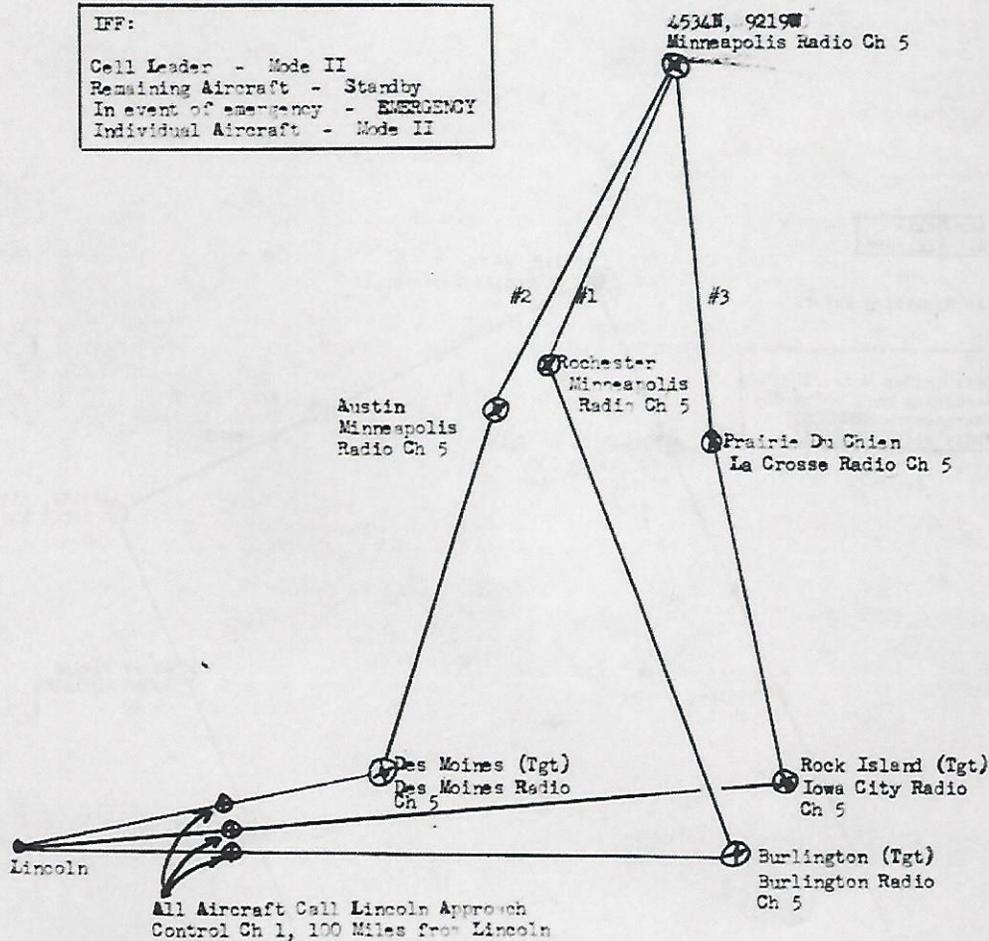
~~SECRET~~

2

~~SECRET~~

ANN CELLS

IFF:
Cell Leader - Mode II
Remaining Aircraft - Standby
In event of emergency - EMERGENCY
Individual Aircraft - Mode II



Attach 1

3

~~SECRET~~

75-1459

SECRET

IFF
Cell leader Mode II
Remaining acft - Standby
In event of emergency
EMERGENCY
Indiv. acft - Mode II

Jetty Cells
Primary Refueling

⊙ CAA reporting points
⊕ Alternate airfields

Grand Forks
Grand Forks Radio
ch 5

Level Off (4716N, 9932W)
Aberdeen Radio ch 5

ELLSWORTH

Pri Reflg Freq 266.2
UHF Backup 352.6
HF emergency back up 4731.5
Tkr Interyplane. -132.7 Mos. Recvr
will monitor this before and during
reflg.

Abeas Grand Island
Grand Island Radio
ch 5

OMITT ⊕

LINCOLN

Dodge City
Dodge City Radio
ch 5

Esoria
Esoria Radio
ch 5

SALINA ⊕

TP Cherokee Ks

Gage
Gage Radio
ch 5

Pulsa
Pulsa Radio
ch 5

4

SECRET

75-1459A
AHEAD #1

~~SECRET~~

Grand Forks
Grand Forks Radio
ch 5

Betty Calls
Alternate Refueling

⊕ CAA reporting points
⊙ Alternate Airfields

IFF
Cell Leader - Mode II
Remaining acft - Standby
Emergency-EMERGENCY
Indiv. Acft - Mode II

End Refueling
Alexandria Radio
ch 5

MINNEAPOLIS ⊙

Fri Reflg Freq - 266.2
UHF back up - 352.6
HF emerg reflg - 4731.5
Tnkr Interplane - 132.7 Mcs.
Recvr will monitor this prior
to and during reflg.

ELLSWORTH ⊙

Start Refueling
4353N, 9354W

OFFUTT ⊙

LINCOLN ⊕

Abess Des Moines
Des Moines Radio
ch 5

SCHILLING ⊙

Emporia
Emporia Radio
ch 5

Columbia
Columbia Radio
ch 5

Chanute
KAN

~~SECRET~~

TINKER ⊙

Tulsa
Tulsa Radio - ch 5

Fayetteville
Fayetteville Radio - ch 5

4a

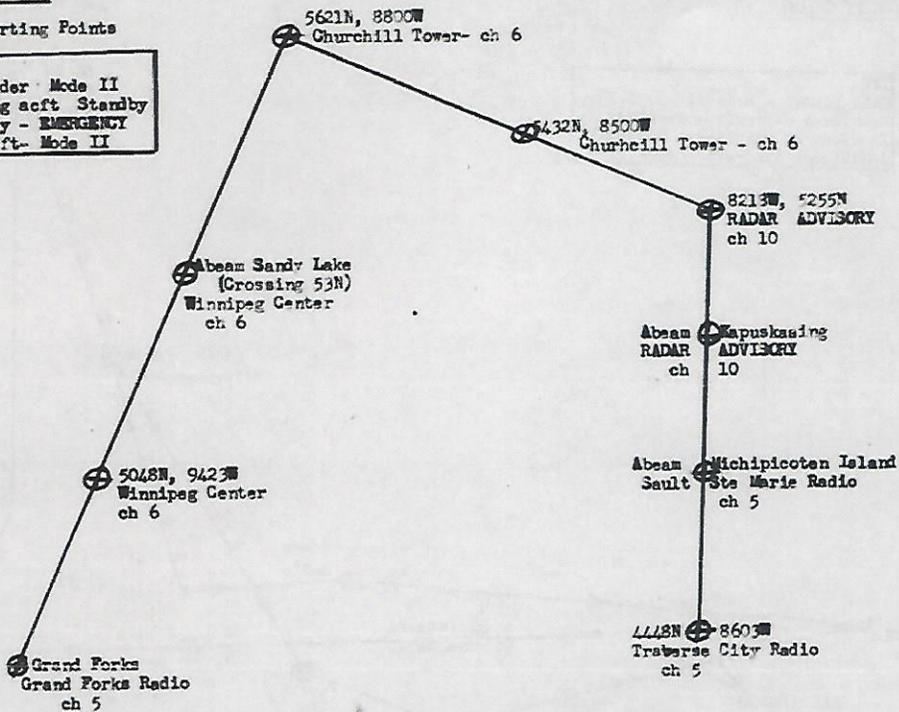
75-1459A
AMEND #1

Betty Cells
All Aircraft

CAA Reporting Points

IFF
Cell Leader Mode II
Remaining acft Standby
Emergency - EMERGENCY
Indiv acft- Mode II

SECRET



75-1459A
19 AUG 61

SECRET

5

~~SECRET~~

818th Air Division



"Cobra Killer"

818TH AIR DIV. OPS. ORDER
300-57

PAGE	OF	PAGES
COPY 69	OF 98	COPIES

CONTROL NUMBER
7-2567-S

~~SECRET~~

~~SECRET~~

Headquarters
818TH AIR DIVISION
United States Air Force
Lincoln Air Force Base, Nebraska

DO

12 July 1957

SUBJECT: (UNCLASSIFIED) 818th Air Division Operations Order 300-57

TO: See Distribution on Operations Order

1. Attached is 818th Air Division Operations Order 300-57. (UNCLASSIFIED)
2. Unclassified nickname for this Operations Order is "Corba Killer." (UNCLASSIFIED)
3. If the inclosure is withdrawn or not attached, the classification of this correspondence will be downgraded to UNCLASSIFIED in accordance with Air Force Regulation 205-1, paragraph 37h, dated 3 January 1957, as amended. (UNCLASSIFIED)

FOR THE COMMANDER:

(b) (6)

1 Incl
As stated

Captain USAF
Assistant Adjutant

~~SECRET~~

7-2567-S

0 5 1 5

~~SECRET~~

HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska
12 July 1957

OPERATIONS ORDER

SERIAL NUMBER

300-57

This Order consists of 9 pages.

~~SECRET~~

818ADIV OPORD 300-57
12 July 1957
7-2567-S

~~SECRET~~

HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska

TABLE OF CONTENTS

OPERATIONS ORDER

Annex A - Intelligence

Annex B - Air Operations

Appendix 1 - B-47 Nav & Bomb

Appendix 2 - B-47 Fuel Decision

Appendix 3 - B-47 Air Refueling (Lincoln-Fortbes Task Force Plan)

Annex C - Communications

Appendix 1 - Airborne Communications

Appendix 2 - Electronics Countermeasures

Annex D - Maintenance

Annex E - Flying Safety

Annex F - Special Weapons

Appendix 1 - Munitions and Air Weapons

Appendix 2 - Weapons Recap Sheet - 98th Bombardment Wing

Appendix 3 - Weapons Recap Sheet - 307th Bombardment Wing

Appendix 4 - Weapons Off-Loading Schedule

818ADIV OPORD 300-57

12 July 1957

7-2567-S

~~SECRET~~

~~SECRET~~

HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska

OPERATIONS ORDER 300-57

CHART AND MAP REFERENCES: See annex A.

TASK ORGANIZATIONS:

98th Bombardment Wing	Col (b) (6)
307th Bombardment Wing	Col
818th Air Base Group	Col

1. GENERAL SITUATION: The requirement exists to conduct a NO-NOTICE USCM for both the 98th and 307th Bombardment Wings (818th Air Division) under the provisions of SAC Regulation 50-8. Period of vulnerability for this exercise is 1 August 1957 through 30 November 1957. (UNCLASSIFIED)

a. Enemy Forces: Omitted.

b. Friendly Forces:

(1) 21st Air Division.

(a) Provide air refueling support from its resources for the 818th Air Division. Eighth Air Force Operations Plan 300-57 and 818th Air Division Operations Order 300-57 will apply. (~~SECRET~~)

2. MISSION:

a. To conduct a USCM for the purpose of exercising the 818th Air Division so as to continue the training of B-47 combat crews with a review toward maintaining combat ready proficiency. (~~SECRET~~)

818ADIV OPORD 300-57
12 July 1957
7-2567-S

2

~~SECRET~~

87618

3. TASKS FOR SUBORDINATE UNITS: ~~SECRET~~

a. 98th Bombardment Wing:

(1) Launch forty (40) or forty-one (41) B-47 aircraft, in accordance with instructions contained herein. (~~SECRET~~)

(2) Provide one (1) B-47 aircraft (if directed) to act as weather scout in the "CALDWELL" or "TALL CORN" air refueling area. (~~SECRET~~)

b. 98th Air Refueling Squadron:

(1) Provide air refueling support for the 818th Air Division as called for in accordance with Eighth Air Force Operations Plan 300-57. (~~SECRET~~)

(2) Provide weather scouts as directed by Tanker Task Force Commander. (See appendix 3 of Annex B.) (UNCLASSIFIED)

c. 307th Bombardment Wing:

(1) Launch forty (40) or forty-one (41) B-47 aircraft, in accordance with instructions contained herein. (~~SECRET~~)

(2) Provide one (1) B-47 aircraft (if directed) to act as weather scout in the "CALDWELL" or "TALL CORN" air refueling area. (~~SECRET~~)

d. 90th Air Refueling Squadron:

(1) Provide air refueling support for the 818th Air Division as called for in accordance with Eighth Air Force Operations Plan 300-57. (~~SECRET~~)

(2) Provide Weather scouts as directed by Tanker Task Force Commander. (See Appendix 3 of Annex B.) (UNCLASSIFIED)

818ADIV OPORD 300-57
12 July 1957
7-2567-S

~~SECRET~~

3x. GENERAL INSTRUCTIONS:

(1) Appropriate instructions contained in the following manuals will apply for this operations: (UNCLASSIFIED)

SAC Manual 55-5, Conf (U) Tactical Doctrine

SAC Manual 55-8, Aircraft Movement Missions

SAC Manual 55-10, Conf (U) Tactical Doctrine (Air Refueling)

SAC Manual 55-12, Conf (U) Air Operations (Peacetime)

SAC Manual 55-14, Conf (U) Air Refueling Areas - NEAC

SAC Manual 100-1, Conf (U) Communications Rendezvous Procedures for Air Refueling

Eighth Air Force Manual 55-1, Peacetime Operations Procedures

(2) Eighth Air Force will publish execution orders for this No-Notice USCM. (UNCLASSIFIED)

(3) Recall word for this operation is FATBOY ALPHA.

All crews will be briefed on the significance and intent of this recall word. (~~CONFIDENTIAL~~)

818ADIV OPORD 300-57
12 July 1957
7-2567-8

4
~~SECRET~~

~~SECRET~~

(4) Clearance category is three (3). Authority is SAC Regulation 55-3. (UNCLASSIFIED)

(5) Additional coordination as necessary with ADC will be accomplished by agencies concerned in accordance with existing directives. (UNCLASSIFIED)

(6) Evaluation: This operation will be scored in accordance with applicable Annex to SAC Regulation 50-8. (UNCLASSIFIED)

(7) All flight plans for the 818th Air Division will contain a timing and fuel pad to facilitate making good all assigned control and refueling rendezvous times. (UNCLASSIFIED)

(8) Weather instructions as specified in Eighth Air Force Manual 55-1 and SAC Manual 55-10 apply. (UNCLASSIFIED)

(9) Aborts may be rescheduled in a later wave not to exceed four (4) aircraft per cell. All other cells will have three (3) aircraft each, unless scheduled otherwise. (UNCLASSIFIED)

(10) .81 Mach will be flown from Cell Breakup through the Target. (UNCLASSIFIED)

(11) Aircraft will form penetration cell at the HMCL. (UNCLASSIFIED)

(12) The USCM will be conducted in accordance with applicable portions of SAC Regulation 50-8. (UNCLASSIFIED)

(13) Period of vulnerability for this exercise is 1 August through 30 November 1957. Once completed, this will complete the USCM requirement for this training quarter. (UNCLASSIFIED)

818ADIV OPORD 300-57
12 July 1957
7-2567-S

~~SECRET~~

0 4 2 1

~~SECRET~~

(14) Mission reports and USCM recap sheets will be forwarded to Headquarters SAC and Headquarters Eighth Air Force, as required for USCM scoring, as soon as possible after completion of the mission. (UNCLASSIFIED)

(15) There will be a Special Weapons exercise in conjunction with this operation. The extent of this exercise will be governed by the execution order instructions forwarded by Eighth Air Force. ~~(UNCLASSIFIED)~~

(16) ECM will be conducted in conjunction with this exercise. ~~(UNCLASSIFIED)~~

(17) Vulnerability tests may be conducted in conjunction with this operation. (UNCLASSIFIED)

(18) The 98th Bombardment Wing Control Room will be EXPED for this operation. The 307th Bombardment Wing Control Room will be ~~EXPED~~ for this operation. ~~(UNCLASSIFIED)~~

(a) The tactical call sign for B-47 aircraft is:

1. 98th Bombardment Wing: EXPED ✓
2. 307th Bombardment Wing: ~~EXPED~~ ✓

(b) The tactical call sign for KC-97 aircraft is:

1. 90th Air Refueling Squadron: WALKER (c) ✓
2. 98th Air Refueling Squadron: PLAYSUIT (c) ✓

(19) Squadron commanders will insure that all pre-mission training directed by this headquarters, is accomplished as scheduled. (UNCLASSIFIED)

818ADIV OPORD 300-57
12 July 1957
7-2567-S

~~SECRET~~

~~SECRET~~

(20) Reports: As required in appropriate paragraphs of Appendix 1, Section 2 of Eighth Air Force Manual 55-1, as amended. Timeliness criteria will be followed as outlined in Appendix 2, Section 2 of Eighth Air Force Manual 55-1. Appropriate reports as outlined in SAC Manual 55-8B and M and SAC Regulation 55-18 (ACFT Msgs) apply. (UNCLASSIFIED)

(21) Firm rendezvous times will be forwarded by the 818th Air Division to Tanker Task Forces concerned not later than 72 hours prior to takeoff. (UNCLASSIFIED)

(22) All timing will be based on E hour, as directed by Eighth Air Force.

(23) The 818th Air Division will launch eighty (80) aircraft in three (3) waves. The first wave will consist of twenty-four (24) aircraft, the second will consist of twenty four (24), the third and last wave will be composed of thirty-two (32). Wave composure and cell makeup are listed in 2. Appendix I, Annex B. ~~(UNCLASSIFIED)~~

(24) Route and timing messages will be prepared in advance and forwarded to ADC, MATS, AWCS, and ARS upon receipt of the execution order. Headquarters SAC and Headquarters Eighth Air Force will be information addressees. (UNCLASSIFIED)

(25) Due to the close timing between execution of individual units, it will not be possible to delay any portion of this plan. Weather conditions will be evaluated for each wave and, if necessary, waves will be cancelled rather than delayed.

818ADIV OPORD 300-57
12 July 1957
7-2587-S

~~SECRET~~

~~SECRET~~

Headquarters Eighth Air Force will determine if cancelled units and/or waves will be rescheduled. In the event a wave is cancelled, USCM scoring will be based on the waves actually executed. ~~(SECRET)~~

(26) Alert Status: Upon receipt of an execution order for this operation, the units concerned are released from alert status as pertains to participating B-47/KC-97 aircraft, crews and necessary support personnel. As each wave lands after completing the mission, crews and aircraft will be returned to alert status as soon as possible thereafter. ~~(SECRET)~~

(27) Project Officers for this Operation are as follows:

(a) 818th Air Division: Lt Colonel Lowell B Fisher,
Extension 219 or 258. (UNCLASSIFIED)

(b) 98th Bombardment Wing: Major John E Murray,
Extension 276 or 438. (UNCLASSIFIED)

(c) 307th Bombardment Wing: Major William T Minor,
Extension 8006. (UNCLASSIFIED)

4. ADMINISTRATION & LOGISTICS:

a. Administration: Normal. (UNCLASSIFIED)

b. Logistics: See Annex D. (UNCLASSIFIED)

5. COMMAND & COMMUNICATIONS:

a. Command: Normal. (UNCLASSIFIED)

b. Communications: See Annex C. (UNCLASSIFIED)

(b) (6)
Colonel, USAF
Commander

ANNEXES:

Annex A - Intelligence
Annex B - Air Operations
Annex C - Communications
Annex D - Maintenance
Annex E - ~~(SECRET)~~
Annex F - Special Weapons

~~SECRET~~

818ADIV OPRD 300-57
12 July 1957
7-2587-3

DISTRIBUTION

4 copies SAC
4 copies SAF
6 copies 818ADIV
2 copies 98C
1 copy 98DP
4 copies 98DO
2 copies 98DM
3 copies 98DOT
1 copy 98DOP
2 copies 98DOI
2 copies 307C
1 copy 307DP
4 copies 307DO
2 copies 307DM
3 copies 307DOT
1 copy 307DOP
2 copies 307DOI
2 copies 818ABG
6 copies 818ABG (Historian)
2 copies 818BM
5 copies 343BC
5 copies 344BC
5 copies 345BC
5 copies 370BC
5 copies 371BC
5 copies 372BC
1 copy 98AEE
1 copy 98FM
1 copy 98PM
1 copy 307AEE
1 copy 307FM
1 copy 307PM
3 copies 90AREFS
3 copies 98AREFS
1 copy AACS Det 1911-2
1 copy WX Det 21-5th Wea Gp

OFFICIAL:

(b) (6)

Colonel, USAF
Director of Operations

~~SECRET~~

818ADIV OPORD 300-57
12 July 1957
7-2567-S

~~SECRET~~

HEADQUARTERS 81STH AIR DIVISION
LINCOLN AIR FORCE BASE, NEBRASKA
12 JULY 1957

ANNEX

TO

OPERATIONS ORDER 300-57

INTELLIGENCE

(This Annex may be downgraded to UNCLASSIFIED when detached from the Operations Order, in accordance with Air Force Regulation 205-1, as amended.)

This Annex consists of 4 pages

ANNEX A to
81STH AIRDIV OPS ORD
300-57, 12 JUL 57

~~SECRET~~
HEADQUARTERS 18TH AIR DIVISION
LINCOLN AIR FORCE BASE, NEBRASKA
12 July 1957

ANNEX A TO 818TH AIR DIVISION OPERATIONS ORDER 300-57 - INTELLIGENCE

1. Intelligence Summary: Omitted
2. Intelligence Requirements:
 - a. Essential Elements of Information: As required by Eighth Air Force Intelligence Collection Procedures, 1 Jul 55. (U)
 - b. Means of Obtaining Information: Interrogation of Combat Crews immediately after the mission. (U)
 - c. Means of Reporting EEI: Transmit collected elements in accordance with SAC Manual 55-8 and applicable regulations. AF Form 112 will be utilized and forwarded as expeditiously as possible when existing directives do not apply. (U)
3. Intelligence Activities:
 - a. Targets for the mission are listed in Annex B. (U)
 - b. The following target materials will be used: (U)
 - (1) Radar photography.
 - (2) Aerial photography.
 - (3) Charts and Mosaics.
 - c. Photographic Requirements:
 - (1) Maximum Radar Strike Photography will be obtained in accordance with applicable Observers Publications and SAC Tactical Doctrine. (U)
 - (2) Observer's photo logs will be accomplished on all photography obtained, in accordance with the provisions of SAC Regulation 95-11. Special emphasis will be placed on the preparation of these logs (SAC Forms 284 and 285)

~~SECRET~~

2
ANNEX "A" to
818TH AIRDIV OPS ORDER
300-57, 12 Jul 57
7-2567-8

~~SECRET~~

to insure that all data required for film identification, photo scoring (i.e., offset components, ballistic information, etc.) and special IBDA reports are made available to recipients of the logs and accompanying photography. (U)

d. Reporting Requirements:

- (1) A B-51 Report including E-1 remarks section will be submitted in accordance with SAC Manual 55-8B on each aircraft participating. (U)
- (2) B-25 Reports will be submitted in accordance with SAC Manual 55-8B.
- (3) Special Intelligence Reports (i.e., CIRVIS Reports) will be submitted as circumstances and occurrences warrant. (U)

e. Film Disposition:

- (1) Unit PI's will screen all film, aerial and/or radar, from the mission and select the one best run on each target struck with reference to quality and completeness. These specially selected rolls of film (originals) with logs will be correctly titled (indexed) in accordance with Air Force Regulation 95-7 and/or SAC Manual 200-3, and will be accompanied by completed SAC Forms 106 in accordance with the above referenced publications. (U)

~~SECRET~~

~~SECRET~~

(2) Selected rolls of film in (1) above will be forwarded to the 8th Reconnaissance Technical Squadron, ATTN: Film Library, within ten days after the completion of the mission. (U)

(3) The remainder of the film will be retained intact by the unit until 30 days after the completion of the mission at which time, it may be disposed of in accordance with existing directives. (U)

4. Survival Intelligence: Crew members will be briefed on the territory over which they will fly as follows (UNCLASSIFIED)

- a. Population centers.
- b. Location of shelter.
- c. Terrain features.
- d. Climate and vegetation.

~~SECRET~~

HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska
12 July 1957

ANNEX B

TO

OPERATIONS ORDER

NUMBER 300-57

OPERATIONS

This Annex consists of 6 pages.

Annex B
818ADTV OPORD 300-57
12 July 1957
7-2567-8

1

~~SECRET~~

0 6 3 0

~~SECRET~~

HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska
12 July 1957

ANNEX B TO OPERATIONS ORDER 300-57

OPERATIONS

1. GENERAL CONCEPT: All times start from E hour. (████████)
- a. B-47. All timing will depend on the E hour designated by Eighth Air Force. The first cell of three (3) aircraft, will start their takeoffs. Takeoffs will continue at designated intervals (specified in Appendix I to Annex B) until E / 00. In the event special weapons must be off-loaded, delay in takeoffs of 45 hours will be authorized. In that case, the first aircraft will takeoff at E / 5100. All cells that takeoff on the even hour will fly the Ann Route. Those taking off twenty (20) minutes after the hour will fly the Betty Route.
- b. KC-97. Lincoln-Forbes Task Force will support the 818th Air Division B-47 aircraft in the refueling area. Timing and routes are listed in Annex B, Appendix III. (████████)
- c. B-47 Refueling: See Annex B, Appendix III. (UNCLASSIFIED)
2. STRIKE PHASE:
 - a. Takeoff:
 - (1) Minimum of one (1) minute interval between aircraft.
(████████)
 - (2) Minimum of twenty (20) minutes interval between cells.
(████████)

Annex B
818ADIV OPORD 300-57
7-2567-B

~~SECRET~~

(3) B-47 aircraft will climb to specified altitude after takeoff. Procedures for join-up will be in accordance with the Tactical Doctrine. B-47 aircraft will remain in appropriate cell formation until cell break-up. (UNCLASSIFIED)

(4) Rendezvous times will be dependent on the latest metro information since takeoff times are fixed. (UNCLASSIFIED)

3. NAVIGATION:

a. Routes will be adhered to as closely as possible. For general route, control times, control points and navigation requirements, see Appendix I to Annex B, paragraphs one (1) through five (5). (UNCLASSIFIED)

4. BOMBING:

a. After completion of air refueling, B-47 aircraft will climb to designated altitudes and proceed to HHCL in cell formation in accordance with SAC Manual 55-5A. EW Penetration formation will be started prior to reaching HHCL and maintained until reaching cell break-up point. At cell break-up point, aircraft will accelerate to Mach .81, and assume bomb run altitude. Mach .81 will be maintained until completion of bomb run. Individual aircraft will follow routes and altitudes specified in the Form 1 (Appendix I, Annex B) on their return to Lincoln Air Force Base. (UNCLASSIFIED)

5. ROUTES:

a. See Attachments 5, 6, 7, 9, 10, 11, 13 and 14 to Appendix I, to Annex B. (UNCLASSIFIED)

Annex B
H18ADIV OPOD 300-57
12 July 1957
7-2567-8

~~SECRET~~

~~SECRET~~

6. TARGET ASSIGNMENT:

a. See Attachments 8 and 12 to Appendix I, to Annex B. (UNCLASSIFIED)

7. FUEL RESERVES:

a. B-47 Aircraft: Minimum of 12,000 pounds of fuel over Lincoln Air Force Base (L/F Range). (UNCLASSIFIED)

b. KC-97 Aircraft: In accordance with Air Force Regulation 60-16. (UNCLASSIFIED)

8. WEATHER MINIMUMS:

a. B-47 Aircraft: Ready and higher category crews will adhere to established minimums of 300 feet ceiling and one (1) mile visibility for takeoff. Landing minimums will be as published for the L/F Range. (UNCLASSIFIED)

b. KC-97 Aircraft: In accordance with Air Force Regulation 60-16. (UNCLASSIFIED)

9. ALTERNATES:

a. Alternates, including those for missed air refueling, will be briefed by the Staff Weather Officer at the pre-takeoff meeting. Priority will be given to SAC bases. See Appendix II, Annex B for recommended alternates. (UNCLASSIFIED)

10. EMERGENCY AIRFIELDS: (UNCLASSIFIED)

a. Priority will be given in the following sequence:

(1) SAC Bases.

(2) AMC Bases.

Annex B
818ADIV OPORD 300-57
12 July 1957
7-2567-S

4
~~SECRET~~

0633

(3) Air Force Bases.

(4) Military Bases.

(5) Civilian Bases.

11. AIR ABORTS:

a. Conditions permitting, obtain an ARTC clearance prior to departure from cell. (~~CONFIDENTIAL~~)

b. Leave the stream to the right. Do not cross route of stream unless 3000' above highest aircraft or 3000' below lowest aircraft in EW Cell, descend to 3000' below lowest aircraft before right turn. Proceed to Lincoln Air Force Base or alternate, as appropriate. All danger areas will be avoided. Maintain extreme vigilance for other aircraft. (~~SECRET~~)

c. Do not attempt a low approach with gross weight above 125,000 pounds except in case of emergency. (U)

d. Maximum landing weight is 115,000 pounds except in emergency. (U)

12. RADAR:

a. Mapping radar will be the minimum condition for a crew to depart on this exercise. (U)

13. FLYING SAFETY:

a. Flying safety considerations are paramount. Strict compliance with Standing Operating Procedures and the Tactical Doctrine will be adhered to without exception. (U)

14. CLEARANCE (175):

a. ED Form 175 will be submitted for all flights. Section D, Form 175 will include appropriate designation, i.e., "Cobra Killer", TEXAS RED LEADER, (TWO), etc. (~~CONFIDENTIAL~~)

b. Remarks Section - AIN taken. (~~CONFIDENTIAL~~)

~~SECRET~~

ANNEX B
818ADTV OPORD 300-57
12 July 1957
7-2562-8

~~SECRET~~

15 SURVIVAL: Aircraft commanders will insure that all flying personnel are thoroughly indoctrinated in their duties for bailout, crash landing and ditching prior to flying this mission. (UNCLASSIFIED)

16 SO-8 REQUIREMENTS:

- a. Bombing - One (1) camera radar attack (TBDA).
- b. Navigation - One (1) celestial leg.
- c. Rendezvous - Lead aircraft only.
- d. Refueling - Either night or day heavy weight refueling.
- e. Credit, on-loads for the refueling is 33,000 pounds.
- e. Cell - A cell exercise of a minimum of five (5) hours duration will be accomplished.
- f. Cruise Control - One (1) scorable Long Range Mission.
- g. HF Communications - One (1) B-11 Strike Report.
- h. Fighter Attacks - Daylight, identification passes only.
- i. ECM - Little River, Big Snow and Big Photo if possible.

17. RECALL WORDS for this Operations are: (~~CONFIDENTIAL~~)

- a. General recall of all units - FATBOY ALPHA
- b. Recall of weather scouts - FRESCO ROMEO
- c. Recall of 42d Bomb Wing aircraft - TALLCORN MIKE
- d. Recall of 341st AREFS aircraft - TALLCORN ECHO
- e. Recall of 307th AREFS aircraft - TALLCORN VICTOR
- f. Recall of 98th Bomb Wing aircraft - BOULDER CHARLIE
- g. Recall of 98th AREFS aircraft - BOULDER WHISKEY
- h. Recall of 307th Bomb Wing aircraft - BOULDER GOLD
- i. Recall of 90th AREFS aircraft - BOULDER NOVEMBER

Annex B
818ADIV OPORD 300-57
12 July 1957
7-2567-5

~~SECRET~~

HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska
12 July 1957

APPENDIX I

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 300-57

B-47 NAVIGATION AND BOMBING

This Appendix consists of 5 pages.

APP I ANNEX B
818ADIV OPORD 300-57
12 July 1957
7-2567-S

1

~~SECRET~~

0 6 3 6

~~SECRET~~

HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska
12 July 1957

APPENDIX I TO ANNEX B TO OPERATIONS ORDER 300-57

B-47 NAVIGATION AND BOMBING

1. LAUNCHING:

a. The 818th Air Division will launch three (3) waves. First and Second consist of eight (8) cells each. The third wave is composed of ten (10) cells. Wave spacing will be twelve (12) hours between waves. Cell spacing will be either twenty (20) or forty (40) minutes between cells. See Attachment II, Annex B. (~~SECRET~~)

b. Timing for the waves are as listed on Attachments 2, 3 and 4 of this Appendix. (UNCLASSIFIED)

2. GENERAL ROUTE OF FLIGHT: Specific details on the route are shown on attached Form I's. (Attachments 5, 6, 7, 9, 10, 11, 13 and 14, and Route Overlay - Attachment 1 of this Appendix). (UNCLASSIFIED)

a. General Route: (~~SECRET~~)

FROM: Lincoln Air Force Base

TO: Caldwell Refueling Area or to alt refueling area 11 Corn.
Winnipeg, Ontario
Fort Albany Canada
Cell Breakup Points: (Rochester, Minn (VOR), Ephraim,
Wisc.)

Targets
Lincoln Air Force Base

(1) Attachments 13 and 14 of this Annex covers the alternate refueling area. (UNCLASSIFIED)

(2) Attachments 8 and 12 of this Annex covers the specific details of the bomb run from Cell Break-up to target. (UNCLASSIFIED)

APP I ANNEX B
818ADIV OPORD 300-57
12 July 1957
7-2567-S

~~SECRET~~

SECRET

3. REFUELING INFORMATION:

a. Rendezvous Settings: All waves on all of the refueling areas:
(Alternate as well as Primary.)

	APN 76	APN 69
ANN Cells	T6 R5	1-2-1
DEFTY Cells	T7 R5	2-1 (CONFIDENTIAL)

TIAL)

4. CONTROL TIMES: Control points and times will be announced at the pre-takeoff briefing. (UNCLASSIFIED)

5. NAVIGATION REQUIREMENTS: (All Navigation Legs will be flown in accordance with SAC Regulation 51-11). (UNCLASSIFIED)

a. Type of navigation to be accomplished will be grid celestial for all waves as outlined below. All waves will fly a common route as outlined below:

(1) Start Nav: Winnipeg RNG - 49° 54N 97° - 18 W. (~~SECRET~~)

(2) Terminate 52° - 16N 81° - 34 W. (~~SECRET~~)

b. Aircraft following the leader will fulfill the requirements specified for aircraft in cell formation as outlined in SAC Regulation 51-11. (UNCLASSIFIED)

<u>TYPE NAV LEG</u>	<u>CELL LEADER</u>	<u>CELL ACFT #2, #3 #4</u>
Grid Cell	8 LOP's	6 LOP's

6. BOMBING:

a. Tactics: Mach .81 will be flown from Cell break-up through targets. All aircraft will use the specified pre-IP and IP for the bomb run. (~~SECRET~~)

APP I ANNEX B
818ADIV OPORD 300-57
12 July 1957
7-2567-8

SECRET

~~SECRET~~

b. IBDA: A breakaway turn in the direction specified in the Form I will be made after the completion of the bomb run. Navigators will use IBDA camera procedures as outlined in appropriate observer directives. (~~SECRET~~)

c. Target Assignments: Each cell will have target assignments and bombing altitudes as follows:

ANN CELLS

LEAD	WICHITA (McCONNELL AFB)	39,000 feet
#2	DES MOINES (MUNICIPAL AP)	38,000 "
#3	(BURLINGTON AP)	37,500 "

BETTY CELLS

LEAD	JOLIET AP	36,000 feet
#2	PEORIA (MUNICIPAL AP)	37,000 "
#3	FORT WAYNE (MUNICIPAL AP)	36,500 "

d. Target Information: Specific details on all targets are listed on Bombing Data section of Form I, Attachments 8 and 12 of this Appendix. (UNCLASSIFIED)

7. SECURITY COMMUNICATIONS ENROUTE:

a. Code for turning Points: Important turning points enroute have been given letter or number designations to be used in voice communications between aircraft. See left side of Flight Plans, Attachments 5, 6, 7, 9, 10, 11, 13 and 14 to determine letter designation of these turning points. (UNCLASSIFIED)

APP I ANNEX B
818ADIV OPORD 300-57
12 July 1957
7-2567-S

4
~~SECRET~~

~~SECRET~~

Attachment 1 - Overlay
Attachment 2 - 818th Air Division Launching Schedule
Attachment 3 - 307th Bombardment Wing Launching Schedule by Squadron
Attachment 4 - 98th Bombardment Wing Launching Schedule by Squadron
Attachment 5 - Form 1 Primary Route ANN Cell
Attachment 6 - Form 1 Primary Route ANN Cell (continued)
Attachment 7 - Form 1 Primary Route ANN Cell (continued)
Attachment 8 - Bombing Data ANN Cell Targets
Attachment 9 - Form 1 Primary BETTY Cell
Attachment 10 - Form 1 Primary BETTY Cell (continued)
Attachment 11 - Form 1 Primary BETTY Cell (continued)
Attachment 12 - Bombing Data BETTY Cell
Attachment 13 - Form 1 - Alternate Route ANN and BETTY
Attachment 14 - Form 1 - Alternate Route ANN and BETTY (continued)
Attachment 15 - Cell Call Signs

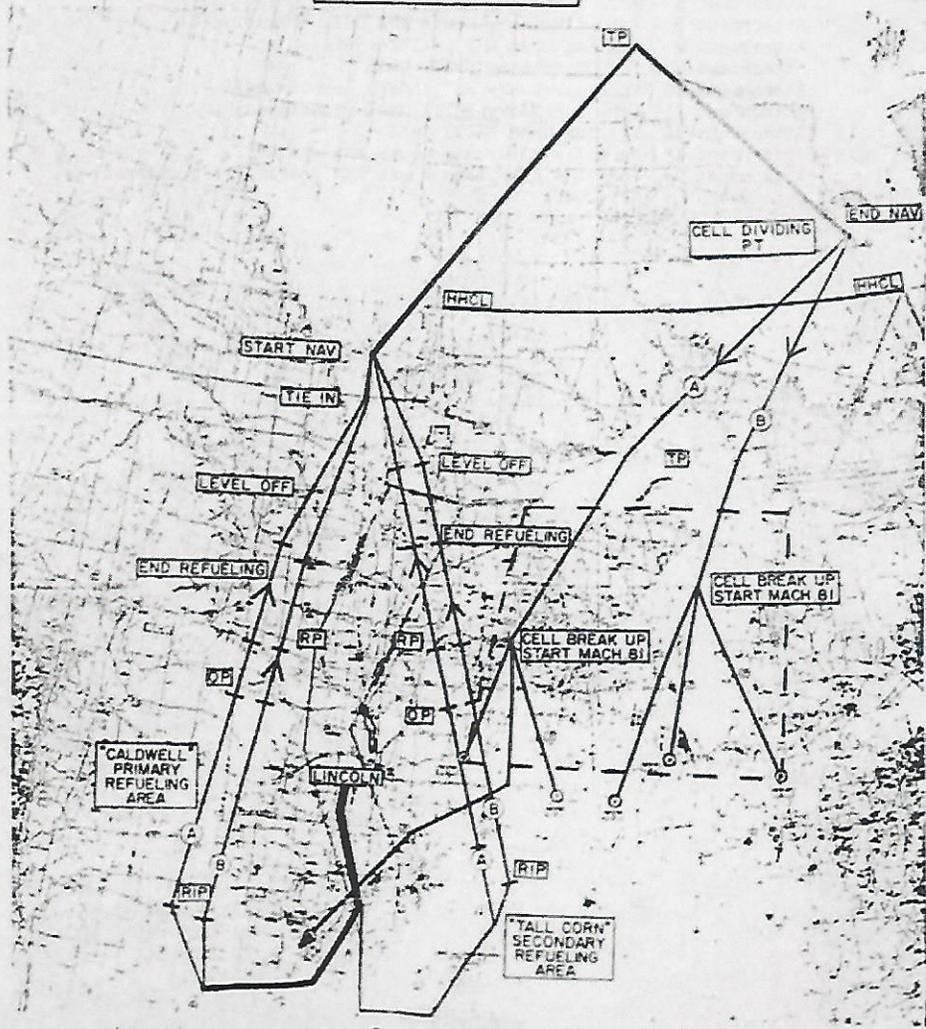
APP I ANNEX B
818ADIV OPOD 300-57
12 July 1957
7-2567-S

5

~~SECRET~~

0 6 6 0

818th AIR DIVISION
 Ops Order
 300-57
 "COBRA KILLER"
 NO-NOTICE USCM



ATTACH 1 to Annex B 818th AIR DIV Op Ord 300-57
 APP1 12 JULY 1957 7-2567-5

"COBRA KILLER"
LAUNCHING SCHEDULE

818 AIR DIVISION OPS PLAN 300-57
 (3 AIRCRAFT IN EACH CELL)

307TH BOMB WING

*FIFTH CELL (Black) E+1800	NINTH CELL (Line) E+3000
*SIXTH CELL (Pink) E+1820	*TENTH CELL (Purple) E+3020
SEVENTH CELL (Blue) E+2100	ELEVENTH CELL (White) E+3300
*EIGHTH CELL (Orange) E+2120	TWELFTH CELL (Yellow) E+3320
	*THIRTEENTH CELL (Grey) E+3340 (1 ACFT)

98TH BOMB WING
 (ALL ACFT AT HOME STATION)

FIFTH CELL (Pink) E+1900	NINTH CELL (Red) E+3100
SIXTH CELL (White) E+1920	TENTH CELL (Green) E+3120
SEVENTH CELL (Yellow) E+2200	ELEVENTH CELL (Blue) E+3400
EIGHTH CELL (Orange) E+2220	TWELFTH CELL (Black) E+3420
	THIRTEENTH CELL (Grey) E+3440 (1 ACFT)

98TH BOMB WING
 (IF ACFT NOT AT TABLE)

FIFTH CELL E+2000	NOTE ACFT WITHIN CELL WILL
SIXTH CELL E+2020	TAKEOFF AT 1 MINUTE INTERVALS
SEVENTH CELL E+3100	*ODD CELLS - ANN ROUTE
EIGHTH CELL E+3120	*EVEN CELLS - BETTY ROUTE
	*ONE ECM ACFT (#2 POSITION)

818th Air Div. Op. Ord 300-57
 12 JULY 1957 7-2567-S
 Attach 2 to App 1, Annex B

SECRET
"COBRA KILLER"

Fifth Air Division OPS ORDER 300-57

307th Bombardment Wing

LAUNCHING SCHEDULE
(By Squadrons)

SQDN	CELL NO.	TAKE OFF TIME	SQDN	CELL NO.	TAKE OFF TIME	SQDN	CELL NO.	TAKE OFF TIME
370th	First Cell*	E + 0600	371st	Fifth Cell*	E + 1800	372nd	Ninth Cell	E + 3000
371st	Second Cell	E + 0620	372nd	Sixth Cell	E + 1820	370th	*Tenth Cell	E + 3020
372nd	Third Cell	E + 0900	370th	Seventh Cell	E + 2100	371st	Eleventh Cell	E + 3300
370th	Fourth Cell*	E + 0920	371st	Eighth Cell	E + 2120	372nd	*Twelfth Cell	E + 3320
						372nd	*Thirteenth Cell	E + 3340 (4 Acft)

* Cells with one ECM aircraft. #2 position

All cells have 3 aircraft, with exception of 13th Cell.

APP 3 APP I ANNEX B
SECURITY ORDER 300-57
12 July 1957
7-2507-5

~~SECRET~~

~~SECRET~~

"COREA KILLER"

618th Air Division OPS PLAN 300-57

98th Bombardment Wing

LANCHING SCHEDULE
(By Squads)

<u>SQDN</u>	<u>CELL NO.</u>	<u>TAKE OFF TIME</u>	<u>SQDN</u>	<u>CELL NO.</u>	<u>TAKE OFF TIME</u>	<u>SQDN</u>	<u>CELL NO.</u>	<u>TAKE OFF TIME</u>
343rd	First Cell	E + 0700	344th	Fifth Cell	E + 1900	345th	Ninth Cell	E + 3100
344th	Second Cell	E + 0720	345th	Sixth Cell	E + 1920	343rd	Tenth Cell	E + 3120
345th	Third Cell	E + 1000	343rd	Seventh Cell	E + 2200	344th	Eleventh Cell	E + 3400
343rd	Fourth Cell	E + 1020	344th	Eighth Cell	E + 2220	345th	Twelfth Cell	E + 3420
						344th	Thirteenth Cell	E + 3440 (4 AcF.)

All cells will have 3 aircraft, with exception of 13th Cell.

ATTN: APP I ANNEX B
618ADIV OPPLAN 300-57
12 July 1951
7-2567-S

~~SECRET~~

FROM	PLT COND	T.C.	BND DRG	T.M.	VAR	M.H.	ALT	TEMP	IAS	MACH	O.S.	UND DIS		TIME	ACC	AIR DIS	FUEL FLIGHT PLAN		
												ACC	SHD DIS				ETA	REMAINING	GROSS WT
MISSION FLIGHT PLAN - CONTINUATION SHEET																			
FROM: P... ROUTE: ...																			
H	CR	004	352	-4	344	320	07	09	73	432	412	62	07	09	63	2550	4550		
I	CC	036	031	-2	024	335M	507	3110	✓	435	1784	0432	1805	13	210	3200	103200		
J	CC	138	141	+2	153	355M	0330	352	✓	450	2158	0523	2157	8	200	4500	141480		
K	CR	230	234	+2	246	3550	118	12	✓	400	2270	0541	2277	3	000	3500	135460		
L	CC	246	230	+5	285	365M	281	42	✓	357	0623	3579	302	36	000	121480	8200		
M	CC	210	215	-3	212	325	261	38	✓	410	2878	0701	2847	38	000	125460	125460		
LEAD AIRCRAFT - NIGHT - Tgt																			
N	CR	2550	2818	0701	2847	3818	0701	2847	33	500	125460	125460	33	500	125460	125460	125460		
O	CC	160	166	-6	180	37M	181	23	51	466	468	1493	0724	2026	24	200	121260	3550	
P	CC	241	245	-7	238	39M	135	19	✓	423	3134	0743	3174	14	148	3550	117500	162	
Q	CR	210	219	-9	210	✓	64	70	✓	446	440	0752	3244	21	230	115290	2680	112210	
R	CR	240	235	-9	216	✓	189	15	✓	3307	0807	3381	113	117	2450	12450	12450	12450	
S	CC	314	310	-10	300	49M	101	16	73	432	350	2426	0823	3479	16	100	12450	2450	
T	CR	034	033	-8	023	✓	135	21	✓	440	3561	0844	3632	13	150	12450	12450	12450	
LEAD AIRCRAFT - DAY - M0100 Tgt																			
U	CR	007	003	0197	38M	8	288	0701	2847	288	0701	2847	28	000	125460	125460	125460	125460	
V	CR	007	003	0197	38M	8	288	0701	2847	288	0701	2847	28	000	125460	125460	125460	125460	

SAC 15 APR 54 15 10 200

MISSION FLIGHT PLAN - CONTINUATION SHEET																		
FROM IP	ROUTE	ELT COND	T.C.	WIND/VP DRIFT	T.H.	V.M.	M.H.	TEMP ALT	IAS MACH	T.A.S.	G.S.	GND DIS		TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN	
												ACC GND DIS	G.S.				REMAINING	START
R	1st Bos. Marine	CR	147	27150 T6	103	-7	190	33M	51	462	451	74	270	0712	2011		1800	1800
	Break Right																	
R	Lincoln AFB	CR	155	250 +3	250	-5	250	32M	73	472	475	150	370	0741	3145		2450	2450
	Break Right																	
	3 Boston - Burlington Tjt																	
	From Lockport VOR 40500 M330 W			275150 T6	170	-5	165	37.5M	51	466	480	2818	0701	2647			30400	125480
	IP - Cedar Rapids	CR	164									176	16	124			3000	3000
	Break Right											2944	0717	2471			27800	122480
	Burlington	CR	162	T6	168	-5	163					93	09	70			1700	1700
	Break Right											3017	0726	3041			25400	120760
	40500 M330 W Kearville	DS	140	T4	144	-6	230	37M	73	472	360	76	12	65			1800	1800
	Break Right											3093	0738	3126			24100	118380
R	Lincoln AFB	CR	165	-1	264	-8	276					194	31	219			4650	4650
	Break Right											3237	0809	3345			19450	114310

Attach 7 to App 1, Annex C
D-2 09 0000 300-07

MISSION FLIGHT PLAN				O. G. AND Nickname				UNIT				TYPE ACFT				REMARKS			
POUNDS				81AF 30-57 2000				81AF 30-57				B-70				Crew			
ACFT BASIC	CREW	DIL	RACK	BOMBS	AMMO	WATER AUG	STATIC	START ENGINES	IND. AXI FUEL	IND. AXI FUEL	IND. AXI FUEL	IND. AXI FUEL	IND. AXI FUEL	IND. AXI FUEL	IND. AXI FUEL	IND. AXI FUEL	IND. AXI FUEL	IND. AXI FUEL	
52-500	76	200	850																
OPERATING				92, +190				3,000				10,000'							
LINDSEY AFB				92, +190				3,000				10,000'							
ROUTE				92, +190				3,000				10,000'							
SET TO				92, +190				3,000				10,000'							
40761 40762				92, +190				3,000				10,000'							
38761 38762				92, +190				3,000				10,000'							
37761 37762				92, +190				3,000				10,000'							
36761 36762				92, +190				3,000				10,000'							
35761 35762				92, +190				3,000				10,000'							
34761 34762				92, +190				3,000				10,000'							
33761 33762				92, +190				3,000				10,000'							
32761 32762				92, +190				3,000				10,000'							
31761 31762				92, +190				3,000				10,000'							
30761 30762				92, +190				3,000				10,000'							
29761 29762				92, +190				3,000				10,000'							
28761 28762				92, +190				3,000				10,000'							
27761 27762				92, +190				3,000				10,000'							
26761 26762				92, +190				3,000				10,000'							
25761 25762				92, +190				3,000				10,000'							
24761 24762				92, +190				3,000				10,000'							
23761 23762				92, +190				3,000				10,000'							
22761 22762				92, +190				3,000				10,000'							
21761 21762				92, +190				3,000				10,000'							
20761 20762				92, +190				3,000				10,000'							
19761 19762				92, +190				3,000				10,000'							
18761 18762				92, +190				3,000				10,000'							
17761 17762				92, +190				3,000				10,000'							
16761 16762				92, +190				3,000				10,000'							
15761 15762				92, +190				3,000				10,000'							
14761 14762				92, +190				3,000				10,000'							
13761 13762				92, +190				3,000				10,000'							
12761 12762				92, +190				3,000				10,000'							
11761 11762				92, +190				3,000				10,000'							
10761 10762				92, +190				3,000				10,000'							
9761 9762				92, +190				3,000				10,000'							
8761 8762				92, +190				3,000				10,000'							
7761 7762				92, +190				3,000				10,000'							
6761 6762				92, +190				3,000				10,000'							
5761 5762				92, +190				3,000				10,000'							
4761 4762				92, +190				3,000				10,000'							
3761 3762				92, +190				3,000				10,000'							
2761 2762				92, +190				3,000				10,000'							
1761 1762				92, +190				3,000				10,000'							
761 762				92, +190				3,000				10,000'							
ON LOAD				92, +190				3,000				10,000'							

ATTACH 9 TO HPL, ANNEX B BIR 5 AIR DIV OPORD 30-57

12 MAY 1957

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM	TO	FLY	WIND/DV	T.H.	VAR	M.H.	TEMP	IAS	Y.A.I	G.S.	ACC	TIME	AIR DIS	ETA	GRAND TOTAL	REMAINING
FLY COND	DRIFT	COND	DRIFT	COND	COND	COND	COND	COND	COND	COND	COND	COND	COND	COND	COND	COND
H	FROM Cell Breakup	DS	1910	195	-1	194	36.5M	✓	466	466	132	17	2615	1700	35200	32600
I	FROM Cell Breakup	CR	1910	195	-2	193	✓	✓	466	466	103	14	2615	1700	34900	32400
J	FROM Cell Breakup	CR	1910	195	-2	193	✓	✓	466	466	103	14	2615	1700	34900	32400
K	FROM Cell Breakup	CR	1910	195	-2	193	✓	✓	466	466	103	14	2615	1700	34900	32400
P	FROM Cell Breakup	CR	1910	195	-2	193	✓	✓	466	466	103	14	2615	1700	34900	32400
Q	FROM Cell Breakup	CR	1910	195	-2	193	✓	✓	466	466	103	14	2615	1700	34900	32400
R	FROM Cell Breakup	CR	1910	195	-2	193	✓	✓	466	466	103	14	2615	1700	34900	32400

ATTN: 10 TO APPL ANNEX B AIR DIV OPORD 300-57

MISSION FLIGHT PLAN - CONTINUATION SHEET										Fuel Flight Plan					
FROM	FLY COND	T.C.	BIND DIV	T.H.	VAR	M.H.	TEMP	MAS	F.A.S. G.S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL	REMAINING
Destination Point	ROUTE		ORIFY				ALT	MACH		ACC	ACC	ACC		28,850	15,550
9	4515N 9403W Pond Point	344	27510	341	-7	337	135M		450	431	17	10	75	700	700
	4515N 9513W Eug Pointing	344		334	-7	332	135M		460	450	1021	1241	1234	57,450	57,450
	ON LOAD													47,450	47,450
	4933N 9602W Levi Off	346		342	-8	334	135M		340	360	105	16	106	52,000	33,000
	4935W 9718W Nunuping Ring	342	28140	337	-8	339	135M		412	422	149	172	156	80,450	175,210
10		342		337	-8	339	135M		412	422	149	172	156	74,350	6,000
		342		337	-8	339	135M		412	422	149	172	156	4,000	4,000
		342		337	-8	339	135M		412	422	149	172	156	64,750	154,610
6	From Anchor Inn ICB on PIP								857181						
	Columbia								40276						
11	4515N 9513W Desert Point	345	27510	341	-7	337	135M		412	422	564	0123	559	68,100	162,960
	Timing Control	345		339	-7	332	135M		403		233	0158	204	6,800	6,800
	4515N 9602W Kenderson Point	345	27510	342	-7	335	135M		450	440	825	0102	832	59,700	154,560
	Eug Pointing	345		339	-7	332	135M		460	250	28	0145	1041	1,200	1,200
13	4933N 9602W Levi Off	346	28140	342	-7	334	135M		360	360	105	16	106	58,500	153,360
	ON LOAD	346		342	-7	335	135M		390		70	10	75	700	700
	4935W 9718W Nunuping Ring	342	28140	342	-7	335	135M		412	422	149	172	156	57,400	151,660
		342		342	-7	335	135M		412	422	149	172	156	19,000	19,000
		342		342	-7	335	135M		412	422	149	172	156	43,800	142,660
		342		342	-7	335	135M		412	422	149	172	156	33,000	33,000
		342		342	-7	335	135M		412	422	149	172	156	80,800	175,860
10	4933N 9602W Levi Off	346	28140	342	-7	335	135M		360	360	105	16	106	6,600	6,600
		346		342	-7	335	135M		390		148	23	157	74,200	169,060
		346		342	-7	335	135M		412	422	149	172	156	4,650	4,650
		346		342	-7	335	135M		412	422	149	172	156	64,550	154,470

HTH 414 to RPII Annex B RIRL ANK DIV OPORD 300-57

~~SECRET~~
"COBRA KILLER"

218th Air Division OPS ORDER 300-57

CELL CALL SIGNS

<u>CELL NO.</u>	<u>307TH BOMB WG.</u>	<u>28TH BOMB WG.</u>
1.	Texas Red	Expel Pink
2.	Texas Green	Expel Brown
3.	Texas Blue	Expel Purple
4.	Texas Orange	Expel Lime
5.	Texas Black	Expel Peach
6.	Texas Pink	Expel White
7.	Texas Brown	Expel Yellow
8.	Texas Purple	Expel Amber
9.	Texas Lime	Expel Red
10.	Texas Peach	Expel Green
11.	Texas White	Expel Blue
12.	Texas Yellow	Expel Orange
13.	Texas Amber	Expel Black

Attach 15 to App 1, Annex B
218th Air Div Op Order 300-57
12 July 1957
7-2567-3

1

~~SECRET~~

~~SECRET~~

HEADQUARTERS 818TH AIR DIVISION
Lincoln Air Force Base, Nebraska
12 July 1957

APPENDIX II

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 300-57

FUEL DECISION - B-47

This Appendix consists of 3 pages.

APP II ANNEX B
818ADIV OPORD 300-57
12 July 1957
7-2567-8

1

~~SECRET~~

0 6 5 6

~~SECRET~~
"COBRA KILLER"

818TH OPS ORDER
300-57

FUEL RESERVES *

ANN CELL

<u>POSITION</u>	<u>TARGET</u>	<u>FLYING TIME</u>	<u>FUEL RESERVE</u>
LEAD	WICHITA	0844	13,250 LBS
** 2	DES MOINES	0741	23,700 LBS
** 3	BURLINGTON	0809	19,450 LBS

BETTY CELL

LEAD	JOLIET	0804	20,100 LBS
** 2	PEORIA	0806	19,550 LBS
** 3	FT WAYNE	0827	16,900 LBS

*1. ACFT EQUIPPED WITH AND CONSIDERATION GIVEN TO:

1. TIP TANKS
2. CARRY CHAFF & ECM EQUIPMENT
3. W R WEAPON
4. ADI
5. 100°F TEMPERATURE
6. 33M LBS ON LOAD

- *2. WICHITA ACFT PASSES OVER FORBES AFB WITH 20,000 LBS RESERVE AND OVER MCCONNELL AFB WITH 18,350 LBS RESERVE

APP II ANNEX B
818ADIV OPORD 300-57
12 July 1957
7-2567-8

818 AD

~~SECRET~~

OPLAN 300-57

FUEL DECISION

BASED ON 50 KNOT WIND FACTOR

	1		2	
REFUELING AREA	CALDWELL		TALL CORN	
SCHEDULED ON LOAD	33,000 #		33,000 #	
MINIMUM ON-LOAD	33,000 #		33,000 #	
MINIMUM IN TANKS	47,500 #		46,750 #	
MISSED AIR REFUEL- ING ALTERNATES	LINCOLN AFB	ELLSWORTH AFB	LINCOLN AFB	ELLSWORTH AFB
FUEL REMAINING MAR ALTERNATES	27,000 #	33,500 #	27,750 #	22,250 #

SUMMARY OF TERMINAL CONDITIONS

	STATION	FUEL RES	LAFB TO ALTERNATE
DESTINATION	LINCOLN	13,250 #	LINCOLN
ALTERNATE NO.1	FORBES	20,000 #	5,250 #
ALTERNATE NO.2	MCCONNELL	18,350 #	4,400 #

~~SECRET~~
 APP II ANNEX B
 818ADIV OPORD 300-57
 12 July 1957
 7-2567-3

~~SECRET~~

HEADQUARTERS
218TH AIR DIVISION
LINCOLN AFB, NEBRASKA
12 JULY 1957

APPENDIX 3

TO

ANNEX B

TO

OPERATIONS ORDER

300-57

B-47 AERIAL REFUELING

LINCOLN-FORBES TASK FORCE PLAN

This Appendix consists of 7 pages.

App 3, Annex B
218ADIV (ord 300-57
7-2567-8

~~SECRET~~

~~SECRET~~

HEADQUARTERS
818TH AIR DIVISION
LINCOLN AFB, NEBRASKA

APPENDIX B TO ANNEX B TO OPERATIONS ORDER 300-57.

1. GENERAL SITUATION:

a. The requirement exists to conduct a No-Notice USCM for the 98th and 307th Bomb Wings (818th Air Division) under the provisions of SAC Regulation 50-2. Period of vulnerability for this exercise is 1 August 1957 through 30 November 1957.

b. The 90th and 98th Air Refueling Squadrons will provide the Tanker Support Phase of this operation.

c. The 90th Air Refueling Squadron will provide weather scouts as directed by Tanker Task force Commander. (U)

2. REUELING DATA:

a. The following information is for the primary and alternate areas:

	Caldwell (primary)	Tall Corn (alternate)
Orbit Ann	42-27N 100-00W	42-36N 94-13W
Orbit Betty	42-20N 99-17W	42-43N 93-30W
Rendezvous Ann	43-36N 99-46W	43-42N 94-35W
Rendezvous Betty	43-32N 99-05W	43-53N 93-54W
Track	008°	345°

3. WAVE TIMING:

a. 98th Air Refueling Squadron:

WAVE	NR ADPT	RCVR CALL SIGN	O/R	END TIME PRIMARY	END TIME SECONDARY
1	3	Texas Red	Ann	0408:14	0408:11
1	3	Expel Pink	Ann	0409:14	0409:11

App B, Annex B
818ADIV Operd 300-57
7-2567-3 12 July 1957

~~SECRET~~

1	.	Texas Blue	ANN	E / 11:14	E / 11:11
1	3	Expel Purple	ANN	E / 12:14	E / 12:11
2	3	Texas Black	ANN	E / 20:14	E / 20:11
2	3	Expel Peach	ANN	E / 21:14	E / 21:11
2	3	Texas Brown	ANN	E / 23:14	E / 23:11
2	3	Expel Yellow	ANN	E / 24:14	E / 24:11
3	3	Texas Lime	ANN	E / 32:14	E / 32:11
3	3	Expel Red	ANN	E / 33:14	E / 33:11
3	3	Texas White	ANN	E / 35:14	E / 35:11
3	4	Texas Amber	ANN	E / 35:54	E / 35:51
3	3	Expel Blue	ANN	E / 36:14	E / 36:11

(S) b. 90th Air Refueling Squadron: ~~(S)~~

WAVE	NR ACFT	RCVR CALL SIGN	C/R	REND TIME PRIMARY	REND TIME SECONDARY
1	3	Texas Green	BETTY	E / 08:31	E / 08:32
1	3	Expel Brown	BETTY	E / 09:31	E / 09:32
1	3	Texas Orange	BETTY	E / 11:31	E / 11:32
1	3	Expel Lime	BETTY	E / 12:31	E / 12:32
2	3	Texas Pink	BETTY	E / 20:31	E / 20:32
2	3	Expel White	BETTY	E / 21:31	E / 21:32
2	3	Texas Purple	BETTY	E / 23:31	E / 23:32
2	3	Expel Amber	BETTY	E / 24:31	E / 24:32
3	3	Texas Peach	BETTY	E / 32:31	E / 32:32

APP 3 ANNEX B
818ADIV OPORD 300-57
12 July 1957
7-2567-S

3	3	Expel Green	BETTY	E / 33:31	E / 33:32
3	3	Texas Yellow	BETTY	E / 35:31	E / 35:32
3	3	Expel Orange	BETTY	E / 36:31	E / 36:32
3		Expel Black	ANN	E / 36:54	E / 36:51

4. FORCE COMPETITION AND TAKEOFF TIMES:

a. No air spares will be scheduled. Sufficient ground spares will be provided to insure required number of tankers are airborne to support each wave. (U)

b. Takeoff times for 98th Air Refueling Squadron: (SECRET)

<u>WAVE</u>	<u>NR ACFT</u>	<u>C/R</u>	<u>TAKEOFF PRIMARY</u>	<u>TAKEOFF ALTERNATE</u>
1	3	ANN	E / 06:49	E / 06:53
1	3	ANN	E / 07:49	E / 07:53
1	3	ANN	E / 09:49	E / 09:53
1	3	ANN	E / 10:49	E / 10:53
2	3	ANN	E / 18:49	E / 18:53
2	3	ANN	E / 19:49	E / 19:53
2	3	ANN	E / 21:49	E / 21:53
2	3	ANN	E / 22:49	E / 22:53
3	3	ANN	E / 30:49	E / 30:53
3	3	ANN	E / 31:49	E / 31:53
3	3	ANN	E / 33:49	E / 33:53
3	4	ANN	E / 34:29	E / 34:33
3	3	ANN	E / 34:49	E / 34:53

APP 3 ANNEX B
818ADIV OPOD 300-57
12 July 1957
7-2567-S

c. Takeoff Times for 90th Air Refueling Squadron: (SECRET)

WAVE	NR ACFT	C/R	TAKEOFF PRIMARY	TAKEOFF ALTERNATE
1	3	BETTY	E / 06:42	E / 06:52
1	3	BETTY	E / 07:42	E / 07:52
1	3	BETTY	E / 09:42	E / 09:52
1	3	BETTY	E / 10:42	E / 10:52
2	3	BETTY	E / 18:42	E / 18:52
2	3	BETTY	E / 19:42	E / 19:52
2	3	BETTY	E / 21:42	E / 21:52
2	3	BETTY	E / 22:42	E / 22:52
3	3	BETTY	E / 30:42	E / 30:52
3	3	BETTY	E / 31:42	E / 31:52
3	3	BETTY	E / 33:42	E / 33:52
3	3	BETTY	E / 34:42	E / 34:52
3	4	ANN	E / 34:58	E / 35:15

5. TACTICS:

a. Refueling Tactics and procedures will be in accordance with SAC Manual 55-10 dated 1 July 1957. (U)

6. COMMUNICATIONS:

a. Procedures will be as outlined in Communications Flimsy. Frequencies will be ZI ALPHA. (U)

7. KC-97 CREW PROCEDURES:

a. Before takeoff:

(1) Pretakeoff briefing will be held three (3) hours prior to takeoff, to receive latest weather analysis and receiver ETA's to rendezvous point. (U)

APP 3 ANNEX B
818ADIV OPORD 300-57
12 July 1957
7-2567-S

~~SECRET~~

- (2) Start engines forty (40) minutes prior to take-off. (U)
- (3) Taxi twenty (20) minutes prior to take-off. (U)
- (4) Take-off at one (1) minute intervals within cells. (S)

b. Landing:

- (1) Since rapid refueling is mandatory to insure turn-around of tanker aircraft for successive waves, flight engineers will compute prior to pit or parking, the fuel required to re-service the aircraft. ~~407~~
- (2) Maximum crew rest in consonance with timing will be accomplished. (U)

c. WEATHER ALTERNATES AND EMERGENCY BASES:

a. Possible weather alternates are: (U)

- (1) Schilling AFB.
- (2) Whiteman AFB.
- (3) Offutt AFB.

b. Emergency bases in order of preference consistent with flying safety, are: (U)

- (1) Lincoln AFB.
- (2) Forbes AFB.
- (3) Other SAC Bases.
- (4) Other Military Bases.
- (5) Civilian Airfields.

App 3, Annex B
ALBACIV (Form 300-57)
7-2547-S 12 July 1957

~~SECRET~~

0 4 6 11

~~SECRET~~

LIST OF ATTACHMENTS:

Attachment 1 - Route Charts

Attachment 2 - Form F

Attachment 3 - Flight Plans

Page 1 - Caldwell ANN - Lincoln
Page 2 - Caldwell BETTY - Lincoln
Page 3 - Caldwell ANN - Forbes
Page 4 - Caldwell BETTY - Forbes
Page 5 - Tall Corn ANN - Lincoln
Page 6 - Tall Corn BETTY - Lincoln
Page 7 - Tall Corn ANN - Forbes
Page 8 - Tall Corn BETTY - Forbes

APP 3, ANNEX B
818ADIV OPORD 300-57
7-2567-S 12 July 1957

7

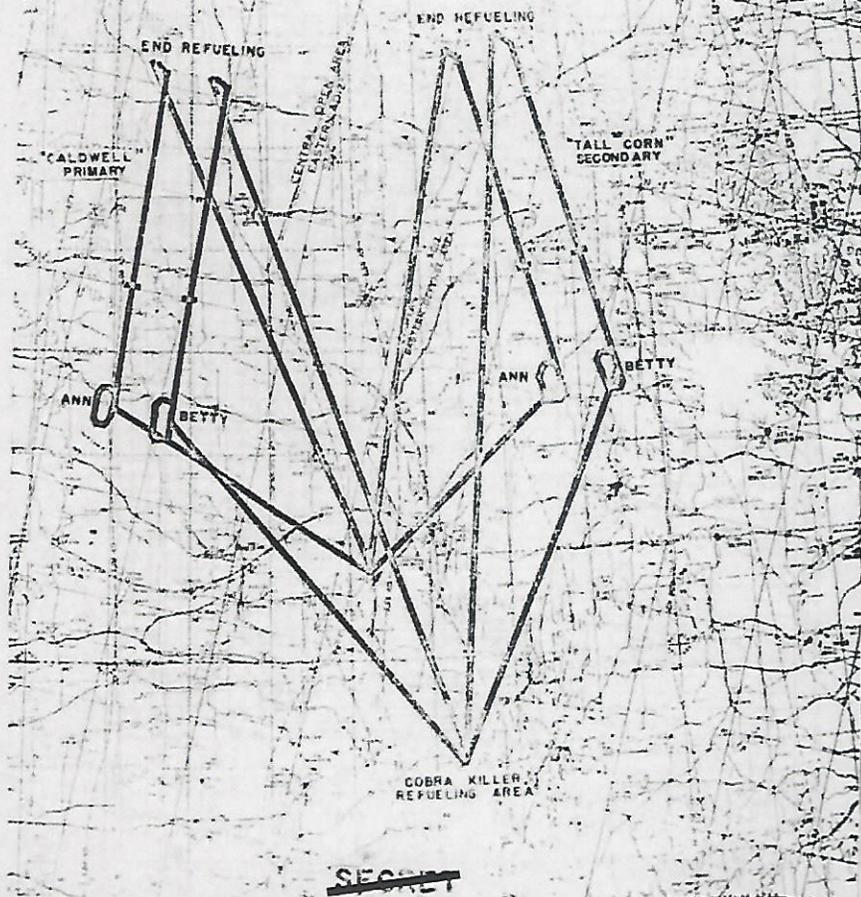
~~SECRET~~

0465

~~SECRET~~

98 AREFS

OF S/N 300-57



~~SECRET~~

Attachment - Aug 3 1957
20 July 1957

MISSION FLIGHT PLAN		D. O. AND NICKNAME 300-57 CGR: KILLER		UNIT 9837	TYPE ACFT KC-97	WAVE	CELL CALL SIGN	REMARKS GALDWELL ANN
	POUNDS	115/144	36,000					
ACFT BASIC	99,000	JP-4	27,495	BOMBS				RUNWAY PRESSURE ALT 1198 LENGTH 12,900 AIR TEMP +42°C
CREW 6 2200	1,200			AMMO				CRITICAL FIELD LENGTH CRITICAL AIR TEMP +42°C
OIL	1,470			WATER AUG				10,400'
ATO				STATIC	156,465	NR FULL ATO REQUIRED		TAKE-OFF DISTANCE TAKE-OFF SPEED
RACR				START ENGINES AND TARI FUEL ALLOWANCE	1,465	NR EMPT ATO REQUIRED		121 K
LEFT TANKS RIGHT IF NEW								CRITICAL WIND COMPONENT
MISCELLANEOUS	300							1ST LEG 2ND LEG 3D LEG
CHAFF								
OPERATING	92,970	TOTAL FUEL	63,495	TAKE-OFF GROSS	155,000	ATO FIRING SPEED		

PRE-FLIGHT PLAN																
FROM	FLY COND	T. C.	WIND D/V DRIFT	T. H.	VAR	M. H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PREP FUEL REMAINING	GROSS WT
LINCOLN AFB															30,000	156,465
ROUTE															-1,465	-1,465
RTD															34,535	155,000
40-58N, 96-52W	CL	303	200/20 -5	297	-10	287	+33 2350		178	173	09	:03			-375	-375
41-12N, 97-22W	CR	303	200/20 -5	297	-10	287	+32 3000		210	205	32	:12			33,750	154,225
41-52N, 99-45W	CL	303	200/20 -5	297	-10	287	+20 9000		199	194	74	:23			-2,875	-2,875
42-27N, 100-00W	CR	303	200/20 -5	297	-10	287	+13 12,000		231	226	106	:35			30,885	151,350
Enter Orbit											64	:17			-1,257	-1,257
Complete climb	CL	188	280/30 -7/47	195	-11	184	+8 14,000		214			:06			29,628	150,093
Complete orbit at Altitude	CR	008	280/30 -7/47	195	-11	184	+8 15,000		226			:09			-750	-750
43-36N, 99-46W	CR	006	280/30 -7	001	-11	350	+9 15,000		238	235		:18			27,022	147,487
45-44N, 99-19W	AR	008	280/30 -7	001	-11	350	+9 14,500		260	257	70	:18			-1,392	-1,392
Off Load											240	1:25			25,530	146,095
45 degree left turn											130	:30			-3,750	-3,750
45-55N, 99-28W	DS	323	280/30 -5	318	-11	307	+11 13,750		240	240		:08			21,820	142,345
A/H to Lincoln	DS											:05			-5,505	-5,505
45-54N, 99-35W	DS											:05			16,375	109,245
Level off												:05			-90	-90
45-35N, 99-27W	DS	197	280/30 +5	183	-11	152	+12 11,500		232	232	190	2:00			16,285	109,255
Lincoln	CR	197	280/30 +5		-11		+15 8,500		206	220	21	:05			-150	-150
												:05			16,075	109,045
												:23			-3,290	-3,290
												:28			13,785	105,755

SAC 300-57 14 KC 2720

APP 3, APP III, ANNEX B 18 Jul 57
GRADIV OPORD 300-57 7-2567-8

MISSION FLIGHT PLAN		D. O. AND NAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		300-57 CORRA KIL		98BW	KG-97			Caldwell Betty
POUNDS		115/145	36000		POUNDS			
ACFT BASIC	90,000	JP-4	27,495	BOMBS				
CREW & 200	1,200			AMMO				
OIL	1,470			WATER AUG				
ATO				STATIC	156,465	NR FULL ATO REQUIRED		
BACK				START ENGINE AND TAXI FUEL ALLOWANCE	1465	NR EMPTY ATO REQUIRED		
EXT TANKS (BRIGHT & DIM)				TOTAL FUEL	63,495	ATO FINING STALEU		
MISCELLANEOUS	300			TAKE-OFF GROSS	155,000			
CHAFF								
OPERATING	92,970							

PRE-FLIGHT PLAN														
LINCOLN AFB ROUTE	FLT (CNS)	T C	BIND D/V	T H	VAR	M H	TEMP	IAS	T A	V G S	GND DIS	TIME	AIR DIS	FUEL FLIGHT PLAN
														PREP FUEL (GROSS WT)
							+12					:02		36000
							1198					:02		1465
							+32					:02		34532
RTTO												:02		155000
Climb			200/20				+32				09	:02		375
40-59N, 96-55W	CL	307	-7	300	-10	290	235		178	174	05	:05		34160
Level Off			200/20				+32				22	:06		343
41-12N, 97-20W	CR	307	-7	300	-10	290	3000		210	205	31	:11		33217
Climb			200/20	300			+16				107	:11		3880
42-14N, 99-06W	CL	307	-7	300	-10	290	11000		200	200	10	:12		28937
Climb			280/30				+8				10	:03		236
42-20N, 99-17W	CR	307	-7	300	-11	290	12000		200	200	10	:12		29701
ORBIT			280/30	300			+8				10	:05		2295
43-32N, 99-05W	CR	008	-7	195	-11	184	15000		200	200	10	:12		27421
Rev'd Pt.			280/30				+8				10	:10		1367
43-32N, 99-05W	CR	008	-7	001	-11	350	12000		200	200	10	:12		26054
End R'tg			280/30				+8				10	:10		3750
45-40N, 98-55W	AR	008	-7	001	-10	351	14500		260	258	30	:12		28204
Off load														5505
045° Left Turn			280/30				+9				12	:03		16799
45-50N, 98-45W	DS	323	-5	318	-10	308	13450		240	240	356	:51		95
Continue Turn							+9							14704
45-50N, 98-55W	DS						13250		240			:53		65
Present. Neb.			280/30				+11				276	:12		16639
45-50N, 98-55W	DS	142	-7	148	-10	158	12000		217	230	632	:05		3045
Lincoln, Neb.			280/20				+11				36	:10		13584
Lincoln, Neb.	CR	198	+3	201	-10	191	12000		217	214	668	:15		423
														13172

MISSION FLIGHT PLAN		D. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		300-57 CORRA KILLER		300B	EC-57			GAUSSELL ANN
POUNDS		115/143 36000						
ACFT BASIC	90,000	WP-4	27-35	RE-PT				PRESSURE ALT
CREW 6 @ 200	1,200			AMMO				1078 12,800' +12°C
OIL	1,470			WATER ALC				CRITICAL FIELD LENGTH
ATU				STATIC	156,465	NR FULL ATO REQUIRED		10,400' +12°C
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	1,465	NR EMPT ATO REQUIRED		FARE-OFF ONT ONCE TAKE-OFF SAVED
EAT TANKS				TOTAL FUEL				8800 121 F
WEIGHT (Empty)								CRITICAL WIND COMPONENT
MISCELLANEOUS	300							1st LEG 2nd LEG 3rd LEG
CHAFF								
OPERATING	92,970							

PRE-FLIGHT PLAN																	
FROM	ROUTE	PLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	CRSSE WT
				DRIFT				ALT	PACH			ACC	ACC	ACC		PREL FUEL REMAINS	
FORBES AFB								142				48	07			36000	156765
ROUTE								1078				48	07			3465	1465
Forbes				200/20				+16				116	33			34535	155000
40-17N, 97-12W	CL	317	-6		311	-8	301	10.5M		203	211	116	33			4325	4225
Ann Orbit				280/30				+8				270	42			30700	154875
42-47N, 100W	CR	317	4		313	-10	300	15.0M		203	211	270	42			26700	147455
Orbit				280/30				+8				270	42			2280	2220
42-47N, 100W	CR	198	-7	47	205	-11	194	15.0M		238	-	270	42			24220	14885
Renv Pt.				280/30				+8				270	42			1290	1290
43-36N, 99-16W	CR	008	-7		001	-11	350	15.0M		237	233	354	1:56			23130	143535
End Refuel				280/30				+9				130	10			3750	3750
45-14N, 99-19W	A/B	008	-7		001	-11	350	14.5M		240	246	267	6:52			19180	139845
Off Load																5525	33000
45° Left Turn				280/30				+16				12	08			13275	10600
45-55N, 99-28W	DS	323	5		318	-11	307	13.8M		240	240	498	2:29			90	90
A/W to 1000 ft								+12				8	02			13785	106755
45-54N, 99-35W	DS							12.3M		232	232	506	2:31			60	60
Level Off				280/30				+12				21	05			13725	106695
45-35N, 99-23W	LG	157	+6		163	-11	152	11.3M		232	247	527	2:36			150	150
Forbes AFB	CR	157	+7		164	-10	154	9.5M		205	220	430	1:57			13575	106545
								+20				430	1:57			4485	4485
												957	4:33			9090	102060

SAC FORM 18 FEB 54 18 10-2720

AV FORM 300-57 18 FEB 54
 ATT 3 APP III ANNEX B
 816ADIV OPOD 300-57
 12 July 1957 7-2567-6