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98th Bomb Wing

OPS. ORDER 232 - 57

PACESETTER VIII



23 - 27 AUG 57

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
30 July 1957

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
30 July 1957

OPERATIONS ORDER

SERIAL NO 232-57

"PACE SETTER VIII"

This Ops Order consists of 7 pages.

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30 July 1957

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
30 July 1957

OPERATIONS ORDER NO. 232-57 (Operation "Pace Setter VIII")

TASK ORGANIZATIONS:

343rd Bombardment Squadron	L/Col (b) (6)
344th Bombardment Squadron	Maj (b) (6)
345th Bombardment Squadron	L/Col (b) (6)
98th A&E Squadron	L/Col
98th FM Squadron	L/Col
98th PM Squadron	Maj (b) (6)

1. GENERAL SITUATION: A requirement exists for Eighth Air Force Units to participate in an Eighth Air Force Bombing and Navigation competition. This operation is scheduled on 23 and 27 August 1957. Unclassified nickname for this operation is "Pace Setter VIII". (~~CONFIDENTIAL~~)

a. Intelligence: See Annex "A" (U)

b. Friendly Forces:

(1) MATS: Provide normal AACS support. (U)

(2) Twelfth Radar Bomb Scoring Squadron:

(a) Provide radar bomb scoring facilities at Seymour, Indiana; Charlotte, North Carolina; and Atlanta, Georgia during the period of this operation.

(3) ADC Radar Site "Migrate".

(a) Provide scoring facilities for "Big Snow Runs" (BCM) during the period of this operation. ~~SECRET~~

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(4) 818th Air Base Group:

(a) Provide necessary logistical support as outlined in Annex "E". (U)

(b) Provide sufficient ultrasonic trainer (T-2) time to meet the requirements of participating crews. (U)

(5) Second AWS, Detachment 8:

(a) Provide necessary weather information to support this operation. (U)

2. MISSION: The 98th Bombardment Wing will participate in an Eighth Air Force Bombing and Navigation Competition. The objective of this operation is to exercise and assess the 98th Bombardment Wing's capability in the following areas: (UNCLASSIFIED)

- a. Radar Bombing.
- b. "Hi Jinks" maneuver.
- c. GPI Techniques.
- d. Night Celestial Grid Navigation.
- e. Staff Planning
- f. Radar Target Analysis.
- g. Unit Briefings.
- h. Aircraft and radar maintenance support.
- i. IRDA capabilities.
- j. ECM effectiveness.

3. TASKS FOR SUBORDINATE UNITS: (UNCLASSIFIED)

- a. 343rd Bombardment Squadron: (U)

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(1) Provide the maximum number of aircraft and crews in support of this operation. Reference Annex "B". (U)

(2) Complete all pre-mission training requirements as directed by this or higher headquarters. (U)

(3) Insure crews and support personnel all schedules outlined in Annex "B" and as directed by this headquarters. (U)

b. 344th Bombardment Squadron:

(1) Same as paragraph 3a (1), (2), (3), above. (U)

c. 345th Bombardment Squadron:

(1) Same as paragraph 3a (1), (2), (3) above. (U)

d. 98th Armament and Electronics Squadron:

(1) Provide necessary maintenance and support to insure reliable operation of all bombing and navigation equipment for this operation. (U)

e. 98th Field Maintenance Squadron:

(1) Insure that all required aircraft meet published schedules in this operation. (U)

f. 98th Periodic Maintenance Squadron:

(1) Insure all required aircraft meet published schedules in support of this operation. (U)

3X. GENERAL INSTRUCTIONS: (~~SECRET~~)

a. The 98th Bombardment Wing will launch a minimum force of seventy percent of possessed aircraft which are not on TDY ordered by higher headquarters. Force will be launched from Lincoln Air Force Base

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at approximately 1900 to 2200 local time on the 22nd and 26 August 1957. (U)

b. Non-ready, combat ready, lead, and select crews will participate. Staff, "5X" and "IN" crews will NOT be permitted to fly in this operation.

c. Crews will not be recalled from SEG, IDY, or leave to participate in this mission. (U)

d. Weather minimum for takeoff and landing will be as established by AFR 60-16. (U)

e. Air Traffic Control:

(1) To facilitate operations clearance by CAA, the mission plan and specific altitude requirements will be coordinated with Kansas City ARTC, in accordance with SAC Regulation 55-3, at least seven (7) days prior to the date of execution. Mission will be identified by "Pace Setter" and special unit tactical call sign. (As "Pace Setter" - Expel - 14). (U)

(2) Essential elements of aircraft movement may be handled as Unclassified when released to ARTC agencies for the purpose of obtaining block clearances. Subject information will be held to an absolute minimum. (U)

(3) The use of "Military Necessity" in connection with this operation is not authorized. (U)

(4) Participating crews will be appropriately briefed on ARTC reporting responsibilities as outlined in SAC Regulation 55-3. (U)

f. Unit security officers will monitor security procedures during this mission in accordance with SAC Regulation 205-11. (U)

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g. No press release will be made on this operation until granted by Headquarters Eighth Air Force. If queried, unit ISO may state, "the Unit is involved in a brief training exercise." (U)

h. Direct communication between units and agencies concerned is authorized. (U)

i. Reports will be submitted as outlined in Annex "E" to Eighth Air Force Ops Plan "Pace Setter". (U)

j. Scoring and awards are as outlined in Annex "F" to Eighth Air Force Ops Plan "Pace Setter". (U)

k. The 98th Bombardment Wing project officer is Major Harry Willis Jr., Base Extension 263; home phone - Base Extension 8194. (U)

l. The 98th Bomb Wing will provide a navigator to monitor the Charlotte RBS Site during "Pace Setter" dates of 22 thru 27 August 1957. (U)

m. On 12 thru 14 August 1957, the 98th Bombardment Wing will provide an ECM observer to assist in conducting and scoring ECM activity at Migrate Radar Site and act as liaison officer between the site and Eighth Air Force. (U)

n. Flying safety is of paramount importance and will take precedence over completing mission requirements. (U)

o. Existing Air Force, SAC, Eighth Air Force, 818th Air Division, and 98th Bombardment Wing directives will apply as supplemented herein. (U)

p. Copies of this operation order not needed for record purposes may be destroyed on or after 27 August 1957. (U)

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4. ADMINISTRATION AND LOGISTICAL MATTERS (UNCLASSIFIED)

a. Normal logistical support and facilities will be provided by task organization (U)

b. Funding Local P-458 funds will be utilized as required. (U)

5. COMMAND AND COMMUNICATIONS (CONFIDENTIAL)

a. Command Normal (U)

b. Communications See Annex "C".

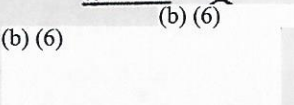
(1) Recall word: TALL CORN. ~~SECRET~~

WILSON R. WOOD
Colonel, USAF
Commander

DISTRIBUTION:

COMDRAF 8	Cys 1,2,3,4 & 5
COMDRADIV 818	Cys 6 & 7
COMDRABG	Cys 8,9,10,11,12,13 & 14 (4 Cys Historian)
98C	Cy 15
98DO	Cys 16,17,18,19,20 & 21
98DM	Cys 22 & 23
COMDR 5TH WEA SQ DET 21	Cys 24 & 25
343BSC	Cys 26 thru 40
344BSC	Cys 41 thru 55
345BSC	Cys 56 thru 70
98AESC	Cys 71 & 72
98PMSC	Cys 73 & 74
98FMSC	Cys 75 & 76

OFFICIAL:

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

(b) (6) Colonel, USAF
Director of Operations

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
, 30 July 1957

ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NO 232-57

"INTELLIGENCE"

This Annex consists of 4 pages.

ANNEX "A" to
98BW OPORD 232-57
30 July 1957

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

ANNEX "A" TO 98TH BOMBARDMENT WING OPERATIONS ORDER 232-57

"INTELLIGENCE"

1. INTELLIGENCE SUMMARY: (Omitted)(UNCLASSIFIED)
2. INTELLIGENCE REQUIREMENTS: (UNCLASSIFIED)

a. Essential Elements of Information as required by Eighth Air Force Intelligence Collection Procedures, 1 Jul 55. (UNCL)

b. Means of Obtaining Information: Interrogation of combat crew immediately after the mission by intelligence officers and staff specialists following instructions contained in Eighth Air Force, ICP, 1 Jul 55. (UNCL)

c. Means of Reporting EBI: In all cases where collected elements of information are not transmitted in accordance with instructions contained in SAC Manual 55-8 and other existing regulations, this information will be forwarded, as expeditiously as possible on Air Force Form 112. (UNCL)

3. INTELLIGENCE ACTIVITIES: (UNCLASSIFIED)

a. Navigational Materials will be furnished by the Target Materials Branch as required. (UNCL)

b. Target Materials: Latest available Domestic Graphic Target Materials and best available radar scope and visual photography received from Headquarters Eighth Air Force. (UNCL)

c. Targets: As listed in Annex "B" (UNCL)

d. Photographic Requirements:

(1) Visual strike photography will be obtained if conditions permit. (UNCL)

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(2) Maximum radar photography will be obtained on all targets. (UNCL)

(3) All photography will be obtained in accordance with the SAC Tactical Doctrine and applicable Observer Publications. (UNCL)

(4) Observers photo logs will be accomplished on all photography in accordance with the provisions of SAC Regulation 95-11. Special emphasis will be placed on the preparation of these logs to insure that all data required for film identification and for the preparation of special reports is made available to recipients of the logs and corresponding photography. (UNCL)

(5) All radar photography on this mission with logs will be forwarded to the 8th RTS, Westover AFB, Mass., Attn: Film Library, within seven days after completion of the mission. All radar photography will be screened by Wing Photo interpreters for quality and completeness. The one best 0-15 roll of film (quality-wise) on each target struck, will be wrapped separately, clearly labeled, and included in the same package with the other film forwarded. On these specially selected rolls, a SAC Form 106 will be accomplished and film will be titled in accordance with SAC Manual 200-3. (U)

e. Survival Intelligence: (Omitted) (UNCL)

4. REPORTING REQUIREMENTS: (~~CONFIDENTIAL~~)

a. A B-51 report will be submitted on the 3rd Target, Richmond "P" in accordance with the Face Setter Basic Operations plan. In the event that an aircraft post-strikes at other than briefed destination, film will be retained by the crew until return to home station when normal processing and reporting procedures will be accomplished. (~~CONFIDENTIAL~~)

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b. The following information will be reported for the Richmond Hi-Jinks Maneuver:

A. Crew number. B. Did aircraft attempt Hi-Jinks Maneuver? If negative, explain. C. If an actual bomb had been dropped, could the burst position (according to the RES score) be seen on the photo taken at termination of ATF. Could its position be plotted? (Both of these conditions must be met for an affirmative entry). Explain negative results. D. If paragraph C above is negative, how soon, in seconds, after termination of ATF can the burst position be plotted? E. What was the bank angle of the aircraft at the termination of ATF as determined by the crew? If aircraft was level at this point, enter the word "Level". This information will be submitted within 36 hours after last aircraft of each wave lands. ~~(CONFIDENTIAL)~~

c. Special intelligence reports, e.g., AF Form 112 and CIRVIS reports, will be submitted when applicable. (UNCLASSIFIED)

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
30 July 1957

ANNEX "B"

TO

OPERATIONS ORDER

SERIAL NO. 232-57

"AIR OPERATIONS"

This Annex consists of 10 pages.

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
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ANNEX "B" TO 98TH BOMBARDMENT WING OPERATIONS ORDER 232-57

"AIR OPERATIONS"

1. OPERATIONAL CONCEPT: (~~CONFIDENTIAL~~)

a. Scheduling:

(1) The required force to participate is scheduled at the HHCL at 0220Z thru 0520Z, 23 August 1957 and 0215Z to 0515Z, 27 August 1957. ~~(S)~~

(2) There are 19 slots at the H-Hour control line for each increment. Times are established by first and last HHCL times and will be strictly adhered to. (U)

b. Route Tactics: Bomber stream, with ten minutes time separation and 2000 feet altitude separation between consecutive aircraft. (U)

(1) A normal takeoff and acceleration of 3 minutes and 10 miles will be used. (U)

(2) Climb will be made at 98% power. (U)

(3) Bomber stream integrity will be maintained at all times. The route will be flown with 10 minutes and 2000 feet separation. (U)

(4) HHCL times will be made good within plus or minus two minutes. ()

(5) Station pressure altimeter will be flown the entire route. (U)

(6) Bomb runs will be made at Mach .74 and Mach .81. (U)

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c. Route, altitudes and airspeed.

FROM	TO	COORD	TC	FT	ALT	TAS
LINCOLN	BEATRICE	40/16N 96/45W	178			390
	L.O.	40/16N 94/34W	090	103	30/32	390
	KIRKSVILLE VOR	40/08N 92/35W	090	90	30/32	425
	DAVENPORT IA	41/31N 90/31W	047	123	33/35	425
	ROCKFORD ILL	42/17N 89/06W	054	080	33/35	425
(PIP)(HECP)	KANKAKEE ILL	41/072N 87/512W	147	090	33/35	425
(IP)	CRAWFORDVILLE	40/022N 86/54W	145	079	33/35	425
	RBS TGT "C"	39-00 - 29.00N				
	SEYMOUR	85-36 - 22.35W	135	085	33/35	425
(PIP)	CHEROKEE RES.	36/10N 83/30W	150	198	34/36	425
(IP)	ASHVILLE N.C.	35/35N 82/34W	128	059	34/36	425
	RBS TGT "E"	35-13 - 23.209N				
	CHARLOTTE N.C.	80-53 - 22.201W	104	085	34/36	425
	PULASKI VOR	37/03N - 80/46W	352	129	34/36	425
(PIP)	ROANOKE VA	37/16N 79/57W	079	040	34/36	466
(IP)	LYNCHBURG	37/24N 79/09W	080	040	34/36	466
	RBS TGT "P"	37-38 - 24.603N				
	RICHMOND VA	77-25 - 48.525W	080	082	34/36	466
	ST GRID CEL					
	WINCHESTER VA	39/11N 78/10W	336	101	37/39	425
	TP	43/26N 78/54W	353	258	37/39	425
	END GRID CEL	42/46N 91/45W	265	568	37/39	425
	LINCOLN AFB	40/502N 96/46W	243	253	40/42	425
	TOTAL			2499		

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2. GENERAL: (██████████)

a. Pre-Mission Restrictions None (U)

(1) Maximum use of all available target materials. (U)

(2) Maximum RBS activity against Seymour, Charlotte, and Richmond RBS sites by scheduled crews is directed. (U)

(U)

(1) Aircraft committed to this operation will be manned by the best qualified crews available. (U)

(2) The scheduling of non-ready crews will be designated prior to the mission. The scores obtained by these crews will not be considered for bombing reliability, gross error rate, or navigation reliability. Non-ready crew results will be computed points for equipment reliability, percent of required aircraft airborne, and percentage of aircraft completing mission. (U)

(3) Substitute crew members and/or fourth crew members may fly with ready, lead, or select crews, but not in the aircraft commander or navigator (s) positions. Personnel will not participate more than once on the exercise in any capacity. (U)

(4) SX and staff crews will not participate. (U)

c. Aborts:

(1) Air Aborts: An airborne aircraft and/or crew which aborts any scored mission requirement. (U)

(2) Ground Aborts: There is no requirement the aircraft be committed to increments by tail number. Therefore, the number of aircraft

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scheduled per increment minus the number of aircraft airborne on time (aircraft making an authorized HHCL time) will be the number of ground air aborts. (U)

d. Rescheduling. (U)

(1) Once an aircraft or crew is airborne for this mission, the aircraft and/or crew will NOT be rescheduled. (U)

(2) Aborts prior to takeoff may be rescheduled as desired, consistent with available HHCL slots. (U)

e. Offset Aiming: Participating navigators will use only the Wing selected offset aiming points. (U)

f. Disabling of Optics: Visual optics will be taped and the radar optical system will be mechanically or electrically disabled. (U)

g. Circular Error Limits: (U)

(1) Bombing Reliability: See SAC Technical Pamphlet 170-1A. (U)

(2) Gross Bombing Errors: See SAC Regulation 50-28. (U)

(3) Night Celestial Grid Navigation Leg: 32 Nautical Miles. (U)

h. Fixed angle runs will not be considered a radar abort; and score will be used to compute circular errors, reliabilities, gross errors, and points. (U)

3. TARGET ANALYSIS AND BRIEFING SCHEDULE: (UNCLASSIFIED)

a. Each navigator will accomplish eight (8) hours target study on each complex. (U)

b. Each crew scheduled to participate will complete a minimum of four (4) hours ultrasonic trainer runs with the prescribed check list in the crew flimsy. (U)

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c. General Briefing will be conducted in the 98th TIC Briefing Room at 1330 hours (local) 21 August 1957. Crews will be seated, ready for security check, and roll call at 1320 hours. (U)

d. Pre-takeoff weather briefing: See Crew Flimsy (U)

e. A minimum of two (2) crews per squadron will brief the Wing Commander's staff as to their knowledge of the overall mission and the specific pointer systems they have been briefed to use on the three targets. The remainder of crews will individually brief the squadron staff on their plan of attack. (U)

f. Imagination and creative abilities of wing staff radar prediction and briefing officers will be thoroughly exercised in preparing the crews and briefing the mission. (U)

4. BOMBING: (CONFIDENTIAL)

a. Target Information:

(1) SEYMOUR RBS - Mach .74 Offset Bomb Run. (C)

<u>PIP</u>	<u>GEO COORD</u>	<u>ELEV</u>	<u>VAR</u>	<u>TC</u>	<u>DIST</u>
Kankakee, Ill. (West side)	41-07 $\frac{1}{2}$ N 87-53W	650'	2.4°E	146°	79 NM
<u>IP</u>	<u>GEO COORD</u>	<u>ELEV</u>	<u>VAR</u>	<u>TC</u>	<u>DIST</u>
Crawfordsville, Ind	40-02 $\frac{1}{2}$ N 86-53 $\frac{1}{2}$ W	850'	1.6°E	135°	85 NM
<u>GPI</u>	<u>GEO COORD</u>	<u>ELEV</u>	<u>VAR</u>		
Weir-Cook AF	39-43-3/4N 86-16 $\frac{1}{2}$ W	850'	1.4°E		
<u>TGT</u>	<u>DESCRIPTION</u>			<u>GEO COORD</u>	
Seymour "C"	Intersection of NW-SE, and SW-NE Runway at St. Anne A/P: North of North Vernon, Ind.			39-02-34.9N 85-36-23.9W	

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<u>ELEV</u>	<u>VAR</u>	<u>GRID COORD</u>
750'	1.2°E	U-28 G-22

<u>OAP</u>	<u>DESCRIPTION</u>	<u>GEO COORD</u>
1	Center of large warehouse NW of downtown North Vernon.	39-00-54.2N 85-38-00.0W

<u>COMPONENTS</u>	<u>ELEV</u>	<u>GRID COORD</u>
S-9905 W 7410	770'	F-66 T-51

<u>OAP</u>	<u>DESCRIPTION</u>	<u>GEO COORD</u>
2	Center of two Western Hospital buildings	39-02-59N 85-31-47.5W

<u>COMPONENTS</u>	<u>ELEV</u>	<u>GRID COORD</u>
N-2450 W 22100	850'	H-92 V-17

(2) CHARLOTTE, N.C. RBS - Mach .74 Direct Bomb Run. (C)

<u>PIP</u>	<u>GEO COORD</u>	<u>ELEV</u>	<u>VAR</u>	<u>TC</u>	<u>DIST</u>
Cherokee Res Dam	36-10N 83-30W	1070'	0°	128°	59 NM

<u>IP</u>	<u>GEO COORD</u>	<u>ELEV</u>	<u>VAR</u>	<u>TC</u>	<u>DIST</u>
Ashville, N.C. (Center)	35-35N 82-34W	1980'	0.7W	104°	87 NM

<u>GPI</u>	<u>GEO COORD</u>	<u>ELEV</u>	<u>VAR</u>
Shelby, N.C. (Center)	35-17N 81-32W	1000'	1.2°W

<u>TGT</u>	<u>DESCRIPTION</u>	<u>GEO COORD</u>
E	Southern Engineering Co., Charlotte, N.C. Aiming Point: Base of NE corner of the Easternmost large building	35-13-23.209N 80-53-22.201W

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ELEV H & V COORD
 734' H-07.7
 V-09.28

(3) RICHMOND, VA. RBS - Mach .81 Offset Bomb Run. (C)

<u>PIP</u>	<u>GEO COORD</u>	<u>ELEV</u>	<u>VAR</u>	<u>TC</u>	<u>DIST</u>
Roanoke, Va. (Center)	37-16N 79-54 3/4W	1174'	3.3°W	080°	40 NM

<u>IP</u>	<u>GEO COORD</u>	<u>ELEV</u>	<u>VAR</u>	<u>TC</u>	<u>DIST</u>
Lynchburg, Va. (Double RR Bridge)	37-26 1/2N 79-10W	850'	4°W	080°	83 NM

<u>GPI</u>	<u>GEO COORD</u>	<u>ELEV</u>	<u>VAR</u>
Farmville, Va. (Center)	37-18N 78-23 1/2W	400'	4.8°W

<u>TGT</u>	<u>DESCRIPTION</u>	<u>GEO COORD</u>
P	Center of runway at North Field in North Richmond.	37-38-24.603N 77-25-48.525W

<u>ELEV</u>	<u>VAR</u>	<u>H & V COORD</u>
197'	6°W	H-09.9 V-13.6

<u>OAP</u>	<u>DESCRIPTION</u>	<u>GEO COORD</u>
1	Center of West Hiway Bridge	37-33-40N 77-32-39.5W

<u>COMPONENTS</u>	<u>ELEV</u>	<u>GRID COORD</u>
S-28583 W-33009	180'	H-05.7 V-10.28

<u>OAP</u>	<u>DESCRIPTION</u>	<u>GEO COORD</u>
2	Top center of main building in shopping center Northeast of Central Airfield.	37-34-17.300N 77-23-35.300W

<u>COMPONENTS</u>	<u>ELEV</u>	<u>GRID COORD</u>
S-25013 E-10721	180'	H-11.25 V-10.6

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- b. Bomb Load (Simulated): Mark 6, 8460 pounds. ~~100~~
- c. Bombing Tables: T.O. 11N-60-42, March 1956 (Confidential). (U)
- d. Bombing Altitudes and Airspeeds:
 - (1) St Anne 33,000/35,000 426
 - (2) Charlotte 34,000/36,000 426
 - (3) Richmond 34,000/36,000 426
- e. RBS Scoring Procedures: In accordance with SAC Regulation

50-4 except as follows:

(1) An abbreviated RBS call-in will be used, and only the following information need be included:

- (a) RBS site call sign. (U)
- (b) Aircraft tactical call sign. (U)
- (c) Pressure altitude and position with respect to the RBS site. (U)
- (d) Run classification (encoded). (U)
- (e) Crew Number. (U)
- (f) Type run (encoded). (U)
- (g) Indicate that run will be made on Pace Setter target. (U)

(2) Coded scores will be passed to participating crews on the Seymour and Charlotte targets only. Coded scores will not be passed to participating crews on the Richmond target until the B-51 reports are received at Eighth Air Force. (U)

5. A HI-JINKS MANEUVER to the left with IBDA procedures will be accomplished at the Richmond Target. (CONFIDENTIAL)

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6. NAVIGATION: Radar will be the primary navigational aid from takeoff to start grid and from end grid until over Lincoln AFB. A night celestial Grid Navigational Mission will commence at Winchester, Va. and terminate at 42/46N 91/45W via a turning point at 43/26N 78/54W. Results will be scored in accordance with SAC Regulation 51-11.

~~(CONFIDENTIAL)~~

- a. Primary method of scoring the navigation leg will be GCI. (U)
- b. Secondary method of scoring the navigational leg will be scope photography. (U)

7. ECM (Big Snow Run) will be accomplished on radar site "Migrate", Lockport, N.Y. in accordance with procedures outlined in SAC Reg 51-6. (See Communications Annex). (U)

8. ALTERNATE AIRFIELDS: (UNCLASSIFIED)

- a. The following bases will be used as weather alternates for Lincoln. Only those fields that can be reached with a reserve of 12,000 pounds of fuel over the base are listed. (U)

			<u>Fuel Remaining</u>
Forbes AFB, Kansas	145°	126NM	15,431
Schilling AFB, Kansas	188°	127NM	15,411
Whiteman AFB, Missouri	125°	190NM	14,296

9. FLYING SAFETY: (UNCLASSIFIED)

- a. Flying safety will take precedence over all other considerations.

10. DEBRIEFING will be accomplished by Intelligence and a Special Debriefing Team in the briefing room of the Wing Intelligence Building. (U)

ANNEX "B" to
98BW OPOD 232-57
30 July 1957

APPENDIX #1

MISSION FLIGHT PLAN			O. O. AND NICKNAME		UNIT		TYPE ACFT		HAVE		CELL CALL		REMARKS	
POUNDS			87471		90TH BW		B-47				SIGN			
ACFT BASIC	83560													
CREW	1000													
OIL	394													
ATO														
BACK														
EXT TANKS														
WEIGHT/EMBL														
MISCELLANEOUS														
CHAFF														
OPERATING	84954													
TOTAL FUEL														
PRE-FLIGHT PLAN														
FROM	LINCOLN AFB													
ROUTE														
ENG - TO														
TAXI - ACCEL														
HEATRICE, NEBR	CL	178												
LO/10N 94/34W	CL	090												
KIRKSVILLE, MO	CR	090												
LAVERFORD, IA	CL	047												
HOUTFORD, ILL	CR	054												
KANKAKEE, ILL	CR	147												
KANKAKEE, ILL	CR													
IP														
GRAMFORDVILLE	CR	145												
FBS TOT 97 ANNS ARPT														
BEADOUR	CR	135												
(PIP) CHEROKEE RES	CR	150												
36/10N 83/30W	CR	128												
IP														
ASHEVILLE, N.C.	CR	104												
CHARLOTTE, N.C.	CR	270												
PULASKI, MO	CR	352												

MISSION FLIGHT PLAN - CONTINUATION SHEET

FROM LINCOLN AFB ROUTE	FLT COND	T.C.	WIND DIR/ DRIFT	T.M.	VAR	M.H.	TEMP		IAS	T. A. S.	G. S.	H.D. DIS		TIME	AIR DIS	ETA		FUEL FLIGHT PLAN	
							ALT	MACH				ACC	DIS			ACC	DIS	REMAINING	GROSS WT
PIP	CR	074	270/35	078	r3	.081	34-36	.81	466	500	40	137	2:45	115	1045	1045	48806	133160	
IP	CR	080	270/35	079	r4	.083	34-36	.81	466	500	62	1237	2:50	1190	1035	1035	47771	132125	
SBS TOT	CR	080	270/35	079	r5	.084	34-36	.81	466	500	1139	1:00	1268	106	2045	2045	45726	130080	
ST GRID CEL	DL	346	270/40	331	r6	.337	37-39	.74	425	409	429	3:15	1374	2415	2415	43311	127665		
ATINHOPEE, VA	DL	346	285/42	348	r7	.341	37-39	.74	425	409	258	3:38	262	5885	5885	37426	121780		
TP	CR	153	285/42	267	r8	.269	37-39	.74	425	387	588	1:28	632	34650	34650	22746	107100		
END GRID CEL	CR	265	285/42	267	r9	.269	37-39	.74	425	387	254	39	276	5075	5075	17671	102025		
ATINHOPEE, VA	CR	243	285/42	241	r10	.339	40-42	.74	425	325	492	6:06	254	20	17671	102025			
UNDEVELOPED LAND																			

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
30 JULY 1957

TO

OPERATIONS ORDER 232-57
COMMUNICATIONS/ELECTRONICS

This Annex Consists of 2 Pages

ANNEX "C"
98th BW OPORD
232-57 30 July 57

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
30 JULY 1957

ANNEX "M" TO 98TH BOMBARDMENT WING (M) OPERATIONS ORDER 232-57

COMMUNICATIONS/ELECTRONICS

1. GENERAL: (UNCLASSIFIED)

- a. SACCBT, Appropriate JANAPS and ACPs, SAC Manuals of the 55-8 series, Radio Facility Charts and Supplementary Flight Information Documents apply. (U)
- b. SAC Regulations 50-21, Annex 1 50-1 and Annex 1 51-6 Apply except as modified herein. (U)

2. ADMINISTRATIVE COMMUNICATIONS: (UNCLASSIFIED)

- a. Point to point communications will be conducted using facilities in the priority indicated: (U)
 - (1) SOCS (For command and operational traffic only) (U)
 - (2) SACCOMNET (U)
 - (3) AIRCOMNET (U)
 - (4) Commercial facilities (U)
 - (a) TWX (U)
 - (b) Long distance telephone (U)
 - (5) Radio teletype and CW manual radio. (To be used only in event of failure or non-availability of landlines. (U)

ANNEX "M"
98th BW OPORD
232-57 30 July 57

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
30 JULY 1957

APPENDIX I

TO

ANNEX "C"

TO

OPERATIONS ORDER 232-57

AIRBORNE COMMUNICATIONS

This Appendix consists of 3 pages

APPENDIX I TO ANNEX "C"
98th BW OPRD
232-57 30 July 57

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
30 JULY 1957

APPENDIX I TO ANNEX "C", 98TH BOMBARDMENT WING (M) OPERATIONS ORDER 232-57

COMMUNICATIONS

1. CHANNELIZATION: (UNCLASSIFIED)

- a. HF: As indicated on pilot's flip charts. (U)
- b. UHF: As indicated on pilot's flip charts with the following exceptions. (U)
 - Channel 7 Charlotte RES 258.2 Mcs. (U)
 - Channel 8 Richmond and Seymour RES 356.8 Mcs. (U)
 - Channel 12 GCI scoring of navigation leg. (U)

2. CODE WORDS AND/OR CALL SIGNS: (SECRET)

- a. 98th Bomb Wing (relay only) RUMBLEHEAD RED (✓)
- b. Recall Word TALL CORN (C)
- c. RES Plots Geographical Location (U)
- d. GCI Site (Scoring of Nav. Leg) TWIRPLY (✓)

3. AUTHENTICATION AND IDENTIFICATION: (UNCLASSIFIED)

- a. Authentication, when required, will be accomplished by the use of the current edition of KAC-1()/TSEC. (U)
- b. Identification will be accomplished IAW the provisions of SAC Regulation 55-23 as amended. (U)

4. EMERGENCY PROCEDURES: As outlined in ACPs 130 and 135, current Radio Facility charts and/or Supplementary Flight Information Documents. (UNCLASSIFIED)

5. LOST COMMUNICATIONS PROCEDURES: As outlined in SAF Supplement to ACP 125 () and Supplementary Flight Information Documents. (UNCLASSIFIED)

APPENDIX I TO ANNEX "C"
98th BW OPORD
232-57 30 July 57

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
30 JULY 1957

6. AIRBORNE COMMUNICATIONS: (~~CONFIDENTIAL~~)

- a. HF radio will not be used except for required CAA reports and/or emergency. (U)
- b. No strike reports (B-11) will be transmitted. (U)
- c. The Transmit-Receive plus Guard (TR/G) position of the UHF radio will be utilized at all times except when necessary to discontinue monitor of the Guard channel while operating on another frequency. (U)
- d. SAC Monitor Procedure Alpha will be in effect. Monitor responsibility will be assigned by the Wing Communications Officer. ~~See~~
- e. OCI scoring of the grid celestial leg will be IAW provisions of 8AF OPOD "PACESETTER" dated 6 May 57 as amended. (U)
- f. IFF will be checked prior to take-off. Procedures will be outlined in the communications flimsy. (U)
- g. HF back-up at the RBS sites, when required, will be IAW the provisions of the SACCEL. (U)

APPENDIX I TO ANNEX "C"
98th BW OPOD
232-57 30 July 57

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
30 JULY 1957

APPENDIX II

TO

ANNEX "C"

TO

OPERATIONS ORDER 232-57

ELECTRONIC COUNTERMEASURES

This Appendix consists of 3 pages.

APPENDIX II to ANNEX "C"
98th BW OPORD
232-57 30 July 57

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
30 JULY 1957

APPENDIX II TO ANNEX "C", 98TH BOMBARDMENT WING (M) OPERATIONS ORDER 232-57

ELECTRONIC COUNTERMEASURES

1. REQUIREMENT: One "Big Snow" run will be accomplished by each participating crew during the navigational phase of this mission. Each crew participating in ~~PARASITIC~~ ~~WING~~ will accomplish one "Big Snow" run against ADC radar site "MIGRATE" located at Lockport AFS, NY. No spot jamming or chaff activity will be accomplished against "MIGRATE" in conjunction with this mission. (~~SECRET~~)
2. COORDINATION AND CLEARANCE PROCEDURES: (UNCLASSIFIED)
 - a. Headquarters 8AF will accomplish advance coordination for the ECM activity of this operation. (U)
 - b. The DD Form 175 will be accomplished in accordance with paragraph 4c(5), Annex I, SAC Regulation 51-6 and will include the phrase "Pass to 30th ADiv (Def)". (U)
 - c. Airborne clearance will be accomplished by each crew as outlined in paragraph 7, Annex I, SAC Regulation 51-6. (U)
3. PROCEDURES: (SECRET)
 - a. The "Big Snow" run will be conducted and scored in accordance with the procedures outlined in SAC Regulation 51-6, appropriate annexes thereto and as expanded herein. (U)

APPENDIX II TO ANNEX "C"
98th BW OPORD
232-57 30 July 57

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
30 JULY 1957

b. Each crew will transmit an equipment code to the GCI site to indicate the type of ECM system being employed. This data will be transmitted immediately after the ETA over the IP in the following manner: "Estimate over the IP at 2230Z, Equipment Alpha". The following table designates the code to be used:

ALT-6	-	ALPHA	ALT-8	-	DELTA
ALT-6A	-	BRAVO	ALT-8A	-	ECHO
ALT-6B	-	COCA	ALT-8B	-	FOXTROT (S)

c. Each crew will terminate jamming at position three. This will be accomplished by advising "MIGRATE" of arrival at position three and that equipment is going "DELTA BLACK". ~~(S)~~

d. No scores will be requested or given by the site. Scores will be transmitted to the unit by electrical means at the conclusion of each days operation. ~~(S)~~

e. Considering the close spacing of aircraft in the Bomber Stream, it is possible that some aircraft may not have completed the "Big Snow" run prior to the following aircraft reaching the IP. In such cases the Radar site will terminate the jamming of one aircraft by requesting "STOP BUZZER". Scoring of runs affected by such instances will be adjusted. ~~(S)~~

f. Communications for these runs will be in accordance with the provisions of Annex II, SAC Regulation 51-6 dated 7 February 1957. (U)

APPENDIX II TO ANNEX "C"
98th BW OPCRD
232-57 30 July 57

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HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
30 July 1957

ANNEX "D"

TO

OPERATIONS ORDER

SERIAL NO 232-57

"MAINTENANCE PLAN"

This Annex consists of 9 pages.

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ANNEX "D" to
98BW OPORD 232-57
30 July 1957

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HEADQUARTERS 98TH BOMBARDMENT WING (1)
Lincoln Air Force Base, Nebraska

ANNEX "D" TO 98TH BOMBARDMENT WING OPERATIONS ORDER 232-57
"MAINTENANCE PLAN"

1. The following is the 98th Bomb Wing Maintenance Plan for Operation Face Setter VIII. This Annex, when removed from the basic operations plan, is unclassified. A well executed plan is essential for the success of the mission. Maintenance personnel will be briefed on their responsibilities under this plan. (UNCLASSIFIED)

a. Maintenance organization for the mission: The maintenance activities will be organized as per current directives, based primarily on SAC Manual 66-12. (U)

b. General statement of operations requirements: Operations must be provided with two waves of aircraft. One wave of sixteen (16) aircraft with three (3) spares; one wave of fifteen (14) aircraft, with three (3) spares. Normally once an aircraft leaves the ground, it cannot be used again for a Face Setter mission. (U)

c. Maintenance mission: To provide Operations with sufficient aircraft, cleared of all maintenance discrepancies; to satisfy the requirements of the mission. To carry this out, normal work routine will be in effect for flight line maintenance activities on Saturday, 24 August 1957. (U)

d. Tasks for each major segments of the maintenance organizations: (U)

(1) Tactical Squadrons: (U)

(a) The 343rd Bomb Squadron will provide six (6) airborne, and one (1) ground spare on 22 August; four (4) airborne and one (1) ground spare on 26 August 1957. (U)

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ANNEX "D" to
98BW OPORD 232-57
30 JULY 1957

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(b) The 344th Bomb Squadron will provide five (5) airborne and two (2) ground spares on 24 August 1957; five (5) airborne and two (2) ground spares on 26 August 1957. (U)

(c) The 345th Bomb Squadron will provide five (5) airborne on 22 August 1957; five (5) airborne and one (1) ground spare, on 26 August 1957. (U)

(d) Field Maintenance: Provide specialist support for tactical squadrons as required. (U)

(e) Periodic Maintenance: Provide colorman and driver as outlined in paragraph 1,h,(29)(b). (U)

(f) Armament and Electronics: (U)

1. Provide specialist support for Comm/Nav and Bomb/Nav systems. (U)

2. Provide specialist support as required in paragraph 1,g. (U)

e. The instructions contained in paragraphs 1, a,b and c, will be considered as general instructions. (U)

f. Administrative and logistical matters: (U)

(1) Coordination of maintenance efforts will be effected through Job Control. (U)

(2) Reports required: See paragraph 1,h,(27). (U)

(3) Logistic support from Base Supply and PGL will be required as in paragraph 1,h,(a) and (b). (U)

(4) Debriefing for maintenance will be under the supervision of Captain Watson, OIC Quality Control. (U)

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ANNEX "D" to
98EW CPOHD 232-57
30 JULY 1957

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Each Bomb Squadron will supply one 7 level NCO to be present in briefing room, one (1) hour before the scheduled landing time of the first aircraft in each wave. One seven level NCO will be present at all times when aircraft are airborne to cover aborts. (U)

g. Communications matters: The three (3) tactical squadrons, Armament and electronics Squadrons and the Field Maintenance Squadron will provide one (1) radio vehicle on the flight line while work is in progress. Therefore a total of at least five (5) radio vehicles will be on the line at the same time. (U)

h. Appendices: (U)

(1) Air Base Group support requirement for maintenance activities: (U)

(a) Base Supply: Aircraft supply section of Base Supply will operate normal work routine on Saturday, 24 August 1957, and until last take-off on Thursday 22 August, and Monday, 26 August 1957. (U)

(b) POL: Six (6) JP pits will be kept available from 0130 to 0730 hours (Local) Friday 23 August and Tuesday, 27 August 1957, for purposes of refueling aircraft upon landing. (U)

(2) Flight line maintenance organization personnel requirements: See item d. (U)

(3) Field Maintenance Squadron: See item d. (U)

(4) To improve reliability of A&E equipment for Pace Setter VIII, the following two phase programs will be instituted: (U)

(a) Phase I: Maximum replacement of K-System components consistent with established calendar inspection procedures. (U)

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ANNEX "D" to
98BW OPOD 232-57
30 JULY 1957

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(b) Phase II: Accomplishment of the below listed preventative maintenance on the systems indicated. A visual (folder type) record will be maintained to indicate current status of completion. (U)

1. K-System. (U)

Bombing problems
Transmission checks
 β - At check
CSK check
Range & boresight (UPM-11)
Power & sensitivity
 β , AR Balance & sensitivity
SS & XM balance
Liquid level check
Amplifiers
Visual inspection entire system (radome, connectors, etc).

2. Conn/Nav.

ARC-27
(1-1) Give entire system a complete visual check. Checking all plugs, coax and antenna for solid connection.
(1-2) Check antenna for shorts or opens.
(1-3) Operational check for maximum transmission and reception using thru line wall meter and TS 497 if available.

3. ARC-21

(1-1) Complete visual inspection of all coax, plugs and antenna for solid connections.
(1-2) Operational check trying for maximum distance with maximum reception.

4. 1PX-4

(1-1) Complete visual check of all coax, plugs, and antenna.
(1-2) Check output with ARM-7.
(1-3) Operational check maximum reception.

5. ARN -6

(1-1) Complete visual check of all coax, plugs and antenna.

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ANNEX "D" to
ORNL OROED 232-57
30 JULY 1957

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(1-2) Check for proper operation of loop ANT.
(1-3) Check for proper operation with at least one station on each band.

6. ARN-14 & 18.

(1-1) Complete visual check of all coxs, plugs and antennas.
(1-2) Test system with sig-13.
(1-3) Operational check using ground station.

7. APN-76.

(1-1) Check for proper operation with Lincoln Rendezvous Control if possible.
(1-2) If check (A) cannot be accomplished check with EC 906 and I 196.

8. APX-6.

(1-1) Check for proper operation with Lincoln Rendezvous Control if possible.
(1-2) If check (A) cannot be accomplished check with UPM-8.

(c) Equipment will be operated during the regularly scheduled flight preceding Face Setter VIII to eliminate all inflight malfunctions possible. (U)

(5) Aircraft flying schedule: Refer to weekly flying schedule. (U)

(6) Aircraft parking plans: N/A. (U)

(7) Aircraft refueling schedule and detailed procedure: (U)

(a) Aircraft will be fueled with a number four (4) load for this mission.

(b) Aircraft landing after completing their mission will taxi directly to pit assigned by Job Control for refueling. (U)

(8) Aircraft off-loading and loading instructions: Upon landing, Armament and Electronics Squadron will immediately off-load camera film for processing. (U)

5.

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ANNEX "D" to
98BW OPGHD 232-57
30 JULY 1957

(9) Procedures and schedule for accomplishing required aircraft configurations: N/A. (U)

(10) Detailed procedures and schedule for weapons, ATO, chaff and ammo delivery: N/A. (U)

(11) Aircraft status reporting procedures and responsibilities: It will be the responsibility of the maintenance radio vehicle operators to keep Maintenance Control informed regarding status of aircraft and completion of work orders, as outlined in SAC Manual 66-12. In addition members of the Standardization Team will be available on the flight line in the Maintenance Control vehicle to assist in status reporting from 1500 hours (Local), until last take-off on 22 and 26 August 1957. (U)

(12) Method of obtaining parts and supplies: Supply Liaison will remain in operation after duty hours and until last take-off on 22 and 26 August 1957. (U)

(13) Maintenance equipment types and quantities to be deployed and by whom: N/A. (U)

(14) Specific tasks to be accomplished by the staging post-strike or turn-around base personnel: N/A. (U)

(15) Equipment and transportation allocations: N/A. (U)

(16) Equipment maintenance and operation policies, procedures, and responsibilities: Control of maintenance support vehicles is the responsibility of Job Control. However, it is the responsibility of the individual vehicle operators to be aware of the critical supply of vehicles and to exercise more than normal care in their operation. (U)

6. ~~SECRET~~

ANNEX "D" to
98BW CPORD 232-57
30 JULY 1957

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- (17) Detailed work scheduled for all maintenance personnel:
N/A. (U)
- (18) Special maintenance instructions: N/A. (U).
- (19) Reception plan for AMC support teams: N/A. (U)
- (20) Creation of maintenance packages of personnel and equipment: N/A. (U)
- (21) effective control of specialists: To be accomplished by the several support squadrons and Job Control in accordance with SAC Manual 66-13. (U)
- (22) Servicing of aircraft: (U)
- (a) Water alcohol servicing, will be required. (U)
- (23) Servicing of ground power equipment on an automatic scheduled basis: Field Maintenance servicing vehicle will operate on the flight line to service ground power equipment on an automatic basis. In addition, all power equipment will be fueled and load bank checked daily by the shops. (U)
- (24) Maintenance flow board in accordance with SAC REG 66-19: (Superceded by SAC Man 66-13) N/A. (U)
- (25) Use of mobility identification vests: N/A. (U)
- (26) SOP for removal of crashed aircraft: Refer to 818ABG REG 66-5, dtd 30 Aug 56, "Handling of crashed, disabled or damaged aircraft". (U)
- (27) Maintenance reports to be submitted: (U)
- (a) As required by SAF Message, /UNCLAS/DMMIC 47326,
Subject: "Maintenance Reporting for Pace Setter Missions", dated 17 Dec 56. (U)

7.

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ANNEX "D" to
98BW OFORD 232-57
30 JULY 1957

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(b) SAC Form 190, Aircraft Mission Record, will be prepared at debriefing for all airborne aircraft, in accordance with SAC REG 66-11. A&E aborts will be handled by the A&E debriefing team member. Other aircraft system aborts will be handled by the squadron maintenance member of the debriefing team. It is the responsibility of the aircraft commander to insure that a SAC Form 190, is initiated. SAC Forms 190, will be marked "Pace-Setter, Special Handling". Investigation will be completed and the forms returned to Maintenance Control, Reports Section, within 48 hours. (U)

(28) Detailed plan for maintenance personnel training program for deployment of 30 days: N/A. (U)

(29) Procedures for handling aborted aircraft: (U)

(a) Before taxi - Crew will report immediately to debriefing to initiate a SAC Form 190. (U)

(b) After taxi and before take-off - Same as (a) above. In addition, Periodic Maintenance Squadron will provide one (1) column driver and tow bar stationed midway and to the side of the runway, to tow off aircraft which are unable to take-off. The driver will report to, and be controlled by, "ALPHA ONE". (U)

(c) Air Aborts: Crew will report to debriefing to initiate a SAC Form 190. (U)

1. Sequence of Events: (U)

(1) Wednesday, 21 August 1957, 1500 hours (Local), flight crews begin pre-flight on first wave aircraft. (U)

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ANNEX "D" to
98BW OPRD 232-57
30 JULY 1957

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(2) Thursday, 22 August 1957, 1900 hours (Local), begin first wave take-off. (U)

(3) Friday, 23 August 1957, 0130 hours (Local), first wave begins landing and refueling. (U)

(4) Friday, 23 August 1957, 1500 hours (Local), flight crews begin pre-flighting on second wave aircraft. (U)

(5) Monday, 26 August 1957, 1900 hours (Local), begin second wave take-off. (U)

(6) Tuesday, 27 August 1957, 0130 hours (Local), second wave begins landing and refueling. (U)

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ANNEX "D" to
98BW OPRCD 232-57
30 JULY 1957

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TO: SAC, BOSTON
FROM: SAC, NEW YORK
SUBJECT: [Illegible]
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[Handwritten initials]

RE: [Illegible]
[Illegible text]

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

98DO

15 August 1957

SUBJECT: ~~(unclassified)~~ Amendment Number One to 98th Bomb Wing Op Ord 232-57

TO: See Distribution Basic Plan

1. The attached amendment is effective immediately.
2. Items for amendment:
 - a. Basic Order: Page 2, par. 1a(3) change "Migrate" to read "Oppose". ~~(S)~~
 - b. Basic Order: Page 3 add new par. 1b(6) ADC Radar Site "Butterfly". ~~(S)~~
 - c. Basic Order: Page 3 add new par. 1b(6)(a) Will provide navigation scoring facilities. ~~(S)~~
 - d. Basic Order: Page 6, par. 3Xm change "Migrate" to read "Oppose". ~~(S)~~
 - e. Annex "A": Page 3, par. k - Change L.O. from 30/32 to read 29/31 altitude. ~~(S)~~
 - f. Annex "B": Page 3, par. k - Change Kirksville from 30/32 to read 29/31 altitude. ~~(S)~~
 - g. Annex "B": Page 3, par. k - Change Cherokee Res. thru Arkansas, MA., from 34/36 to read 33/35 altitude. ~~(S)~~
 - h. Annex "B": Page 3, par. k - Change End Grid to Lincoln 40/42 to read 33/41 altitude. ~~(S)~~
 - i. Annex "B": Page 3, par. k - Change total distance from 2499 to read 2550NM. ~~(S)~~
 - j. Annex "B": Page 9, par. 4d - Change bombing altitude at Charlotte and Richmond from 34000/36000 to read 33000/35000 altitude. ~~(S)~~
 - k. Annex "B": Page 10, par. 6 - Change Turning Point 43-26N 78-54W to read 41-21-25N 76-17-36W and End Grid Nav Leg from 42-46N 91-45W to read 43-11N 92-30W. ~~(S)~~

98D08-1515-57

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98BW2483C
X-3286-5

0657

~~SECRET~~

98DO, dtd 15 Aug 57. Subj: ~~(S)~~ Amendment No. One to 98th BW OPORD 232-57

- l. Annex "B": Page 10, par. 7 - Change "Migrate, Lockport NY" to read "Oppose, Benton AFB Pa." ~~(S)~~
- m. Appendix II to Annex "C": Page 2, par. 1 - Change "Migrate located at Lockport AFB, NY" to read "Oppose located at Benton AFB, Pa. Change "Migrate" to "Oppose". ~~(S)~~
- n. Appendix II to Annex "C": Page 3, par. 3c - Change "Migrate" to "Oppose". ~~(S)~~
- o. Appendix I to Annex "B": Remove Appendix I and insert Appendix I Amendment I. ~~(S)~~

1 Incl
App I, Amend. I to
Annex "B" to
98BW OPORD 232-57

WILSON R WOOD
Colonel USAF
Commander

DISTRIBUTION:

COMDRAF 8	Cys 1,2,3,4 & 5
COMDRADIV 818	Cys 6 & 7
COMDRAEG	Cys 8,9,10,11,12,13 & 14 (4 Cys Historian)
98C	Cy 15
98DO	Cys 16,17,18,19,20 & 21
98EM	Cys 22 & 23
COMDR 5TH WEA SQ DET 21	Cys 24 & 25
343BSC	Cys 26 thru 40
344BSC	Cys 41 thru 55
345BSC	Cys 56 thru 70
98AESC	Cys 71 & 72
98FMSC	Cys 73 & 74
98FMSC	Cys 75 & 76

OFFICIAL:

(b) (6)

Colonel, USAF
Director of Operations

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TO: [Redacted]
FROM: [Redacted]

1. [Redacted] 09-11/127/22-51/847 JCB. (USSR) 188.

2. (a) [Redacted] (b) [Redacted] (c) [Redacted] (d) [Redacted] (e) [Redacted] (f) [Redacted] (g) [Redacted] (h) [Redacted] (i) [Redacted] (j) [Redacted] (k) [Redacted] (l) [Redacted] (m) [Redacted] (n) [Redacted] (o) [Redacted] (p) [Redacted] (q) [Redacted] (r) [Redacted] (s) [Redacted] (t) [Redacted] (u) [Redacted] (v) [Redacted] (w) [Redacted] (x) [Redacted] (y) [Redacted] (z) [Redacted]

20

(a) 1/a

(b) 1/a

(c) 1/a

(d) 1/a

(e) 1/a

(f) 1/a

(g) 1/a

(h) 1/a

(i) 1/a

(j) 1/a

(k) 1/a

(l) 1/a

(m) 1/a

(n) 1/a

(o) 1/a

(p) 1/a

(q) 1/a

(r) 1/a

(s) 1/a

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(u) 1/a

(v) 1/a

(w) 1/a

(x) 1/a

(y) 1/a

(z) 1/a

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SUMMARY OF UNIT RESULTS
98TH BOMBARDMENT WING (M)

EXPEL AND DOVER

PAGE SETTER VIII

26 and 30 August 1957

	<u>SEYMOUR</u>	<u>CHARLOTTE</u>	<u>RICHMOND</u>	<u>ALL TARGETS</u>	<u>NAV LEG</u>
RUNS SCHEDULED	32 / 0	32 / 0	30 / 0	94 / 0	32
RUNS SCORES	29 / 0	28 / 0	26 / 0	83 / 0	30
CEP	2350	775	1785	1420	6½
CEA	3849	1045	2050	2339	8.88
GROSS ERRORS	5	None	1	6	None
GROSS ERROR RATE	17.24%	0%	3.84%	7.23%	0%
RELIABILITY FACTOR	72.41%	96.43%	88.46%	85.54%	100%
ABORTS	3	4	4	11	2
ABORT RATE	9.37	12.50%	13.33%	11.70%	6.25%

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SUMMARY OF INDIVIDUAL CREW ACCOMPLISHMENTS

98TH BOMBARDMENT WING (M)

EXPEL AND DOVER

PAGE SETTER VIII

27 and 31 August 1957

CREW	NAVIGATOR	SEYMOUR	CHARLOTTE	RICHMOND	CEA	NAV CE	REASONS FOR UN- RELIABLE GROSS ERRORS & ABORTS
L08	(b) (6)	1500	550	Site Abort	1025	04.5	IFF-Fuse blown
S11		4720	2300	Site Abort	3510	05	Last OAP at Seymour
S10		2470	100	5070	2547	10	Unknown
S05		550	1500	1520	1190	03	
R18		2420	2750	900	2023	04	
R20		Snack	670	2970	1213	---	IFF-Tube and fuse blew. Camera ran out of film.
R58		2750	1000	2550	2100	04	
IA0		1400	2250	450	1367	06	
R63		2550	Abort	4170	3360	07	BN system mal- function.
R52		1170	100	2350	1207	09	
R61		1770	400	1420	1197	09.5	
S78		1670	450	1170	1163	15	
S69		470	250	2400	1040	12.5	
R65		Abort	Abort	Abort	----	26.5	BN Computer malfunction
R90		1420	1150	1700	1423	16.5	
R71		5350	1420	1250	2673	03	Last OAP
R87		1120	370	7170	2887	22	Target identifi- cation
R09		Abort	Abort	Abort	----	Abort	BN system Mal- function,
R62		21,350	3600	Abort	10600	10.5	BN system Mal- function.

Incl #2 Page 1 of 2 pages

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SUMMARY OF INDIVIDUAL CREW ACCOMPLISHMENTS (Cont'd)

CREW	NAVIGATOR	SEYMOUR	CHARLOTTE	RICHMOND	CSA	NAV CE	REASONS FOR UN- RELIABLE GROSS ERRORS & ABORTS
I41	(b) (6)	2200	500	250	983	6.5	
L39		Abort	Abort	Abort	----	6.5	Lost crosshairs & sector scan.
R35		320	750	2100	1057	8	
R57		5850	450	2000	2767	3.5	Lost OAF on Seymour
S74		770	1170	2870	1603	2.5	
R84		3270	800	2000	2023	11	
R75		8220	350	2100	3557	10	Target identifi- cation.
R83		91,720	1820	1350	7057	06	Target identifi- cation.
R04		4470	1400	620	2163	05.5	Lost OAF
R23		820	350	750	640	6.5	IFF-Broken antenna
I01		3070	800	650	1507	20	IFF-AC fuse blew.
R00		12,750	500	1650	4967	06	EM system mal- function.
R60		2350	1520	1870	1913	04	

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OUTSTANDING CREWS
98TH BOMBARDMENT WING (M)

EXPEL AND DOVER
PACE SETTER VIII
27 and 31 August 1957

<u>CREW NO.</u>	<u>NAME</u>	<u>RANK</u>
S05	(b) (6)	Major Captain Captain
R23	(b) (6)	Captain Captain 2nd/Lt
R35	(b) (6)	Major Captain 2nd/Lt
D40	(b) (6)	Captain Captain 1st/Lt
D41	(b) (6)	Major Captain Captain
R52	(b) (6)	Major Captain 1st/Lt
R61	(b) (6)	Captain 1st/Lt 1st/Lt
S69	(b) (6)	Major Major 1st/Lt
S76	(b) (6)	Lt/Colonel Major Captain

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REMARKS
90TH BOMBARDMENT WING (M)
EXPEL AND DOVER
FACE SETTER VIII

26 and 30 August 1957

1. Crew L-01

IFF inoperative for termination of navigation leg - Material failure. IFF was checked over Beatrice on climb-out from home station and was found to be operating. Upon landing the investigation revealed the AC fuse was blown. ()

2. Crew R-04

Unreliable score Seymour - Aircrew. Aircraft departed IP on course and navigator used GPI technique to locate Weir Cook. Countereset and wind run accomplished. Operator then moved to Bakalar for wind run and check countereset. Cross hairs were placed in target area by GPI procedures and both OAP's were showing. Offset in places cross-hairs on hospital. Remained on hospital for wind synchronization and then loses return. After being unable to tune in the return, the navigator goes to offset #2, blooms the scope to locate the lake for orientation. Locates hospital but bombs away effected before he could settle the crosshairs on the aiming point. ()

3. Crew R-08

IFF inoperative - Material Failure. Prior to aircraft takeoff the IFF was checked out with Lincoln Rendezvous control and was found to be operating. Investigation revealed a malfunction in the RT 279. ()

4. Crew R-09

Air Abort Seymour, Charlotte, Richmond and Navigation leg - Material failure - Radar. After takeoff the radar scope was blank. Aircrew commander elected to abort entire mission since thunderstorms were forecasted for parts of the route. Investigation revealed the delay trigger was out. ()

5. Crew S-10

Unreliable score Richmond - Unknown. A normal bomb run was accomplished with no indications of any trouble. The site scored the run 5070/320, the photo interpreters scored 4050/020, the target section scored film at 500/030 and the navigator estimated 1000 feet. It is noted that the two runs prior to this bomb run, the RBS site declared a ground site abort. Request this run be closely scrutinized and the score be deleted by the mission evaluation. ()

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6. Crew S-11

Unreliable score Seymour - Aircrew. Navigator had trouble holding Weir Cook return while setting counters and accomplishing a wind run. Video gain is set high. Offset in on Bakalar and crosshairs fall southwest of hospital and holds for 25 seconds and loses return. Approximately 30 seconds later navigator tunes in hospital and crosshairs remain 3000 feet southwest of OAP. Improper tilt and gain settings present a poor picture. Navigator moves crosshairs to target just prior to release. Photo interpreters score 1540/330. Wind in error by 20 knots. (██████████)

7. Crew R-20

IFF inoperative for termination of navigation leg - Material failure. Investigation revealed fuse F-104 blown. This navigation leg not scored by photo because navigator ran out of film. (██████████)

8. Crew R-23

IFF inoperative for termination of navigation leg - Maintenance Failure. Investigation revealed the antenna coax cable was open. (██████████)

9. Crew L-39

Air Abort Seymour, Charlotte and Richmond - Material Failure. The navigator had multiple azimuth marks on the scope, no crosshairs and no picture in sector scan. Investigation proved V5806 in the SMI35 was burned out. The AN193 was also out. (██████████)

10. Crew R-57

Unreliable score Seymour - Aircrew member. Navigator sharkies and wind runs Weir Cook, moves crosshairs to Bakalar, checks counter and then move crosshairs to target. Offset in for the hospital but the hospital does not show. This is caused by poor tuning technique. Navigator finally tunes in the hospital but has a wind error of 14 knots south and 6 knots west. Also aircraft track is six degrees of course. RRS site scores run at 5850/220 and the photo-interpreter's score the run at 2700/240. (██████████)

11. Crew R-62

Gross Error Seymour, Unreliable Charlotte and air abort Richmond - Material Malfunction. In second station the heading unit oscillated, the PDI oscillated and the aircraft followed the PDI. Scope had a wavy VFM and FRM. A gyro bearing in the stab unit was burned out. (██████████)

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12. Crew R-63

Air Abort Charlotte and unreliable run on Richmond - Maintenance. There were no cross hairs in bomb function so navigator switched back and forth from Nav to Bomb. Investigation disclosed a number of maladjusted sensitive pots, and a low voltage power supply. (██████████)

13. Crew R-71

Unreliable bomb on Seymour - Aircrew. Navigator made a normal entry into this bomb run, departing the IP, sharkying and wind running Weir Cook. He then moved the crosshairs to Bakalar, checking counters and wind. The crosshairs are then placed on the target and offset place in as the crosshairs go to warehouse. Navigator then offsets on hospital for one minute and 25 seconds but the crosshairs are on the southwest edge of the radar return. Poor technique using tilt and gain causes the radar return to fade out of the scope. Navigator coast for 120 seconds before bomb release. (██████████)

14. Crew R-75

Gross Error on Seymour - Aircrew. During the bombing equipment check, offset two is found to be inoperative. Navigator departed over IP and GPI bridge at Martinsville for wind run and setting position counters. Navigator moves crosshairs to Bakalar but his pacing is getting behind the aircraft. He then GPIs the target but is slow in setting the target coordinates. Very late in run when the crosshairs are offset to the hospital and no time for wind run. (██████████)

15. Crew R-80

Unreliable score on Seymour - Material Failure. Navigator follows checklist with GPI of Weir Cook and Bakalar resetting counters and checking wind; at 40 miles he GPIs the target, and then offsets on the hospital ending run on the warehouse. Wind runs give a continuing drive of a north wind because of a slow north component drive in the azimuth computer. On the following bomb runs the navigator sets the metro wind into the computers, and by depending on final crosshair placement at release, he effects reliable bombs. This is a job well done while using a malfunctioning piece of equipment. (██████████)

16. Crew R-83

Gross Error on Seymour - Aircrew. Navigator sharkies and wind runs Weir Cook. Sharkies Bakalar, but the crosshairs are not on the return. Picture is poorly tuned and operator does not see Bakalar and moves crosshairs to Madison and set the wrong coordinate in the counters. Navigator puts offset in and sharkies but there is no return under either offset. Navigator x switches back and forth, but because of a poor picture, he has no orientation and does not notice the faint river outlined on the scope. Release is effected without crosshair placement. (██████████)

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17. Crew R-85

Air Abort Seymour, Charlotte and Richmond - Maintenance Failure. Navigator had a constant BCO light, could not synchronize and offsets would not take. Investigation revealed computers were out of alignment and all sensitivity and balance adjustments were reaccomplished. (██████████)

18. Crew R-87

Gross Error on Richmond - Aircrew. Navigator places crosshairs on northern part of 504 Air while offset one is set in the computers. Switches to second offset and crosshairs fall south of central airfield. He moves the crosshairs to the return. Navigator then removes offset, recognizes nothing on the scope, and goes back to the airfield. Crosshairs are never placed on either briefed OAP or target. (██████████)

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Eighth Air Force Base Setter VIII Critique 23 Sept
Eighth Air Force/Confidential/CS 32660

98BOP

98BOP

13 Sept 57

Maj Willie/ma/263

1. Items and Standards: (~~CONFIDENTIAL~~)

	<u>Outstanding</u>	<u>Satisfactory</u>	<u>Marginal</u>	<u>Unsatisfactory</u>
Bombing Reliability	90-100	85-89.9	80-84.9	Below 80
Navigation Reliability	95-100	90-94.9	85-89.9	Below 80
Gross Error Rate	0-3	3.1-5	5.1-7	Over 7
Abort Rate	0-5	5.1-10	10.1-15	Over 15
Bomb/Nav Equipment	0-4	4.1-8	8.1-12	Over 12
CEA	0-2000	2001-3500	3501-4000	Over 4000
CEP	0-1500	1501-2500	2501-3000	Over 3000

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2. 98th Bomb Wing Base Setter Results (SECRET)

	<u>III</u>	<u>V</u>	<u>VI</u>	<u>VII</u>	<u>VIII</u>
Bombing Reliability	80.6	91	82.1	85.0	85.5
Navigation Reliability	85.7	100	100	90.5	100
Gross Error Rate	11.2	5.1	12.8	5.0	7.2
Abort Rate (bombing)	21.4	14.0	8.9	6.7	11.7
Bomb/Nav Equipment	78.6	86.8	86.2	90.1	87.3
CEA	2707	1913	2794	2682	2340
CEP	1760	1525	1570	1960	1420
Outstanding Crews	3	8	9	6	9

3. Comparison of General James C. Selsor, Jr. points earned by the 98th and 307th Bomb Wings. (CONFIDENTIAL)

	98th Bomb Wg		307th Bomb Wg		
	<u>VII</u>	<u>VIII</u>	<u>VII</u>	<u>VIII</u>	
200 Crew CE	102.8	120.7	118.3	114.8	
150 Bombing Reliability	127.5	128.3	132.1	125.3	
100 Navigation Reliability	51.7	72.7	66.8	63.8	
100 Gross Errors (bombing)	95.0	92.8	94.1	93.7	
300 Equipment	270.5	261.9	290.0	292.5	
50 The 1/2 A/C airborne	20.0	20.0	20.0	20.0	
100 Completing Mission	78.8	81.3	90.0	90.0	
50 IRDA (Estimated)	25.0	14*	23.0	19*	
50 Hi Jinks	21.2	24	25.1	24.0	
1100	TOTAL	832.5	868*	890.4	896*

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98DOT W dtd 13 Sept 57, Subj: CAP Facelatter VIII Critique 23 Sept
Eighth Air Force/~~CONFIDENTIAL~~/CS 32660

4. Bombing: The 98th Bombardment Wing scheduled 94 bomb runs and made 83 releases (two site aborts not counted in schedule). The wing earned and increase of 17.9 points over Face Setter VII which is an increase in the number of very low crew circular error. The bombing reliability of 85.5% is an improvement of a half a percent. The bombing reliability is still just satisfactory. This is an area of concern. The main area of weakness for this mission was the Seymour target with eight unreliable and five gross errors. On Charlotte we had one unreliable, and on Richmond three unreliable and one gross error. Seymour was a very difficult bomb run requiring the utmost from the aircrew operator's technique using tilt, gain and video. Many navigators could not keep the CAPs tuned on the scope. This prevented final synchronization and final crosshair placement. In general, the bombing equipment did not hold function as well as Face Setter VII because on Face Setter VII the equipment had very little operating time. A few crews with malfunctioning equipment showed great resources in effecting releases both reliable and unreliable.
(~~CONFIDENTIAL~~)

a. Unreliable Bombs but not gross:

S11	(b) (6)	4720	Seymour	Lost CAP
S10		5070	Richmond	Unknown
R63		4170	Richmond	EW system malfunction
R71		5330	Seymour	Lost CAP
R62		3600	Charlotte	EW system malfunction
R04		4470	Seymour	Lost CAP

(c)

b. Gross Errors:

R80	(b) (6)	12,730	Seymour	EW system malfunction
R83		91,720	Seymour	Target identification
R75		8220	Seymour	Target identification
R57		5850	Seymour	Lost CAP
R62		21,350	Seymour	EW system malfunction
R87		7170	Richmond	Target identification

(c)

5. Navigation Reliability: 100% (UNCLASSIFIED)

6. Equipment Reliability: Equipment R liability was scored a marginal 87.3%, which is a regression from the 90.8% on Face Setter VII. In general the bombing equipment did not function as well as Face Setter VII because on Face Setter VII the equipment had very little operating time. This is a critical area.
(~~CONFIDENTIAL~~)

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9800T RF dtd 13 Sept 57, Subj: BAF Pace Setter VIII Critique 23 Sept
Eighth Air Force/~~Confidential~~/CS 32660

a. The following malfunctions affected equipment reliability:

LO1		IFF - Fuse blown
LO8		IFF - Fuse blown
R20		IFF - Tube and fuse blew. No film
R23	(b) (6)	IFF - Open antenna coax
R63		Abort Charlotte - Maladjusted sensitive pots, and low voltage power supply.
R85		Abort three RBS runs - Computer out of alignment, and sensitivity and balance adjustment off.
R09		Abort three RBS and Nav - Delay trigger unit
R62		Abort Richmond - Gyro bearing is stab unit burned out.
139		Abort three RBS runs - SW 135 out.

7. Outstanding Crews:

805
R23
R35
140
141
R52
R61
869
878

(b) (6)

(~~CONFIDENTIAL~~)

8. Photo Effectiveness: (~~CONFIDENTIAL~~)

a. Under the scoring system 20 points are available for photo reliability under IBDA. The Navigator must have a photo of the crosshairs and returns so the photo interpreters can render a score. It is estimated we earned eight (8) points because of the following:

878	(b) (6)	Camera Malfunction
R8		Film jammed
LO1		Fan out of film

b. Under the scoring system 25 points are available for photo reliability under Hi-Jinks. The navigator must have a photo of the burst at impact to five seconds. It is estimated we earned zero points because of the following:

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98007 AF dtd 13 Sept 57, Subj: BAF Face Letter VIII Critique 23 Sept
Eighth Air Force/Confidential/CS 32660

805	(b) (6)	Gain too high
R18		Excessive clutter
R04		Offset in
IAC		Aircraft in turn
578		Camera malfunction
R90		Scope distorted and wavy returns
R87		Offset in
R35		Camera cut off to stop run away action
R84		Film jammed
R83		Offset in
I01		Run out of film
R60		Aircraft in a turn (c)

9. Out of 25 points the wing earned 24 points for safe "Hi Jinks" breakaway. Crew R20 Talbott accomplished an unsafe maneuver. Crews R87 Ross, R35 Kirby, and I01 Versley accomplished the turn rating for aircraft without tanks. (UNCLASSIFIED)

10. It is estimated the wing earned six (6) points out of 30 points for unit photo interpreter scoring error average. This is a large drop compared to past missions. (UNCLASSIFIED)

11. Additional information may be found in the B-27 report and the final mission summary. (UNCLASSIFIED)

12. This correspondence is classified ~~SECRET~~ in accordance with paragraph 30b(2)(b) AFR 205-1 dated 3 January 1956, as amended. (UNCLASSIFIED)

(b) (6)
Major, USAF
Chief, Training Division

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(6)

PAGE SEVEN WILL CONTINUE

First wave 24 August 1957. Of the 14 crews scheduled this night, 10 crews bombed 3 targets each and were reliable. The 10 crews mentioned were all criticized with the exception of one and this observer was present as scheduled but could not be handled by the target study section. Two of the above mentioned crews had O-15 camera trouble. Major (b) (6) had no film after the fire-1 for Charlotte, Douglas Reservoir. Capt (b) (6) had no surplus film nor Richmond film due to a magazine malfunction. Captain (b) (6) was not criticized and of the other nine observers four followed the check list provided by the Bomb-Ray Section by sharky and wind run on both Weir-Cook Airport and Sausal Airport, Sausal was optional. These observers were Conneeman, Wirth, O'Brien and McQuaid. Papathakis and Lucenes both a Army and wind run Weir-Cook as briefed, however, elect to omit Sausal (optional) and go direct to target. Foster did not sharky Weir-Cook, he used offset early then offset out at approximately 200 seconds to go. Both Major (b) (6) and Major (b) (6) ignored this portion of the check list and sharky and wind run Martinville bridge, another observer on the second site indicates this procedure and drops unreliable on Legour. The next six observers had one or more unreliable bombs, however because the check list played its most important role through the Legour target, that target will be considered first. Major Wilkely sharkies and wind runs Weir-Cook Airport, but has trouble holding the return, he goes offset early on Sausal Airport. The observer was not tuned for target area when he goes offset out, when the O-15 hospital is finally tuned the observer says at least a 20 knot east wind error and with long coast time prior to down time of bomb causes unreliable bomb at 080.

Capt (b) (6) wind runs and sharkies Weir-Cook Airport, then moves to Sausal Airport spend a minute forty seconds on wind run, sharky of the target area good and the observer uses both the warehouse and hospital. Due to improper use of tilt and gain loses hospital at 120 seconds and says that such coast time plus down time of the bomb.

At (b) (6) had no film on this run and because of the results of the Charlotte run part of the error may be attributed to a malfunction of equipment. On the Charlotte run most observers elected to go to the target rather than hit the small town of Shelby as called for by the check list. This omission did not cause any of the observers to miss the complex of Charlotte or fail to find the target area.

At (b) (6) aborted this run because of no aimmark. At (b) (6) sharkies Shelby, makes his initial line up on Cannon Air part, goes to the target area at release and approximately 750 feet south of target at cross over. This was the only unreliable or gross error on this complex.

The Richmond runs were aim marked by the first two runs over the complex being site aborts the two unlucky observers were Captain (b) (6) who also had a camera magazine malfunction. Major (b) (6) the other unfortunate received a FI score of 1540 feet at 330 which would indicate

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a reliable run.

It (b) (6) aborted this run because of a previous gross error and unreliability which he felt indicated some computer malfunction.

Major (b) (6) and it were both received unreliable scores on this complex, both runs up to twenty away from very good. It (b) (6) has an intermittent aimpoint error which is giving him considerable trouble. At cross over it (b) (6) cross hairs would indicate a hit between 1500 and 1800 feet at 010°. However on the other hand Major Bellini is scored by AI at 4-50 feet at 020° his actual hit by AAS is slightly over 5000 feet at 320° result is a AI scoring error of approximately 4800 feet. It should be noted that this was the first scored run after the AAS site resumed operations. The target study section feels this should have been a reliable run. The only gross error in Richmond was by Lt Beale and was one of the two runs caused by target identification or poor AI techniques. Incidentally Lt (b) (6) has not been personally critiqued due to a IBI in Oklahoma. Initial line up is not in the target area and the offset to the bridge is initiated early when the observer lines up on the city of San Air 11,480 feet south west of the bridge. The only time this area has shown radar was on this run and the other both on a slightly off heading attack. The other run on Par Pave five by Captain (b) (6) was caught in the last seconds of the run and a reliable score was affected. This was called to the attention of the observers at the target study periods immediately preceding the mission during the first hour of target study on the 22nd and 23rd of August. Lt (b) (6) with more than 30 hours of target study failed to attend either of these scheduled hours.

It (b) (6) dances around between the two A's and target area all of which are from 11,500 to 9000 feet south west of the target and AAs. The pointer system to the bridge AAs is not followed. He is the only observer to use the second AAs consistently and to release using that AAs. At release he actually drifts 3600 feet north and receives 7000 feet at 220° rather than 9000 feet had he been synchronized.

The other two observers who participated in the first night both aborted all three runs. Lt (b) (6) aborted because of offset and AAs trouble. Lt (b) (6) got went out immediately after 1.0. and he did not fly the mission.

It should be brought to the attention of the observers that Lt Connerman shot 109 feet of film prior to completion of AAS photography at Richmond, completely exhausting his film supply prior to commencing his navigation leg.

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WASH STATE VIII CONTI 08

Thirteen crews were scheduled to fly the second night of this race better on 30 August. Of these thirteen, seven crews were reliable on all targets. We will discuss these crews first. Of these crews only one was not critiqued, Captain Barrett.

As no crew on the second night was unreliable on either Richmond or Charlotte, the majority of this report will be based on Seymour. Also, this was probably the most difficult target. Target study was actually of the least importance while operator technique and ability played the greatest function in reliability.

Of the reliable crews on this complex, five observers elected to use both (b) (6) and (h) (6) (optional), (b) (6) (b) (6) and (b) (6). Captain (b) (6) actually was off course due to a mistake at the initial point however, he does make an attempt to get back on course and although he does not quite accomplish this, through good operator technique and wind run he affects a very good bomb. Of the other two observers who were reliable on this target at (b) (6) uses (b) (6) it on goes to the target area, (h) (6) was optional. Major (h) (6) does not use air-lock but uses one similar.

How to take up the cross error. Major (b) Sharkey and I use air-lock as he is definitely behind as he leaves this point. We then goes to (b) (6) and I ends considerable time at this point the observer sees one of two things, he either sets target coordinates while on (b) (6) or does not thereby the target as he was about to launch it, which he considers the city of North Vernon, the river, the Ohio River is obviously showing approximately five miles south of the town he considers to be North Vernon. Needless to say the offsets were switched etc. and we have a 91000 ft bomb.

The second cross error was by Captain (b) (6) this is the case where the observer disregarded the check list and wind run on Sharkey Martinville where he is definitely behind the aircraft and at the last time he probably saw the target he was approximately 4000 feet from the target with too much south wind he lays directly over 8000 feet at 220°.

(b) (6) and (b) (6) follow the check list, use (b) (6) and the optional point (b) (6). All three observers find the target area and all three observers have too much south wind component and due to the long coast time and down time of the bomb they unreliable scores. It should be noted here that (b) (6) has a definite cross hair jump in the film review. His bomb was a gross error.

At (b) (6) had no cross hairs and multiple areas, short.

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SUBJECT:

All operations logged at least 24 hours of target study, it has been noted several obtained target study with a pencil. Obviously with 21 observers attending, target study and other observers was thought they must fly. Individual monitoring is impossible, however, logging target study each observer as an officer should be honest with himself.

It should be noted that film and target materials on this mission were abundant, although visual coverage was not adequate, than usual.

Target study schedules in the operations order are a must. This is the only opportunity the target study section has to cover any extending circumstances with the crews flying the mission.

It should be noted that most observers attending target study do not bring their dividers, nor are interested enough in their professional lives to do so. Target study can not be created down an observers throat. He must as a professional man and an officer assume certain responsibilities himself. Like a doctor who must school himself or an auto mechanic who works on a new model every year, an observer must assume certain responsibilities. Let a mission and target study are those responsibilities. An observer who feels that the target study officer can point out all extending circumstances that may occur down a back run is a fool.

It should be noted that all film run on these complexes plus all other materials available were made available to every observer, during 24 hours of target study all of these materials could have been used two or three times. Now with all of this, target study will have to assume the gross errors caused by target site identification, although it makes me wonder if a gunboard or gun would consider this possibility.

All in all you men are professional men and are paid and considered as such. Yet I wonder what your reactions would be if your doctor, mechanic, etc. made these errors and blamed them on their equipment, facilities or periodically. Maybe I am talking through my hat, but at least it is something to think about.

I would like to congratulate Captain (b) (6) on Captain Russ Barry's crew on a job well done. Some of you are saying to yourself accident, yet on USSC Letter VII he was first in the 343 Bomb Squadron and third or fourth in the class.

In conclusion there were eleven equipment shorts, two site shorts, and gross errors or unreliable bombs, of the releases affected. It must be assumed that all observers had access to the same target study material, those flying the second mission did have the advantage of the material obtained the first site, actually it was more of the same. Let us have two target site identifications - one the first site and one the second site.

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All other errors not attributed to actual proven test malfunctions must be charged to operator error. I have the opinion what we can do in this profession I can also do when the chips are down.

If the terrific amount of film used, we may consider can be stopped, in part, by proper settings in the test box, aisle, auto bomb to auto hi-low altitude to high altitude and the auto manual switch to manual. dash and procedures.

comment:

Since Letter IX is all ready a reality. I can only apologise for lack of target materials available for far target vi. We do have a couple of crews flying today and we hope to see you Saturday at 0900 hours with some new material. We do have some additional material to show you after this critique. Mostly on Columbus.

This part of the 9th Bomb Wing Critique (6 Sept) was presented by Major (b) (6) Wing Target Study Officer.

(b) (6)

Captain, USAF
Bomb-Wing Officer

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	<u>PAGE SIXTY VII</u>		<u>PAGE SIXTY VIII</u>	
	<u>307</u>	<u>98</u>	<u>307</u>	<u>98</u>
200 GRW CR	118.3	102.8	114.8	120.72
150 RF	132.1	127.5	129.3	128.31
100 NAVIGATION	68.8	51.7	63.8	72.59
100 MISS ION (CROSS T)	94.1	99.0	93.7	92.77
300 SALVAGE	290.0	270.5	292.5	261.9
50 AIR & A/C AIRBORNE	50	50	50	50
100 SALVAGE DIVISION	90.0	78.0	90.0	81.25
50 ISDA	23.0	25.0	19*	14*
50 AIR CRAFT	26.1	31.2	24	24
TOTAL	890.4	832.5	896	868
BUDGET RF	88.16	85.06	83.06	85.546
ARMT RF	0.06	8.36	2.56	11.76
TRANS COMM RF	6.0	5.06	6.06	7.436
NAV RF	96	90.56	96	100
CR	2330	2682	2438	2340
DF	1470	1960		1420
OUTSTANDING CASH	12	6	7	9

* ESTIMATED

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	<u>243</u>	<u>245</u>	<u>244</u>	TOTAL
24A	1717	2360	2839	2340
24B	1400	1820	1420	1420
AF	88.00%	85.71%	83.33%	85.54%
2400 SERIES	0	2	4	6
2400 SERIES DATA	0%	7.14%	13.33%	7.23%
2400S (0-114)	3	5	3	11
2400S DATA	12.00%	17.60%	10.00%	11.70%
2400S CDR	7.37	6.78	12.09	6.88
2400S				
200 2400 24	127.52	116.04	119.20	120.72
150 AF	132.00	128.57	125.00	128.51
100 2400 24	77.19	79.24	62.86	72.49
100 2400 24 DATA	100.00	95.86	86.67	92.77
300 2400 24	244.74	265.92	279.54	261.90
50 AIRCRAFT	50.00	50.00	50.00	50.00
100 2400 24 2400 24	80.00	72.73	90.91	81.25
20 2400 24	6.00	20.00	2.00	8.00
20 2400 24				6.00
25 2400 24 2400	0	3	0	0
75 2400 24 2400	21.00	25.00	25.00	24.00
1100 TOTAL	838.45	853.96	841.18	868.60
2400 2400 2400	2	5	2	9

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343.00 INDEX TO RECORDS

	SIY	SIK	SIU	SIK
1-00	1500-135	550-196	5175 AB	1025
0-11	4720-0	2300-73	5175 AC	3530
0-10	2470-71	160-200	5070-0	2547
0-05	55-196	1500-135	1520-134	1190
0-18	2420-75	2750-53	900-174	8023
0-20	5143-200	070-180	2970-39	1013
0-09	AB	AB	AB	
0-04	4470-0	1400-142	620-192	2163
0-23	820-250	350-000	750-183	640
1-01	3070-32	800-181	650-190	1507
	107	197	SI 2100	
1-08	4.5-86	10		
0-11	5-85			
0-10	10-09		T 122	
0-05	3-91		T NO MAIL TOO HIGH	
0-18	4.5-86		T NO MASSIVE LETTER	
0-20	AB	NO	U 122	
0-09	AB			
0-04	1.5-83		T NO NO FILE	
0-23	6.5-80	NO	T NO OFFICE IN	
1-01	20-37	W NO	T NO NO FILE	

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24450-1-1-1-1-1

	3-7	2-1	2-10	2-11
1-38	2750-53	1000-168	2550-86	2100
1-40	1400-145	2250-86	450-100	1367
1-63	2550-66	AS	4170-0	3360
1-52	1170-156	100-200	2350-79	1207
1-61	1770-117	400-200	1420-140	1197
1-62	21,350-0	3600-0	AS	10,800
1-41	2,200-90	500-200	250-200	983
1-39	AS	AS	AS	
1-35	320-200	750-183	2100-96	1057
1-57	5850-0	450-200	2000-103	2767
1-60	2750-79	1520-134	1870-110	1913
	367	187	11,310	
1-58	1-88		T 100	
1-40	6-82		T 100 IN 1000	
1-63	7-79		T 100	
1-52	9-72		T 100	
1-61	9.5-71		T 100	
1-62	10.5-68			
1-41	11-80		T 100	
1-31	1-76		A 100 IN 1000	
1-39	1.7-80			
1-57	1.1-89		T 100	
1-60	4-88		T 100 IN 1000	

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345TH TROOP SIGNAL

	DATE	FROM	TO	REF
1-70	1870-110	450-200	1170-150	1163
1-69	470-200	130-200	24.1-77	1040
1-68	AM	AM	AM	
1-90	1420-140	1150-170	1700-122	1423
1-71	1350-0	1420-140	1750-151	2073
1-67	1120-166	370-200	7170-0	2887
1-74	77-180	1170-150	2070-45	1003
1-74	3270-19	900-161	2000-103	2023
1-75	822-0	350-210	2100-96	3537
1-83	91,720-0	1820-114	1050-144	7057
1-80	12,750-0	500-200	1050-125	4907
	184	187	11,110	
1-78	19-54		T NO DATA REF	
1-69	12.5-10		T 180	
1-65	26.5-18			
1-90	10.1-43		T NO DATA REFERRED	
1-71	3-91		T 180	
1-67	22-30		T NO OFFSET IN	
1-74	25-92	XXXX	T 180	
1-84	11-66		T NO DATA REF	
1-75	10-69		T 180	
1-83	1-83		T 180	
1-81	4-82		T 180	

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Top Three Shows

WIP	1-23	(b) (6)	612.38
WASA	1-41	(b) (6)	567.58
WJLA	1-05	(b) (6)	555.66

Outstanding Shows

1-05	(b) (6)	(b) (6)	(b) (6)
1-23	(b) (6)	(b) (6)	(b) (6)
1-33	(b) (6)	(b) (6)	(b) (6)
1-40	(b) (6)	(b) (6)	(b) (6)
1-41	(b) (6)	(b) (6)	(b) (6)
1-52	(b) (6)	(b) (6)	(b) (6)
1-61	(b) (6)	(b) (6)	(b) (6)
1-69	(b) (6)	(b) (6)	(b) (6)
1-78	(b) (6)	(b) (6)	(b) (6)

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EOA002
R0007011...704
OO BEEBOW RUMPH BIERM BIERM BIEBEO BIEBO: RUMPH BIEBEO BIEBO
DE BIEBEO 1-7
O 120512 ZEX RTT-1
FM COMAF B BEEBOW AFB MASS
TO *****

R0000/00 AIRDIV 818 LINCOLN AFB MEMP

IN
/ [REDACTED] /O 28862. SUBJ: (UNCL) FISCAL YEAR 1959 FLYING HOUR PRO-
GRAM. THIS MESSAGE IN 2 PARTS. THIS IS SERIAL NUMBER ONE OF A SERIES OF MESS AGES
CONCERNING THIS SUBJECT. ALL SUBSEQUENT MESSAGES WILL BE SERIALIZED IN SEQUENCE
IN THE HEADING. PART I. THE FOLLOWING SACS MES AGE FROM GENERAL TRERILL TO COMMANDER
EIGHTH AIR FORCE IS QUOTED IN PART FOR YOUR INFORMATION AND STRICT ADHERENCE.
QUOTE: PART I. THIS COMMAND HAS RECEIVED A DRASTIC REDUCTION IN FLYING HOUR FUNDS
OVER THOSE WE ORIGINALLY REQUESTED FROM USAF. IN MANY CASES THIS REDUCTION WILL
LIMIT THE NUMBER OF CREWS WE CAN MAINTAIN OVER THE FISCAL YEAR EITHER IN COMBAT
READY OR TRAINING FOR COMBAT READY STUNS, AND WILL INFLUENCE OUR FUTURE CAPA-
BILITY TO PROVIDE AN EFFECTIVE ALERT FORCE. PART II. IN THE AREA OF FUNDING,
DOD HAS ALLOCATED FUNDS FOR ONLY THE FIRST HALF OF THE FISCAL YEAR. USAF, IN TURN
HAS ALLOCATED OUR FUNDS BY QUARTER, WITH SPECIFIC INSTRUCTIONS NOT TO OVERFLY
ANY QUARTER COMMITMENT. QUOTING FROM A WIRE TO GEN POWER FROM GEN WHITE, HE STATES:
QUOTE. IT IS DEPERATIVE THAT THE LIMITATIONS ON COMMITMENTS AND OBLIGATIONS NOT
BE EXCEEDED. TO DO SO WILL CONSTITUTE A VIOLATION OF SECDEF 5474, NOW LED STATUTE.
THROUGH. IT IS OBVIOUS THAT VERY RIGID CONTROLS MUST BE ESTABLISHED TO INSURE WE
DO NOT OVERFLY OUR FLYING HOUR ALLOCATIONS. IT IS ALSO DEPERATIVE THAT, SINCE
THE REDUCED FLYING TIME AVAILABLE, THESE CONTROLS INSURE WE DO NOT UNDER FLY THE
ALLOCATED HOURS. END QUOTE. PART II. DEFINE EACH DIVISION/IN/GROUP COMMANDER
OR IDENTIFY ONE OFFICER, PREFERABLY IN THE DIVISION/IN/GROUP OPERATIVE OF CO-
OPERATIONS (AS APPLICABLE), WHO WILL BE RESPONSIBLE FOR THE MONITORING AND CONTROL
OF THE FLYING HOUR ALLOCATION PROGRAM. THIS OFFICER WILL MAINTAIN DAILY OPERATIONAL
DAILY PERIODICAL APPRAISAL OF HIS UNIT'S FLYING HOUR UTILIZATION. ALL OF THESE OFF-
ICERS WILL BE FORWARDED TO HIS HEADQUARTERS AS SOON AS POSSIBLE. IT IS EMPHASIZED
THAT AN OVERFLY WILL BE OF SERIOUS CONSEQUENCE AND COULD CAUSE EXTREMELY GROUNDING
OF AIRCRAFT WITHIN THE COMMAND, AS WELL AS PUNITIVE MEASURES UNDER OTHER REVISED
STATUTES.

BT
1/2106Z AUB BIEBEO

(b) (6)

THIS MESSAGE COPY:

(b) (6) 1st Lt., USAF

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RC123
(000741
OO RJEPCO RJEPCO RJEPCO RJEPCO RJEPCO RJEPCO RJEPCO RJEPCO RJEPCO RJEPCO
DE RJEPCO 100
O 141750Z EEX
FM COMAF 8 WESTOVER AFB MASS
TO *****
RJEPCO/COMAF 818 LINCOLN AFB NEBR

BT
/*****/CS 28984 FISCAL YEAR 1958 FLYING HOUR ALLOCATION PRO-
GRAM GUIDE LINES TRANSMITTED ON FIRST QUARTER FISCAL YEAR 1958 FLYING HOUR
ALLOCATION ARE NO LONGER VALID. COMBAT READY AND CREW UPGRADING PROGRAM IS RE-
DUCED DRAMATICALLY. SUGGEST ALL TACTICAL FLIGHT PLANNING BE WITHHELD PENDING TRANS-
MISSION OF REDUCED FIRST QUARTER FISCAL YEAR 1958 FLYING HOUR ALLOCATION
APPROXIMATELY 15 AUGUST 1957.

BT
14/1750Z AUG RJEPCO

TRUE EXTRACT COPY:

(b) (6)

1st Lt., USAF



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EC0009
M00609
OO RJEFRW RJEFRW RJEFRW RJEFRW RJEFRW RJEFRW RJEFRW RJEFRW
DE RJEFRW 405
O 162121Z ZEK ZFF-1
FM COMAF 8 WRETOVER AFB MASS
TO *****
RJEFRW/COMAF 818 LINCOLN AFB NEBR

BT

/*****/C 20630. SECTION I OF II SECTIONS: (UNCL) FISCAL YEAR 1958 FLYING HOUR PROGRAM. THIS IS SERIAL NUMBER TWO, THIS MESSAGE IN FIVE PARTS. PART ONE. THE HOURS THIS COMMAND CAN FLY IN THE FIRST QUARTER FISCAL YEAR 1958 HAVE BEEN DRAMATICALLY CURTAILED DUE TO BUDGET LIMITATIONS. THE TOTAL FIRST QUARTER FISCAL YEAR 1958 AVIATION FUEL AND OIL (P-110) FUND AUTHORIZATION FOR STRATEGIC AIR COMMAND IS \$51,971,000. THIS IS 9.4 PERCENT BELOW GOVT OF PROGRAM ALL UNITS ARE NOW FLYING. RESTRICTIONS PLACED ON THE COMMAND PROHIBIT AN OVERLY OF ALLOCATED HOURS. REFERENCE IS MADE TO SERIAL NUMBER ONE, SAME SUBJECT, WHICH STATED THAT TO OVERLY WILL CONSTITUTE A VIOLATION OF SECTION 3679 OF REVISED STATUTES. THIS SECTION IS QUOTED IN PART. QUOTE. NO OFFICER OF THE U. S. SHALL MAKE OR AUTHORIZE AN EXPENDITURE FROM OR CREATE OR AUTHORIZE AN OBLIGATION UNDER ANY APPROPRIATION OR FUND IN EXCESS OF THE AMOUNT AVAILABLE THEREIN. UNQUOTE. VIOLATIONS OF THIS LAW MAY RESULT IN PUNITIVE ACTION UNDER APPLICABLE PROVISIONS OF UNIFORM CODE OF MILITARY JUSTICE 1951. HOWEVER, IT IS MANDATORY THAT, INsofar AS IS HUMANLY POSSIBLE, ALL THE ALLOCATED MUST BE FLOWN. PART TWO. THE PRIORITY FOR FLYING OF TACTICAL AIRCRAFT WILL BE AS FOLLOWS: 1. AN AVERAGE OF 25 HOURS PER MONTH PER COMBAT READY CREW ASSIGNED MUST BE ATTAINED. 2. ALL RATED PERSONNEL ASSIGNED TO TACTICAL UNITS REQUIRED TO MAINTAIN PROFICIENCY IN THE ASSIGNED AIRCRAFT MUST MEET A PROPORTIONATE SHARE OF 60-2 REQUIREMENTS. 3. THE REMAINING TIME MUST BE UTILIZED TO GIVE SELECTED AVAILABLE NON-COMBAT READY CREWS 30 HOURS PER MONTH. COMMANDERS MUST CAREFULLY EXAMINE THE QUALIFICATION, RELIABILITY AND AMBIDEXTERITY OF THOSE NON-COMBAT READY CREW MEMBERS TO WHICH THEY ALLOT THE 30 HOURS PER MONTH DURING THE QUARTER TO INSURE THE MOST RAPID ADVANCEMENT TO A COMBAT READY STATUS. BASED ON FLARE LOG AND INFORMATION AT THIS HEADQUARTERS, IT APPEARS THAT THERE WILL BE ONLY SUFFICIENT NUMBER OF HOURS REMAINING TO TRAIN APPROXIMATELY ONE OUT OF EACH THREE AVAILABLE NON-COMBAT READY CREWS WITHIN THE COMMAND. IT MUST BE EMPHASIZED THAT THE IMPACT OF THIS REDUCTION REGENERATED COMBINED, CONCENTRATED EFFORT BY COMMANDERS, OPERATORS AND MAINTENANCE OFFICERS AT EVERY LEVEL TO PRODUCE THE MAXIMUM TRAINING CAPABILITY WITHIN THE LIMITED HOURS AVAILABLE. THIS WAS CLEARLY DONE OUT IN A RECENT SAC REPORT TO THIS HEADQUARTERS, QUOTED IN PART. QUOTE. GENERAL POWER WAS VERY FORGIVELY DIRECTED THAT THE FLYING HOUR REDUCTION WILL NOT AFFECT THE QUALITY OF THE FORCE, THAT QUALITY WILL BE MAINTAINED AT THE EXPENSE OF QUANTITY. UNQUOTE. PART THREE. HEADQUARTERS SAC HAS ALLOCATED THE FLYING HOURS FOR THE FIRST QUARTER FISCAL YEAR 1958. THIS HEADQUARTERS IN TURN HAS REDUCED TACTICAL HOURS FLOWN FOR JULY AS REPORTED ON THE JULY 1-22-58. THEREFORE, TACTICAL HOURS ALLOCATED BY TYPE AND SERIAL IN THE TOTAL ALLOCATION FOR AUGUST AND SEPTEMBER AND WILL NOT BE ENTERED. IN ORDER TO EXPONDS TRAINING TO THE UNITS, NON-TACTICAL FLYING HOURS WILL BE THE TOTAL ALLOCATED FOR FIRST QUARTER FISCAL YEAR 1958. TO PROVIDE THE MAXIMUM FLEXIBILITY POSSIBLE WITHIN THE

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ALLOCATION, THE FOLLOWING EXCHANGE OF HOURS HAS BEEN AUTHORIZED:

- A. B-47, S - BETWEEN B-47A, S, B, S AND B, S. THE HOURS ALLOCATED FOR B-47A, S CAN NOT BE EXCHANGED.
- B. B-47, S - BETWEEN B-47A, S AND B, S. B-47 HOURS CAN NOT BE EXCHANGED WITH B-47A, S OR CAN THE HOURS ALLOCATED FOR B-47, S BE EXCHANGED WITH ANY OTHER TYPE B-47.
- C. KC-97, S - BETWEEN KC-97A, S AND KC-97B, S.
- D. B-52, S - BETWEEN B-52A, S AND D, S.

E. NON TACTICAL AIRCRAFT OF SAME TYPE - BETWEEN CODES CG, CP AND TC. ANY HOURS IN EXCESS OF UNIT REQUIREMENT WILL BE REFERRED TO THIS HEADQUARTERS IMMEDIATELY. PART FOUR. THE REVISED SECOND QUARTER ALLOCATION IS BEING STUDIED BY HEADQUARTERS SAC AND WILL BE FORWARDED AS SOON AS POSSIBLE UPON RECEIPT IN THIS HEADQUARTERS. I WILL APPRECIATE YOUR PERSONAL ATTENTION IN EMPHASIZING TO YOUR STAFF THE IMPORTANCE OF RIGID CONTROL IN THE MONITORING OF ALLOCATED FLYING HOURS. MAXIMUM TRAINING UTILIZATION OF EVERY HOUR IN THE AIR BY EVERY TYPE OF AIRCRAFT IN THE BIGHTS AIR FORCE INVENTORY IS MANDATORY. THE UTMOST CARE IN PLANNING AND DAILY FLIGHT SCHEDULING IS REQUIRED BY ALL PERSONNEL CONCERNED. THE UNIT FLYING HOUR ALLOCATION PROGRAM IS BEING TRANSMITTED THIS DATE BY SEPARATE MESSAGE. UPON ITS RECEIPT, A ONE TIER REPORT WILL BE FORWARDED TO ARRIVE THIS HEADQUARTERS NOT LATER THAN 19/1200Z, FOLLOWED BY CONFIRMATION LETTER OVER COMMANDER'S SIGNATURE. REPORT WILL BE IN THREE PARTS AND FORMAT WILL BE AS FOLLOWS:

- PART ONE FOR BOMBARDMENT AND RECONNAISSANCE TYPE AIRCRAFT (REPORT BY WINGS)
 - A. NUMBER OF COMBAT READY BOMBARDMENT OR RECONNAISSANCE CREWS PROGRAMMED TO RECEIVE 25 HOURS PER MONTH FOR FIRST QUARTER FISCAL YEAR 1958.
 - B. NUMBER OF TACTICAL HOURS BEING ASSIGNED PER MONTH DURING AUGUST AND SEPTEMBER TO MAINTAIN PROPORTIONATE SHARE OF 60-2 FOR PERSONNEL OTHER THAN COMBAT READY OR NON-COMBAT READY CREWS WHO ARE REQUIRED TO FLY IN TACTICAL AIRCRAFT.
 - C. NUMBER OF AVAILABLE NON-COMBAT READY BOMBARDMENT OR RECONNAISSANCE CREWS PROGRAMMED TO RECEIVE 30 HOURS PER MONTH FOR THE FIRST QUARTER FISCAL YEAR 1958.

BT
16/2240Z AUG RORFEO

~~SECRET~~ /C 28600 SECTION 11 OF II SECTIONS.

- D. TOTAL NUMBER OF B/B-47 OR B-52 HOURS TO BE FLOWN IN AUGUST (BY TYPE AND SERIES)
 - E. TOTAL NUMBER OF B/B-47, B-52 HOURS TO BE FLOWN IN SEPTEMBER (BY TYPE AND SERIES)
- PART TWO, REPORTING FOR KC-97 AIRCRAFT AND CREWS (REPORT BY AIR REFUELING SQUADRON), WILL BE THE SAME AS A, B, C, D, E, REPORTING ON B/B-47, B-52 HOURS AND CREWS OUTLINED ABOVE. PART THREE FOR NON TACTICAL AIRCRAFT (REPORT BY STRATEGIC WING, AIR TRANSPORT GROUP (OCBUS) OR BY AIR BASE GROUP). TRANSMISSION AND DISSEMINATION OF NON TACTICAL HOURS MAY BE DOWNGRADED TO UNCLASSIFIED IN ACCORDANCE WITH AIR FORCE REGULATION 205-1 WHEN EXTRACTED AND TRANSMITTED SEPARATELY.
- A. NUMBER OF HOURS FLOWN IN JULY BY TYPE AND SERIES. B. NUMBER OF HOURS TO BE FLOWN IN AUGUST BY TYPE AND SERIES. C. NUMBER OF HOURS TO BE FLOWN IN SEPTEMBER BY TYPE AND SERIES.

ONCE RECEIVED BY THIS HEADQUARTERS, THE NUMBER OF HOURS REPORTED BY TACTICAL COMMANDERS TO BE FLOWN BY MONTH FOR BOMBARDMENT, RECONNAISSANCE OR TANKER AIRCRAFT, BECOMES THE APPROVED TACTICAL FLYING HOUR PROGRAM FOR THE UNIT. LIKEWISE, THE BREAKDOWN REPORTED BY AIR BASE GROUP OCCASION BECOMES THE APPROVED NON TACTICAL PROGRAM. THIS REPORT IS KEPT FROM REPORT CONTROL UNLESS IN ACCORDANCE WITH PARAGRAPH 70(3), AFR 174-1. THIS MESSAGE TRANSMITTED TO TRANSFER WITH INFORMATION OF THE SAC CHICAGO; 7TH AIR DIVISION; 46TH SQUADRON; 512, 3R; 12TH SQUADRON; 10;

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40TH AIR REFUELING SQUADRON, 600TH AIR BASE LAB; AND 307TH AIR REFUELING SQUADRON,
15TH AIR BASE, GREENLAND.
BT
16/0000 AUG 1950

UNCLASSIFIED COPY:

(b) (6)

1st Lt., USAF

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FOIA b1 b7C b7E
OZ RUSPOM RUFPM RUFEM RUFELM RUFEDCO RUFNGO RUFVNO RUFVFE RUFVFOV
DE RUEBEO 250
O 212111Z
FM COMAF WESTOVER AFB MASS
TO *****

RUEBEO/COMAIRDIV 811 LINCOLN AFB NEBR
BT

/CS 29889 SUBJ: (UNCL) FLYING HOUR TRAINING PROGRAM FIRST QUARTER
FISCAL YEAR 1958. THIS IS SERIAL NUMBER FOUR. THIS MESSAGE IS TWO PARTS. PART
ONE. THE FOLLOWING STRATEGIC AIR COMMAND MESSAGE NO 3915, SUBJECT: IAL, DATED
16 AUG 57, HAS SUBJECT, AIMS AND CLARIFIED PARAGRAPHS ONE AND TWO, PART TWO.
THIS MESSAGE IS SERIAL NUMBER TWO, DATED 16 AUGUST 1957. QUOTE.
THIS IS SERIAL NUMBER 4 OF A SERIES OF MESSAGES CONCERNING FY 1958 FLYING HOUR
PROGRAM. THIS MESSAGE IS IV PART. PART I. DUE TO THE DRASTIC REDUCTION IN
FLYING HOUR FIELDS FOR THE REMAINDER OF FIRST QUARTER FY 1958 THE FOLLOWING PRI-
ORITIES ARE ESTABLISHED: A. FIRST PRIORITY FOR FLYING TIME WILL GO TO COMBAT READY
CREWS; SECOND PRIORITY WILL GO TO THOSE NON-READY CREWS THAT MUST BE
UPGRADED TO COMBAT READY CREWS. B. THIRD PRIORITY WILL BE GIVEN
THOSE NON-COMBAT CREW MEMBERS WHO ARE POTENTIAL CANDIDATES FOR UPGRADING. INsofar
AS POSSIBLE, THEY WILL BE GIVEN SUCH TIME TO MEET 60-2 REQUIREMENTS. C. AFTER
60-2 FLYING FOR THOSE NON-COMBAT CREW MEMBERS NOT YET ADEQUATELY UPGRADING
WILL BE DONE IN COMBAT AIRCRAFT IF POSSIBLE, BUT SUPERSEDED AND CONCENTRATED IN SUCH
A MANNER AS TO MAINTAIN THE HIGHEST HIGH SAFETY STANDARDS. IF SAFETY STANDARDS
CANNOT BE MET, THEY WILL BE GIVEN 60-2 TIME IN ADMINISTRATIVE TYPE AIRCRAFT. PART
II. COMBAT READY DATES FOR B-52 UNITS, THE 400TH AFB AND THE B-52/KC-135 TRAINING
PROGRAM AT CANTON WILL NOT BE AFFECTED BY THIS LIMITATION. THIS REQUIREMENT WILL
INCLUDE THE NECESSARY B-47 FLYING TIME REQUIRED TO SUPPORT THE SCHEDULED FAMILI-
ARIZATION FLYING FOR B-36 PILOTS CONVERSION TO B-52 AIRCRAFT. PART III. STAFF
FLYING WILL BE ACCOMPLISHED IN CONJUNCTION WITH NUMBERED CREW TRAINING MISSIONS
TO THE MAXIMUM EXTENT. PART IV. UTILIZATION OF FLYING TIME ALLOCATED NUMBERED
CREWS AS OUTLINED HEREIN WILL BE BASED ON THE FOLLOWING TRAINING PRIORITIES:
A. STANDARDIZATION CHECKS FOR CR AND PCR CREWS IN ACCORDANCE WITH SAC MANUAL
51-4. B. SAC REG 51-26 (PROBATION) REQUIREMENTS. C. SAC REG 50- (AIR TRAINING)
REQUIREMENTS. D. SAC REG 51-24 (EVALUATION) REQUIREMENTS. UNQUOTE. PART TWO. FOR
ALL B-52, B/RB-47 AND KC-97 TACTICAL UNIT COMMANDERS. REFERENCE PART TWO, PARA-
GRAPH ONE, BUGHAR AIR FORCE COMMAND MESSAGE SERIAL NUMBER TWO, DATED 16 AUG 1957.
ALL STANDBY CREWS AND THOSE B/RB-47 AND KC-97 INSTRUCTOR CREWS DESIGNATED IN
ACCORDANCE WITH STRATEGIC AIR COMMAND MESSAGE DOT RFFC 34959, SUBJECT: SPECIAL
INSTRUCTOR CREWS, DATED 11 MARCH 1957, WILL BE FLOWN THOSE NUMBER OF HOURS NECESSARY
TO MAINTAIN 25 HOURS PER MONTH, COMMANDER MAY ALLOCATE THE REMAINING HOURS TOWARD
PRIORITIES LISTED ABOVE.

THIS MESSAGE TRANSMITTED TO TANGO, WITH INFORMATION TO COMCOMD IN CHIEF, STRATEGIC
AIR COMMAND; 7TH AIR DIVISION; 40TH BOMBARDMENT WING, GREENHAM COMMON, ENGLAND;
40TH AIR REFUELING SQUADRON, GOOSE AIR BASE, LABRADOR; AND 307TH AIR REFUELING
SQUADRON, TRILE AIR BASE, GREENLAND.

BT
21/2133Z AUG RUEBEO

(b) (6)

A TRUE EXTRACT COPY:

1st Lt., USAF

~~SECRET~~

0691

BEST AVAILABLE COPY

~~CONFIDENTIAL~~

ECACCA500059
CG RHPGLO RHPGLO RHPGLO
DE RHPGLO 397
C 162121Z APR-58
FM COMAF 8 WESTOVER AFB MA
TO RHPGLO/CGAIRD V 016 IN OCM AFB HHR
INFO * * * * *

/ [REDACTED] /C 28634 SUBJECT: (UNCL) FLYING HOUR ALLOCATION FIRST
QUARTER FY 58. THIS IS SERIAL 016. THE FOLLOWING IS THE FLYING HOUR ALLOCATION
FOR TACTICAL UNITS FOR AUGUST AND SEPTEMBER AND NON-TACTICAL UNITS FOR JULY,
AUG AND SEPTEMBER.

UNIT	TYPE	SERIES	CODE	HOURS
98 BW	B-47	B	CC	2715 (TWO SEVEN ONE FIVE)
98BW	TE-47	B	TC	58 (FIVE EIGHT)
307 BW	B-47	B	CC	2647 (TWO SIX FOUR SEVEN)
307 BW	EP-47	B	TC	59 (FIVE NINE)
98 ARRF	KC-97	G	CS	1217 (ONE TWO ONE SEVEN)
307 ARRF	KC-97	ENG	CC	994 (NINE NINE FOUR)
818 ABG	C-47	D	CS	551 (FIVE FIVE ONE)
11 ABG	C-45	G	CS	125 (ONE TWO FIVE)
818 ABG	B-25	N	CS	112 (ONE ONE TWO)

16/2242Z AUG RHPGLO

TRUE EXTRACT COPY:

(b) (6) [REDACTED]

✓ 1st Lt., USAF



~~CONFIDENTIAL~~

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~~CONFIDENTIAL~~
Headquarters
EIGHTH AIR DIVISION
United States Air Force
Lincoln Air Force Base, Nebraska

21 AUG 1957

SUBJECT: (UNCLASSIFIED) Flying Hour Allocation First Quarter
Fiscal Year 1958

TO: Commander
Eighth Air Force
Westover Air Force Base, Massachusetts

1. This letter is in confirmation of command message 20630, subject as above. I am thoroughly aware of my responsibilities to insure exacting compliance with the spirit of this message, as well as its specific instructions. (UNCLASSIFIED)

2. Necessary controls have been established to monitor the flying hour program submitted four Headquarters 17 August 1957 by separate message and reproduced below. (UNCLASSIFIED)

"/~~CONFIDENTIAL~~ C 8-063-0. Subject: (Unclassified) Flying Hour Allocation First Quarter Fiscal Year 58. This message in four parts.

Part I. 98th Bombardment Wing:

- a. 52
- b. 160
- c. 3
- d. B-47 1520
TB-47 26:50
- e. B-47E 1195
TB-47 1:20

Part II. 98th Air Refueling Squadron

- a. 23
- b. 42
- c. 2
- d. KC-97G 650
- e. KC-97G 567

1
C, Hq 816ACIV, Subject: (UNCLASSIFIED) Flying Hour Allocation First Quarter Fiscal Year 1958

"Remarks: Flying hours for 60-2 in both B-47 and B-29 aircraft, indicated above, includes eight hours and twenty minutes per month for half the total number of non-ready crew members not selected for thirty hours per month upgrading time.

"Part III. 307th Bombardment Wing.

- a. 45
- b. 100
- c. 5
- d. B-47E 1475
TB-47 5
- e. B-47E 1172
TB-47 10

"Remarks: Above figures assume "Peace Setter VIII" will be flown as scheduled.

"Part IV. 818th Air Base Group.

a. B-25	B-47	C-45
167:55	201:15	78:30
b. B-25	B-47	C-45
176:05	179:45	31:05
c. B-25	B-47	C-45
58:00	170:00	15:25

"Remarks: 15:25 for C-45's in September being held for ferry to gaining station."

3. This correspondence is classified ~~secret~~ in accordance with Air Force Regulation 205-1, 3 January 1956, as amended. (UNCLASSIFIED)

A CERTIFIED TRUE COPY
(b) (6)

1/Lt USAF

PERRY K. MOISEWICH, II
Colonel, USAF
Commander

~~CONFIDENTIAL~~

ROUTINE

COMDRADIV 818 LINCOLN AFB NEBR

COMDRAP 8 WESTOVER AFB MASS

~~CONFIDENTIAL~~ 1/98DOT 7-727-C SUBJECT: (UNCLAS)

98TH BW AND 98TH ARC SPECIAL TRAINING PROGRAM FOR AUGUST 1957

PART I 98 BOMB WING

- A. ALLOCATED FLYING TIME FOR B-47's 1652 HOURS.
- B. TOTAL AIRCRAFT FORECAST AVAILAEL (AVERAGE) 46 (INCLUDES 1 TB 47 AND 15 B-47E TBY DEVIL TAIL).
- C. FLYING TIME PROGRAMMED
 - (1) 60-2 WILL BE FLOWN IN CONJUNCTION WITH OTHER TRAINING
 - (2) (A) STRATEGIC EVALUATION 36 HOURS
 - (B) STANDARDIZATION FLIGHT CHECKS 240 HOURS
 - (3) HIGHER HEADQUARTERS DIRECTED MISSIONS
 - (A) "DEVIL TAIL" 120 HOURS
 - (B) "LOCK ON" 28 HOURS
 - (C) B-36 CREW INDOCTRINATION - NONE
 - (D) PACESETTER VIII 180 HOURS
 - (4) INTEGRAL NON READY CREW TRAINING 315 HOURS
 - (5) NON READY CREW TRAINING FOR INDIVIDUALS 315 HOURS
 - (6) COMBAT READY CREW TRAINING 1028 HOURS (INCLUDES TIME LISTED IN PRIORITY 2 AND 3 ABOVE).

THIS TIME WILL BE USED TO ACCOMPLISHED TRAINING FOR THOSE
NOT COMPLETING THE FOLLOWING TRAINING DURING THE QUARTER ENDING 31 JULY 57:

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

- (1) 6 RADAR RES RUNS DIRECT WITH 85 PERCENT RELIABILITY
- (2) 2 GRID CEL NAVIGATION LEGS WITH 85 PERCENT RELIABILITY
- (3) 2 NITE CEL NAVIGATION LEGS WITH 85 PERCENT RELIABILITY
- (4) 1 GUNNERY MISSION WITH 75 PERCENT RELIABILITY
- (5) 3 AIR REFUELING MISSIONS.

D. COMBAT READY CREWS FORECAST AS OF 31 AUG 58

NOTE: THIS WING WILL NOT HAVE 61 COMBAT READY CREWS BY 31 AUG DUE TO THE RESTRICTED FLYING TIME IN MAY AND JUNE. THREE CREWS WERE NOT AVAILABLE FOR FLYING TRAINING PRIOR TO FLYING TIME RESTRICTION.

- E. (1) 3 COMBAT READY CREWS WILL ACCOMPLISH SAC REG 50-24 TRAINING.
- (2) 32 COMBAT READY COPILOTS ARE FORECAST TO BE AVAILABLE TO COMPLETE TLA GUNNERY TRAINER AS DIRECTED.
- (3) AN ESTIMATED 32 COMBAT READY, LEAD, AND SELECT CREWS WILL BE SCHEDULED TO ATTEND A 4 HOUR SURVIVAL LECTURE.
- (4) THIS WING WILL NOT HAVE ANY CREW MEMBER THAT NEEDS SPECIAL WEAPONS TRAINING AT MCCONNELL AFB. ONE AVAILABLE SPACE WILL BE FILLED BY STAFF PERSONNEL.
- (5) 3 ADVANCED SURVIVAL SPACES WILL BE FILLED. 8AF MESSAGE ID OIC 20289 DATED 26 JUNE 1957 REDUCED THE QUOTA FROM 6 TO 3.
- (6) 1 REFRESHER SURVIVAL SPACE WILL BE FILLED.
- NOTE: THIS WING WILL HAVE ONLY 2 COMBAT CREW MEMBERS WHO NEED REFRESHER SURVIVAL TRAINING UNTIL AFTER 1 APR 58. OF THOSE 2, 1 INDIVIDUAL WILL BE TDY "DEVIL TAIL"/ REQUEST RELIEF FROM ALL ADDITIONAL SPACES.
- (7) TWO CREWS WILL BE SCHEDULED FOR THE CHUCKWAGON EXERCISE.
- (8) 6 SPACES AT SHILLING AFB WILL BE FILLED.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

(9) 21 PHYSIOLOGICAL TRAINING SPACES AT SCHILLING AFB WILL BE FILLED.

PART II 98TH AIR REFUELING SQUADRON

A. ALLOCATED FLYING TIME FOR KC-97's 646 HOURS

B. TOTAL AIRCRAFT FORECAST AVAILABLE 20

C. FLYING TIME PROGRAMMED

(1) 60-2 WILL BE FLOWN IN CONJUNCTION WITH OTHER TRAINING.

(2) HIGHER HEADQUARTERS DIRECTED MISSIONS.

(A) SUPPORT 8AF TANKER-RECEIVER SCHEDULE ESTIMATED 100 SORTIES

400 HOURS

(3) STANDARDIZATION FLIGHT CHECKS 112:00

(4) INTEGRAL NON READY CREW TRAINING 175 HOURS

(5) NON READY CREW TRAINING FOR INDIVIDUALS 210

(6) COMBAT READY CREW TRAINING 261 (INCLUDES TIME LISTED
IN PRIORITY 2 AND 3 ABOVE).

(A) 2 GRID CEL NAVIGATION LEGS WITH 85% RELIABILITY

(B) 2 NITE CEL NAVIGATION LEGS WITH 85% RELIABILITY

(C) AIR REFUELING WITH 80% RELIABILITY FOR THOSE CREWS WHO DID
NOT ACCOMPLISH THIS TRAINING DURING QUARTER ENDING 31 JULY 57.

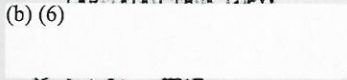
(D) EMPHASIS WILL BE PLACED ON PILOT PROFICIENCY.

D. COMBAT READY CREWS FORECAST AS OF 31 AUG 57 23

E. (1) 4 COMBAT READY CREWS WILL ACCOMPLISH SAC REG 50-24 TRAINING.

(2) ESTIMATED 6 PHYSIOLOGICAL TRAINING SPACES WILL BE FILLED OF THE 21
ALLOCATED TO THE 98TH BOMB WING.

98DOT JOHN B MURRAY, MAJOR, USAF
CHIEF, TRAINING DIV.

(b) (6) 

1st Lt., USAF

~~CONFIDENTIAL~~

BEST AVAILABLE COPY

DAIDEN CB10A
IN RJEIGB
ZE RJEPEO 110
R 131405Z
HI COM 3 WET OVER AFD MASS
TO COMAR DIV 218 LINCOLN AFB TEXAS
BT

~~CONFIDENTIAL~~
T-1616-c Act/Info
98/00 (C)

33

DOTA SDCS SUBJECT: 9801 AND 98AREFS SPECIAL TRAINING MONTH PROGRAM FOR AUGUST 1957. THIS MESSAGE IN TWO PARTS. PART I, REFERENCE SDCS CONFIDENTIAL MESSAGE SDCOT 7-227C, SMC SUBJECT, 9 JUL 57, 9801 AND 98AREFS PROGRAMS APPROVED WITH THE FOLLOWING EXCEPTIONS: REQUEST THIS HQ BE ADVISED OF AVERAGE NUMBER OF TOTAL COMBAT READY CREWS FORECAST TO BE AVAILABLE FOR FLYING TRAINING. TOTAL COMBAT READY CREWS FORECAST AS OF 31 AUG 57 IS CHANGED TO 56 FOR 9801 AND 23 FOR 98AREFS. INFORMAL HQ READY CREW TRAINING FOR 98AREFS UN-CLASSIFIED AS THIS HOUR. REQUEST CORRECTED FIGURES, PART II, SPECIAL TRAINING MONTH REPORT WILL BE SUBMITTED IN ACCORDANCE

PAGE TWO SDCS 110
WITH THE PROVISIONS OF SAC REG 22-2/AF SUPPL I UTILIZING THE SAME FORMS FOLLOWS IN THE SPECIAL TRAINING MONTH PROGRAM APPLIED AS FOLLOWS:
A. UNDER PARAGRAPH A, FLYING TRAINING, INDICATE THE HOURS PROGRAMMED AND THE HOURS ACCOMPLISHED FOR EACH ITEM LISTED IN THE PROGRAM AND ADDITIONAL HOURS NOT FORECAST. EXPLAIN DEVIATIONS.
B. UNDER PARAGRAPH E, COMBAT READY CREW UPGRADING, INCLUDE EXPLANATIONS FOR FAILURES TO MEET FORECAST NUMBER OF COMBAT READY CREWS.
C. UNDER PARAGRAPH C, COMBAT READY AND ABOVE CREW PROFICIENCY LIST THOSE CREWS WHO REQUIRED PROFICIENCY TRAINING AS SPECIFIED IN THIS SPECIAL TRAINING MONTH PROGRAM FOR AUGUST. INDICATE:
(1) THE AREAS IN WHICH EACH SUBSTANDARD CREW WAS WEAK.
(2) AMOUNT OF TRAINING ACCOMPLISHED BY EACH CREW IN THESE AREAS.
EXAMPLE: CREW B-75/CLL GRID NAV - TUG/CUSHERY - ONE MISSION
D. UNDER PARAGRAPH D, GROUND TRAINING, LIST TOTAL CREWS/CREW MEMBERS PROGRAMMED FOR EACH ITEM AND TOTAL ACCOMPLISHING THE REQUIRED TRAINING.
E. INFORMATION REQUIRED FOR SPECIALIZED OBSERVER TRAINING IN SAC REG 22-2/AF SUPPL I WILL NOT BE SUBMITTED IN THE AUGUST SPECIAL TRAINING MONTH REPORT.
BT
241550Z JUL 57

~~CONFIDENTIAL~~

RJFKOM RJEPEM RJKPLM RJEDEO RJEEDD RJWFFE RJWFSY
DE RJEPEO OO
R 061343Z
FM COMAF 8 WESTOVER AFB MASS
TO RWFFE/COMAD 21 FORBES AFB KANS
* *
RJEEDD/COMAD 818 LINCOLN AFB NEBR
BT

/S [REDACTED] /DOT1 24094. SUBJ: SURVIVAL TRAINING FOR AUGUST SPECIAL TRAINING MONTH. REFERENCE SPECIAL TRAINING MONTH PROGRAM FOR AUGUST TRANSMITTED FROM THIS HQ 21 JUN 57. THIS MESSAGE IN TWO PARTS. PART I. THE FOLLOWING COURSE OUTLINE WILL BE FOLLOWED IN THE FOUR HOUR SURVIVAL TRAINING COURSE TO BE CONDUCTED DURING AUGUST A. CARE AND USE OF PARACHUTE. (REFERENCE AFM 64-4) ONE HOUR TO INCLUDE: (1) METHODS OF JUMPING. (2) MANAGEMENT OF THE PARACHUTE IN THE AIR. (3) PARACHUTE LANDINGS UNDER VARIOUS CIRCUMSTANCES (4) FACTORS INVOLVED IN SAFE FLYING. (A) EFFECTS OF ALTITUDE (B) EFFECTS OF HI SPEED SHOCK B. SURVIVAL TRAINING (REFERENCE AFM 64-5) ONE HOUR TO INCLUDE: (1) WEAPONS (2) SHELTERS (3) CAMP SITES (4) PROCUREMENT OF FOOD AND WATER (5) CLOTHING. C. WINTER SURVIVAL. (REFERENCES: SAC MANUAL 200-1; SURVIVAL INTELLIGENCE BULLETIN NUMBER 06 AND SECTION V IN VOLUME 1, BIPC) TWO HOUR A. FOLLOW: (1) ESCAPE AND EVASION 45 MINUTES TO INCLUDE: (A) ESCAPE AND EVASION UNDER FALLOUT CONDITIONS (B) RIGHTS OF THE EVASOR (C) EVASION TRAVEL. (2) COMMUNICATION AND PICK-UP PROCEDURES. ONE HOUR AND 15 MINUTES TO INCLUDE: (A) ACTUAL DEMONSTRATION AND PRACTICE IN INSTALLATION AND USE OF THE RS-6 AND UFG-4 RADIO (B) PRACTICE IN CODING AND DECODING MESSAGES UTILIZING THE LOOPS (C) PRACTICE IN TRANSMITTING AND RECEIVING MESSAGES. D. CODE OF CONDUCT TRAINING. TIME AS REQUIRED. (1) TO BE CONDUCTED IN MONTHLY OFFICERS CALL. PART II. THE COURSE OUTLINED IN PART I WILL BE COMPLETED BY ALL AVAILABLE COMBAT READY BOMBARDMENT OR RECONNAISSANCE CREW MEMBERS ASSIGNED TO UNITS UNDER THE SPECIAL TRAINING MONTH PROGRAM FOR AUGUST. COMBAT READY CREW MEMBERS NOT AVAILABLE IN AUGUST WILL COMPLETE THIS TRAINING BY 30 SEP 57.
BT

06/1553Z JUL RJEPEO

TRUE EXTRACT COPY:

(b) (6)

[REDACTED]

1st Lt., USAF

98th
Bombardment Wing

MONTHLY OPERATIONS PLAN



AUGUST 1957

CAF B

~~CONFIDENTIAL~~

RJEPGM RJEPEM RJEPIM RJEDEO RJEEDG RJWFFE RJWFSY
DE RJEPEO OO
R 061343Z
FM COMAF 8 WESTOVER AFB MASS
TO RWFFE/COMAD 21 FORBES AFB KANS
* * *
RJEEDG/COMAD 818 LINCOLN AFB NEBR
BT

/ [REDACTED] /DOTL 24094. SUBJ: SURVIVAL TRAINING FOR AUGUST SPECIAL TRAINING MONTH. REFERENCE SPECIAL TRAINING MONTH PROGRAM FOR AUGUST TRANSMITTED FROM THIS HQ 21 JUN 57. THIS MESSAGE IN TWO PARTS. PART I. THE FOLLOWING COURSE OUTLINE WILL BE FOLLOWED IN THE FOUR HOUR SURVIVAL TRAINING COURSE TO BE CONDUCTED DURING AUGUST. A. CARE AND USE OF PARACHUTE. (REFERENCE AFM 64-4) ONE HOUR TO INCLUDE: (1) METHODS OF JUMPING. (2) MANAGEMENT OF THE PARACHUTE IN THE AIR. (3) PARACHUTE LANDINGS UNDER VARIOUS CIRCUMSTANCES (4) FACTORS INVOLVED IN SAFE FLYING. (A) EFFECTS OF ALTITUDE (B) EFFECTS OF HI SPEED SHOCK B. SURVIVAL TRAINING (REFERENCE AFM 64-5) ONE HOUR TO INCLUDE: (1) WEAPONS (2) SHELTERS (3) CAMP SITES (4) PROCUREMENT OF FOOD AND WATER (5) CLOTHING. C. WINTER SURVIVAL. (REFERENCES: SAC MANUAL 200-1; SURVIVAL INTELLIGENCE BULLETIN NUMBER QW AND SECTION V W VOLUME 1. EIPG) TWO HOURS. A. FOLLOWING: (1) ESCAPE AND EVASION 45 MINUTES TO INCLUDE: (A) ESCAPE AND EVASION UNDER FALLOUT CONDITIONS (B) RIGHTS OF THE EVADER (C) EVASION TRAVEL. (2) COMMUNICATION AND PICK-UP PROCEDURES, ONE HOUR AND 15 MINUTES TO INCLUDE: (A) ACTUAL DEMONSTRATION AND PRACTICE IN INSTALLATION AND USE OF THE RS-6 AND URG-4 RADIO (B) PRACTICE IN CODING AND DECODING MESSAGES UTILIZING THE LOTTS M (C) PRACTICE IN TRANSMITTING AND RECEIVING MESSAGES. D. CODE OF CONDUCT TRAINING. TIME AS REQUIRED. (1) TO BE CONDUCTED IN MONTHLY OFFICERS CALL. PART II. THE COURSE OUTLINED IN PART I WILL BE COMPLETED BY ALL AVAILABLE COMBAT READY BOMBARDMENT OR RECONNAISSANCE CREW MEMBERS ASSIGNED TO UNITS UNDER THE SPECIAL TRAINING MONTH PROGRAM FOR AUGUST. COMBAT READY CREW MEMBERS NOT AVAILABLE IN AUGUST WILL COMPLETE THIS TRAINING BY 30 SEP 57.

BT
06/1553Z JUL RJEPEO

TRUE EXTRACT COPY:

(b) (6)

1st Lt., USAF

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

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AUGUST 1957

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ANNEX "3"	- Wing Ground Training Objective
ANNEX "4"	- Wing Standardization Board Schedule
ANNEX "5"	- Squadron Training Projections Portraying Individual Crew Flying & Ground Training Schedule.
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98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

ANNEX "12" - Maintenance Order in Accordance with SACM 66-3

- Appendix A - Flight Crew Debriefing
- Appendix B - Weight and Balance
- Appendix C - Special Weapons Loading
- Appendix D - Compass Swing
- Appendix E - Maintenance Training
- Appendix F - Maintenance Plan for 343BS
- Appendix G - Maintenance Plan for 344BS
- Appendix H - Maintenance Plan for 345BS
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- Appendix J - Maintenance Plan for 98FMS
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- Appendix N - Wash Rack Schedule

ANNEX "13" - Miscellaneous Briefs

98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

MONTHLY OPERATION PLAN FOR AUGUST 1957

1. General:

- a. This monthly operation plan presents the flying, ground training and maintenance schedules for August 1957 and reflects all known requirements.
- b. Effective 1 August 1957 the 344th Bomb Squadron will cease to operate as the 98th Bomb Wing Upgrading Squadron. All non-ready and instructor crews will return to assigned squadrons. Upgrading of non-ready crews to Combat Ready status will become the responsibility of parent squadrons, on this date, and every effort will be made to expeditiously complete this training.
- c. Training requirements for the Special Training month of August will be accomplished as outlined in Annexes two and three of this monthly operations plan.
- d. Unit Commanders are charged with the responsibility to insure that flying, ground school, maintenance and TDY commitment schedules are followed without deviation.
- e. Normally, crews will be provided a full working day for mission planning, preparation, target study, preflight and briefing prior to the day of the mission. This will be Friday for Monday missions. Aircrew pre-flight will start not later than 1500 hours on the mission planning day. No take-offs will be scheduled prior to 1200 hours on Mondays nor later than 1400 hours on Fridays.
- f. Each squadron will conduct briefing and critique on each training mission in accordance with SAC Manual 50-12. These will normally be conducted the day prior to and the day after the flight, respectively. The Aircraft Commander of ready crews will conduct this briefing for individual Squadron Commanders (or delegated representative) and for Non-Ready Crew Flights, the instructor pilot and/or instructor navigator and the non-ready crew Aircraft Commander will conduct this briefing for the Commander (or delegated representative). Mission critiques for ready crews will be conducted by an appointed member of the Squadron Operations staff and the instructor pilot or instructor navigator will conduct the mission critique for non-ready crews. After non-ready crews have been checked out for solo flights, briefing and critique will be administered in the same manner as that for ready crews.

98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

g. The requirements of AFR 60-2 will normally be met concurrent with other flying. Particular attention will be given the requirements of paragraph 4b, AFR 60-2 concerning proficiency checks. A/C's and Co-Pilots on numbered crews, current with respect to Standardization have met this requirement. (Ref: SAC Reg 51-4, para 5).

h. The 98th Bomb Wing B-47 maintenance potential for August 1957 is 262 single sorties for a total of 1834 flying hours and with twelve turn around sorties scheduled a sortie potential of 274 is established. The KC-97 maintenance potential is 138 single sorties for 828 flying hours.

(1)	343	Hrs	344	Hrs	345	Hrs
Non-Turn Sorties	56 @ 7	392	49 @ 7	343	48 @ 7	336
Turn Arounds	8 @ 6	48	10 @ 6	60	8 @ 6	48
Pilot Prof.	20 @ 6.5	130	8 @ 6.5	52	12 @ 6.5	78
SES	N/A @ 6		3 @ 6	18	6 @ 6	36
Wg & Hd Dir	16 @ 6.5	104	15 @ 6.5	97.5	15 @ 6.5	97.5
Totals	100	674	85	570.5	89	595.5

(2) Total B-47 Sorties and Hours Scheduled:

Squadron	Sorties Scheduled	Hours Scheduled
343	100	674
344	85	570.5
345	89	595.5
	<u>274</u>	<u>1840.0</u>

(3) KC-97 Operational Programming:

Type Sortie	Hours
55 AR Support Sorties 98th B Wg @ 5	275
30 " " " 28th B Wg @ 5	150
15 " " " 97th B Wg @ 5	75
16 Standboard Sorties 8 @ 6	96
	8 @ 8
	112
<u>22 Crew Prof. Sorties @ 6</u>	<u>132</u>
Totals 138	744

98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

(4) Two hundred seventy four (274) B-47 sorties and one hundred thirty eight (138) KC-97 sorties with a potential of 1840 and 744 flying hours respectively are scheduled during August in order to accomplish an allocation of 1658 B-47 flying hours and 646 KC-97 flying hours to this Wing.

i. Upon receipt of the Monthly Training Plan, each combat ready crew aircraft commander will plan a general mission for each scheduled flight and submit take-off time, RBS times and sites, rendezvous time (if applicable) and other planned mission accomplishments to the Squadron Operations Officer. This planned information will be submitted prior to 1600 hours on the Monday of the week preceding the scheduled flight.

j. During the month of August 1957, all navigation legs performed by combat ready crews will be flown using grid as the primary method of steering. SAC Regulation 50-8 and 51-26 requirements can be reported normally, i.e., night or day celestial, however the mission will conform to SAC Regulation 51-11 grid procedures.

k. Deviations from this plan are authorized only upon the approval of the Wing Commander.

98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
 Lincoln Air Force Base, Nebraska
 1 August 1957

OFFICIAL
 (b) (6)
 (b) (6) Colonel, USAF
 Director of Operations

(b) (6)
 Colonel, USAF
 Commander

DISTRIBUTION:

Comdr 8AF	5 cys	BISO ATTN: Historian	4 cys
Comdr 818 AD	2 cys	98ARSO (1 ea KC-97 A/C)	25 cys
Comdr 98th BOMBWG	3 cys	343BBSO (1 ea B-47 A/C)	15 cys
BC	2 cys	344BBSO (1 ea B-47 A/C)	36 cys
Comdr 307th BOMBWG	2 cys	345BBSO (1 ea B-47 A/C)	15 cys
98th DT	1 cy		
98th DCR	1 cy	ANNEXES "11" and "12" ONLY	
98th DO	35 cys		
98th DP	2 cys	343BBSO ATTN: FILMO	25 cys
98th DM	3 cys	344BBSO ATTN: FILMO	25 cys
98th DMM	1 cy	345BBSO ATTN: FILMO	25 cys
98th DMMC	2 cys	98ARSO ATTN: FILMO	25 cys
98th DOS	4 cys	98FMSC	15 cys
98th DS	1 cy	98AFSC	10 cys
98th Flt Surgeon	1 cy	98FMSC	10 cys
Comdr 343rd BS	5 cys	EWAP	5 cys
Comdr 344th BS	5 cys	98DMM	3 cys
Comdr 345th BS	5 cys	98DMMC	10 cys
Comdr 98th ARS	5 cys		
Comdr 98th A&E	5 cys		
Comdr 98th FMS	5 cys		
Comdr 98th PMS	5 cys		
Comdr 98th HS	2 cys		
Comdr 98th TH	1 cy		
Ops	2 cys		
Base Operations	11 cys		
98th DM ATTN: Job Control	3 cys		
98th DM ATTN: R&A Section	3 cys		
98th DM ATTN: Stand Team	3 cys		
98th DM ATTN: Qual Control	3 cys		

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ANNEX "1" TO 98TH BOMBARDMENT WING MONTHLY OPERATIONS PLAN FOR AUGUST 1957

"TRAINING PRIORITIES"

1. Itemized below are established training priorities for August 1957.

a. B-47 Flying Training Priorities:

- (1) AFR 60-2 Requirements.
- (2) Strategic Evaluation and Standardization Flight Checks
- (3) Operation "Devil Tail".
- (4) Operation "Pace Setter VIII".
- (5) Integral Non Ready Crew Training.
- (6) Non Ready Crew Training for Individuals.
- (7) Combat Ready Crew Training.
- (8) Staff Crew Training.

b. KC-97 Flying Training Priorities:

- (1) AFR 60-2 Requirements.
- (2) Support 8AF Tanker Receiver Schedule.
- (3) Standardization Flight Checks.
- (4) Integral Non Ready Crew Training.
- (5) Non Ready Training for Individuals.
- (6) Combat Ready Crew Training.

c. Ground Training Priorities:

- (1) B-47 and KC-97 Aircrews:
 - (a) Instrument School
 - (b) EWP
 - (c) TDY commitments
 - (d) SAC Reg 51-19 Training
 - (e) SAC Reg 50-24 Training
 - (f) Monthly Training Meetings

This Annex consists of 1 page.

ANNEX "1" to
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ANNEX "2" TO 98TH BOMBARDMENT WING MONTHLY OPERATIONS PLAN FOR AUGUST 1957

"WING AIR TRAINING OBJECTIVE"

1. August is declared a special training month. In order to comply with the intent of this Regulation, training during August will be directed to specific weak areas, rather than to routine requirements of 50-8. Desired training for Combat Ready crews is listed in paragraph 2 for B-47 crews and paragraph 3 for KC-97 crews.

a. The runways at Lincoln AFB will be under construction from 1200 hours on 2 August until 1200 hours on 5 August. There will be no tactical flying during this period.

b. There will be no night transition flown on 14 August because of a concert in the Pinewood Bowl. Other type training missions may be flown.

2. B-47 Flying Training

a. The following table shows desired reliability standards for Combat Ready and higher category crews. Those not meeting these standards during training quarter ending 31 July will be scheduled for the quantity listed in parenthesis by each item of training.

(1) Radar RES Direct Runs	(6)	85%
(2) Grid Celestial Nav	(2)	85%
(3) Night Celestial Nav	(2)	85%
(4) Gunnery	(1)	75%

b. Air Refueling Sorties. Seventy-four (74) air refueling sorties for August will be supported by the 98th Air Refueling Squadron (55 sorties) and the 26th Air Refueling Squadron at Platteburg AFB (19 sorties).

The 55 sorties available from the 98th Air Refueling Squadron are allocated to B-47 squadrons as follows:

DATE	1	2	5	6	7	8	9	12	13	14	15
343rd	1	2	1	0	0	1	1	1	1	1	2
344th	1	1	1	1	0	0	2	1	1	1	1
345th	1	1	1	1	0	1	1	1	1	2	1
Total	3	4	3	2	0	2	4	3	3	4	4

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<u>DATE</u>	<u>16</u>	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>	<u>26</u>	<u>27</u>	<u>28</u>	<u>29</u>	<u>30</u>
343rd	1	1	1	1	0	0	0	1	0	1	2
344th	1	1	2	1	0	0	0	0	1	1	1
345th	1	0	1	0	0	0	0	1	1	2	1
Total	3	2	4	2	0	0	0	2	2	4	4

Dates of sorties allocated from the 26th Air Refueling Squadron are not firm at this time. For planning purposes the following tentative schedule may be used:

Date	21	27	28	29	30
No. of Sorties	3	5	3	3	5

These sorties will be scheduled at Weekly Pre-60-9 meeting.

c. Operation "Far Famed V" 7 August 1957

(1) A "Pacesetter VII" practice mission will be flown on 7 August 1957. A minimum of eight hours supervised target study will be accomplished by each participating crew. Squadron operations should schedule those crews that will fly in the actual competition, and who have not had a previous opportunity to fly a "Pacesetter" practice mission.

(a) The following schedule of events will apply:

Route Briefing	TIC	0900-1000	5 August
Mission Planning	TIC	1000-1200	5 August
Target Study	TIC	1300-1630	5 August
Target Study	TIC	0800-1230	6 August
General Briefing	TIC	1330-1400	6 August
Specialized Briefing	TIC	1400-1445	6 August
Aircraft Preflight		1500-1630	6 August

(b) Pre-takeoff weather briefing will be upstairs in the Base Operations building at times indicated on the departure schedule.

(c) The first takeoff will be approximately 1830 CST. Followed at 10 minute intervals.

(2) Aircraft and crew allocations: Fourteen (14) B-47E model aircraft will be scheduled to fly on 7 August and all will participate in this mission. The breakdown by squadron and order of

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takeoff is as follows:

<u>Sqdn</u>	<u>No. of Acft & Crews</u>
345th	4
344th	4
343rd	6

d. Bombing Competition Practice:

(1) Crew and Aircraft Selection:

	<u>Crew #</u>	<u>Acft #</u>	<u>A/C</u>	<u>Pilot</u>	<u>Navigator</u>
Primary:	S-78	185	Amos	Hobbs	Polhemus
	L-88	559	McGates	Burrell	Anthony
Alternate:	L-56	159	Knight	Lightfoot	Eggleston

(2) Competition Targets Complexes:

Kansas City
 St. Louis
 Atlanta

(3) Practice Dates for 98th Bomb Wing on above Targets:

1 Aug
 6 Aug
 9 Aug
 13 Aug
 16 Aug
 19 Aug
 26 Aug
 29 Aug

(4) Crew S-78 will fly practice missions on dates shown in squadron schedule.

(5) Crew L-56 and L-88 will be in Strategic Evaluation during August and will have little opportunity to fly practice missions.

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e. ECM

(1) APS-54 equipment will be operated during each training mission. Operating time will be listed in remarks section of the crew accomplishment form and total time will be reported on the T-12.

f. 98th Air Refueling Squadron Sorties

(1) The 98th Air Refueling Squadron will support a total of 100 Air Refueling sorties in August to Bomb Wings as follows:

Bomb Wing	Refueling Sorties
98th	55
28th	30
97th	15
Total	100

(2) The following schedule shows the breakdown by date of Air Refueling sorties available to the three Bomb Wings, and total KC-97 sorties available:

DATE	1	2	5	6	7	8	9	12	13	14	15
98th	3	4	3	2	0	2	4	3	3	4	4
28th	1	1	1	2	2	1	1	2	1	2	1
97th	1	1	0	1	0	1	0	1	0	0	0
Total Reflg Sorties	5	6	4	5	2	4	5	6	4	6	5
Total KC-97 Sorties	7	7	6	7	7	5	7	7	4	7	7

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DATE	16	19	20	21	22	23	26	27	28	29	30
98th	3	2	4	2	0	0	0	2	2	4	4
28th	1	2	2	1	2	1	2	2	2	0	0
97th	0	1	1	2	1	0	1	1	1	1	1
Total Reflg Sorties	4	5	7	5	3	1	3	5	5	5	5
Total KC-97 Sorties	4	6	7	6	6	7	6	6	6	6	7

3. KC-97 Training:

a. The following table shows desired reliability standards. Any Combat Ready crew not meeting these standards during training quarter ending 31 July 1957 will be scheduled for the quantity listed in parenthesis.

Grid Celestial Nav	(2)	85%
Night Celestial Nav	(2)	85%
Air Refueling Missions	(3)	80%

b. In addition to the above requirements emphasis will be given to pilot proficiency missions.

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ANNEX "3" TO 98TH BOMBARDMENT WING MONTHLY OPERATIONS PLAN FOR AUGUST 1957

"WING GROUND TRAINING OBJECTIVES"

1. Ground Training Areas to be emphasized in August are as follows:

a. Ground Training Priorities:

(1) B-47 and KC-97 Aircrews:

- (a) Instrument School
- (b) EWP
- (c) TDY Commitments
- (d) SAC Reg 51-19 Training
- (e) SAC Reg 50-24 Training
- (f) Monthly Training Meetings

b. Ground Training Policy:

(1) It will be the responsibility of the Tactical Squadron Operations Officers to indoctrinate and remind all combat crew personnel of the importance of giving their individual attention to the Squadron Ground Training Work Book. All entries in this book will be INITIALED to insure certification of training. Individual squadrons will maintain a current record of TDY Training requirements such as OQ Range, Altitude Chamber, etc.

(2) The Wing RBS Scheduling Officer and Squadron Navigators will attend the weekly 60-9 Meetings and coordinate RBS Scheduling. When excessive schedule adjustments are anticipated the Squadron Ground Training Officer may be required to attend to insure maximum coordination. Immediately following 60-9, the Squadron Operations Officer and Squadron Navigator will effect coordination with the Squadron Ground Training Officer on any schedule changes. Prior to the Weekly Ground Training Scheduling Meeting, the Squadron Ground Training Officer will schedule all target study and critique times for the following week and complete the ground training schedule as far as possible. The Ground Training Scheduling Meeting will be conducted in the Wing Air Training Section at 1400 hours on Thursday following the morning 60-9 meeting.

(3) It is the responsibility of the Standardization Board to coordinate with applicable squadrons on the projected ground training for the standboard crews for publication in the Monthly Training Plan. Scheduling of Ground Training on a weekly basis for standboard crews will be strictly a responsibility of the standardization board.

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(4) The following personnel will attend the weekly ground training scheduling meetings:

- (a) Wing Ground Training Officer
- (b) Wing RGS Scheduling Officer
- (c) Wing Standboard Representative
- (d) Squadron Ground Training Officers

c. Ground Training Planning Factors: The following information will be used as a monthly scheduling guide to be refined and confirmed at the weekly 60-9 Meetings:

(1) Character Guidance: Monday, 5 August 1957, Base Theatre.

- (a) A/B thru A/10 0700 - 0730
- (b) NCOs 0745 - 0815
- (c) Officers 0830 - 0900

(2) Wing Commander's Call & Flying Safety: Monday, 19 Aug 57.

- (a) W/C Call, Airmen and NCOs 0730 - 0815
- (b) W/C Call, Officers 0830 - 0915
- (c) Flying Safety for all Officers 0915 - 1015

(3) Squadron Commander's Call: Time and place of Squadron Commanders Call will be scheduled by individual Squadron Commander.

(4) TDY Requirements:

- (a) Course allocations handled by the Directorate of

Operations:

1. OQ Range Exercise - 4 Days:

15 Aug 57	<u>343BS</u>	<u>344BS</u>	<u>345BS</u>
(3 spaces)	(b) (6)		
28 Aug 57	(b) (6)		
(3 spaces)			

NOTE: The OQ Range Exercise is now two days in duration. Until further notice, all instruction will be academic. All personnel scheduled to attend subject training for initial checkout in accordance with Annex V, Sub 3, SAC Regulation 51-19, will accomplish pre-requisite requirements as outlined in SAC Regulation 51-19. All personnel scheduled to attend subject training as annual refresher training in accordance with Annex II, SAC

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Regulation 50-24 will accomplish a minimum of two hours of AM/PG T-1A Gun-
 nery Training time prior to reporting. Personnel will report to the OIC,
 Camp Phillips OC Range, Base Training Flight not later than 1730 hours on
 the day prior to class starting date. Students are advised to bring fatigues
 or flight suits.

2. Altitude Indoctrination:

a. Basic - 5 Days:

		FMS	345	98ARS
21 Aug 57		Headlee	Miller	_____
(6 spaces)		Capps	Covington	_____

b. Refresher - 4 Days:

	98 Hqs	343BS	344BS	345BS	98ARS
5 Aug 57	(b) (6)				
(2 spaces)					
12 Aug 57	(b) (6)				_____
(12 spaces)					_____

14 Aug 57	(b) (6)			(b) (6)	_____
(6 spaces)					_____
28 Aug 57	(b) (6)				_____
(12 spaces)					_____

NOTE: Personnel selected to attend will have accomplished a current flight
 physical examination (Form 88) within the previous 12 months. AF Form 702,
 Physiological Training Record will be in the possession of each individual.
 Personnel will report to the OIC, 9th Altitude Chamber Indoctrination Flight
 not later than 0730 hours on training day indicated. Individual Oxygen equip-
 ment may accompany individual if possessed. AF Form 702 is required only for
 refresher training.

2. KC-97 Simulator:

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a. 5 Days: 9BARS
26 Aug 57 (b) (6)
(2 crew spaces)

Director of Personnel: b. Those Formal TDY Courses governed by the

1. Advanced Survival Training - 19 Days:

27 Aug 57 Major (b) (6)
(3 spaces) Major
Capt (b)

2. Refresher Survival Training - 10 Days:

8 Aug 57 Capt (b) (6)
(1 space)

19 Aug 57 Maj (b) (6)
(1 space)

3. ABC-TN Training - 2 weeks:

9 Aug 57 Col (b) (6)
(1 space)

(5) Chuck Wagon Exercises: Cancelled until November 1957.

(6) Instrument Ground School: The Base Instrument Ground School will be conducted in Room #26, Building #1230, Base Ground Training Building, on the 1st and 3rd Mondays and Tuesdays during August. Classes will commence at 0800 hours on the 5th and 6th of August and at 0900 on the 19th and 20th of August. All pilots in need of Instrument Card renewals must complete six hours of Link Trainer (C-11 or P-3) within the previous six months. A Class III Physical Examination review individual Form 9's and attend the Instrument Ground School Course prior to the flight check.

(a) Instrument School Instructors: The 98th Bomb wing will provide the Instrument School with instructors on the 5th and 6th of August 1957 for subjects listed below. Responsibility for instruction of each subject is set-up within an individual squadron. Each Squadron will insure that the primary and two alternate instructors will personally report to the Base Instrument School for a one time briefing on assigned subject. It should be noted that the instrument school program has been re-

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vised and all instructors will require this briefing. It is the responsibility of each squadron operations officer to select the most qualified personnel available as instrument school instructors. Individuals selected to instruct specific subjects will be scheduled by name in the Monthly Operations Plan.

(b) The 98th Bomb wing is required to instruct the following subjects:

Monday (1st day) Radio & Radar Aids to Navigation - 0730 to 1130
5 Aug 57

Primary Instructor	Captain (b) (6)	344BS
Alternate	Capt (b) (6)	344BS

Instruments - 1230 to 1330

Primary Instructor	Captain (b) (6)	343BS
Alternate	Captain	343BS

Publications, Flight Planning & Computers - 1330 to 1630

Primary Instructor	Captain (b)	345BS
Alternate	1/Lt (b) (6)	345BS

Tuesday (2nd day) Rules and Regulations - 1000 to 1200
6 Aug 57

Primary Instructor	Captain (b) (6)	98ARS
Alternate	Major (b) (6)	98ARS

(7) Special Weapons Academic:

(a) Phase II Special Weapons Academic Training will be conducted from 1 April through 30 August 1957. Subject training will consist of twenty-one (21) hours of instruction taught on three consecutive days, Wednesday through Friday, of each week. Classes will start at 0810 hours each day. One hour IFI is included in the training. Squadrons will program sufficient crews weekly to enter this training on their squadron projections to insure completion of all combat ready crews by 30 Aug 57.

(b) The following periods are available:

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July 31	August 1	August 9	August 21	August 29
	2	14	22	30
	7	15	23	
	8	16	28	

(8) Phase II, B-47 and KC-97 SAC Regulation 50-24, Block Training:

(a) Phase two consists of five (5) training days for B-47 crews and three (3) days for KC-97 crews. Phase two training will be conducted from 1 July through 20 December 1957. Squadrons will program sufficient crews weekly to enter this training on their Squadron projections to complete all crews by the last block class which starts on Monday 16 December 1957. Squadrons will not remove crews from Block Training without the express permission of the 98th Bomb Wing Director of Operations.

(b) Crews scheduled for 50-24 Block Training in August are as follows:

5 - 9 Aug 57	B-47	19 - 23 Aug 57	B-47
12 - 14 Aug 57	KC-97	26 - 28 Aug 57	KC-97
12 - 16 Aug 57	B-47	26 - 30 Aug 57	B-47

(9) B-47 SAC Regulation 51-19 and 50-43 training will be conducted beginning 12 through 20 August 1957. Crew R-83 has been designated instructor crew for the month. This crew will be assured one or more flights in the month of August. Remaining time will be spent in preparation and improvement of 51-19 and 50-43 Ground Training lesson plans and presentation of all applicable instructions for the 98th Bomb Wing in the Wing 51-19 Block Training Program. On a time available basis these individuals will be required to present special 51-19 make-up training for the 98th Bomb Wing.

NOTE: SAC Regulation 50-2 dated 20 May 1957 Par 4b Special Instruction Crews - "designated instructor personnel who are assigned specific instructor duty during periods of crew upgrading. These instructors may be assigned this duty for one training quarter but never for two consecutive training quarters." During this quarter they will be relieved of the requirements of this regulation. They will, however, be responsible for probationary requirements of SAC Reg 51-26.

(10) 50-24 non-combat crew personnel (rated and non-rated) training will be provided in the Base Theatre on 14 August 1957. Ten percent of all non-combat crew personnel assigned to each squadron will be scheduled to attend thru their individual squadrons, weekly small arms training for non-combat crew personnel will be scheduled through individual squadrons.

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(11) Navigator Meetings: There will be a mandatory navigator's meeting at 0830 hours, 12 August 1957 in the TIC Building. Squadrons will insure that all navigators present for duty attend this meeting where it does not conflict with accomplishment of requirements under SAC Regulations 50-8 and 51-26.

(12) EWP Training and Preparation:

(a) EWP requirements for crews will consist of four (4) hours review two (2) hours each for June and July accomplishments and one (1) day to complete requirements for August 1957.

NOTE: Crews who have not briefed the Wing Commander on June assignment will require two days. No more than three crews per squadron will be scheduled on any particular day.

1. Plates are ready for observers listed below:
(As of 3 July 57)

a. Five Ultrasonic Trainer runs are required on Primary (Target studied in June).

b. Five Ultrasonic runs are required on Alternate (Target studied in July).

c. A check with Lt Roberts (TIC) will give subsequent plate completions for those observers not listed below.

d. Plates ready:
PRIMARY

(b) (6)

ALTERNATE (If Studied)

(b) (6)

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(b) 98th Air Refueling Crews that have completed initial phase work have a study requirement of three (3) hours.

(13) Special weapons four (4) hour Flight Line Exercise: The four (4) hour Flight Line Exercise periods normally starting 1200 each day are assigned to squadrons on dates listed below. (One exercise required each six months). Periods available are as follows:

August 1	343	August 9	343	August 19	343	August 23	343
2	344	12	344	20	344	26	344
5	345	13	345	21	343	27	345
6	343	14	343	21	344	28	343
7	344	15	344	21	345	29	344
8	345	16	345	22	345	30	345

(14) Special Weapons Simulator: Two 1½ hour UDT periods per training quarter are required. Crews will not be scheduled for both periods during a 30 day period. Complete crew is required and will receive 51-26 credit upon completion of first period. Periods are assigned to squadrons each week during August with the exception of Thursday, 21 August, due to the required monthly exercise, as follows:

	<u>MONDAY</u>	<u>TUESDAY</u>	<u>WEDNESDAY</u>	<u>THURSDAY</u>	<u>FRIDAY</u>
0800 - 0930	* 344 * 345	343 344	345 343	343 344	344 345
0930 - 1100	343 344	345 343	344 345	345 343	343 344
1300 - 1430	345 343	344 345			
1500 - 1630	344 345	343 344			

* On Mondays having no special Wing scheduled meetings.

(15) Survival Training Course:

(a) Effective Wednesday 7 August 1957, the 98th Bomb Wing will schedule at least one KC-97 Crew or two B-47 Crews each week for a three day survival training course. Classes will be conducted from Wednesday thru Friday each week.

(b) Class room instructions will be conducted in Room #6 Building #962, beginning at 0830 each Wednesday. Students will depart LAFB at 1400 each Wednesday for the Ashland National Guard Camp to accomplish the field exercise. Each student must have the following items in his possession prior to departure for Ashland:

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1. Fatigues or suitable substitute.
2. Boots.
3. Jacket.
4. Extra pair of socks.
5. Gloves or mittens.
6. Canteen with cup and cover.

Training will be completed by 1700 hours each Friday with a lay-out of panels for aircraft landing. Request for higher headquarters approval for crew pickup by aircraft is in process and will be utilized if permission is granted.

(c) The 98th ARS will furnish one radio operator each week for use in maintaining communications between LAFB and the training area.

(d) Rations and transportation will be furnished by the Base Survival Section. Separate ration personnel will be required to pay for rations.

(e) Training periods for August are assigned as follows:

7, 8, & 9 August	98ARS	1 Crew
14, 15, & 16 August	344 & 345	1 Crew each
21, 22, & 23 August	98 ARS	1 Crew
28, 29, & 30 August	343 & SB	1 Crew each

(16) Synthetic Trainers:

(a) T-1A, T-2 and T-3 Ultrasonic Trainer period allocations for August are as follows: Squadrons will schedule individuals by name at weekly 60-9 meetings.

	<u>1</u>	<u>2</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>
0830	344	345	345	345	343	343	343	343	344	344	345
0930	345	343	343	343	344	344	344	344	345	345	343
1030	343	344	344	344	345	345	345	345	343	343	344
1130	344	SB	SB	345	SB	SB	SB	343	SB	344	SB
	<u>16</u>	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>22</u>	<u>26</u>	<u>27</u>	<u>28</u>	<u>29</u>	<u>30</u>
0830	345	345	343	344	344	345	345	345	343	343	344
0930	343	343	344	345	345	345	343	343	344	344	345
1030	344	344	345	343	343	344	344	344	345	345	343
1130	SB	345	343	SB	344	SB	SB	345	SB	343	344

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NOTE: All available Combat Ready and above B-47 co-pilots will accomplish one hour in the T-1A trainer against times outlined in SAC letter DOTMPW 10 April 1957. Subject: T-1A Trainer Times and Identification.

(b) C-11 Link Trainer (2 hour periods) allocations for August are as follows: Squadrons will schedule individuals by name at weekly 60-9 meetings for reproduction.

	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>
0830	344	344	345	345	345	345	345	345	345	343	343	343	343
1030	345	345	343	343	343	343	343	343	344	344	344	344	344
1230	343	343	344	344	344	344	344	344	345	345	345	345	345
1430	SB	OPEN	SB	OPEN	SB	OPEN	SB	OPEN	SB	OPEN	SB	OPEN	SB
	<u>16</u>	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>	<u>26</u>	<u>27</u>	<u>28</u>	<u>29</u>	<u>30</u>		
0830	343	344	344	344	344	344	345	345	345	345	345		
1030	344	345	345	345	345	345	343	343	343	343	343		
1230	345	343	343	343	343	343	344	344	344	344	344		
1430	OPEN	SB	OPEN	SB	OPEN	SB	OPEN	SB	OPEN	SB	OPEN		

(c) B-47 Simulator: SAC Regulation 51-19 training requirements will take priority over 50-24 as long as upgrading requirements dictate. The assignment of periods will be as follows:

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
0530 - 0930	307	98	307*	307	307
0830 - 1230	307	98	307*	307	307
1130 - 1530	98	98	98*	98	307
1430 - 1830	98	98	98*	98	307

* When either Wing has a Squadron TDY periods designated by * will revert to the other Wing.

(d) F-3A Link Trainer (2 hour periods):

1. Periods listed below are assigned to the 98th Air Refueling Squadron:

ANNEX "B" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
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<u>0830 - 1030</u>		<u>1030 - 1230</u>	
August 2	19	2	19
5	21	5	21
7	23	7	23
9	26	9	26
12	28	12	28
14	30	14	30
16		16	

(17) Combative Measures & Physical Conditioning:

(a) Crews in 50-24 Block Training will receive 7½ hours combative measures training for phase two. Combative measures Lesson One is taught only on each Monday. Lesson Two on Tuesday. Three on Wednesday. Four on Thursday. and final lesson Five on Fridays. Block Training Combative measures classes will be conducted from 1610 to 1730 hours.

(b) 51-19 Combative Measures Training will be conducted at 0900 1030, 1330 each weekday.

(c) One (1) hour physical training classes are conducted at 0830, 1000, 1315, and 1430 each day. Classes will include exercise, steam bath and massage. Personnel desiring a massage after the steam bath are required to make an appointment at least twenty-four (24) hours in advance. Appointments may be made by calling Extension 8214 during normal duty hours.

(18) Navigators MA-7A Refresher Training: MA-7A Refresher IFM Training will be conducted at the 98th A&E Building under the direction of Mr Mack, the 98th A&E Tech Rep. Classes will be conducted each work day 1 through 30 August from 1300 to 1500 hours.

(19) Water Survival:

(a) Water Survival will be conducted throughout the month of August on Mondays and Tuesdays, of each week. Training will be conducted in Building 1480 beginning at 0830 hours. After preliminary classroom instruction busses will transport class to the Ashland National Guard Camp. Dinner rations will be furnished by the Water Survival Instructors. Students will be returned to Lincoln AFB by 1700 hours.

(b) The 98th Bomb Wing will furnish a maximum of twelve crew members for each class. Crew members should report for this training with flying suit or fatigues and have with them an extra flying or suitable substitute and bath towel. Experience with Nebraska grass burrs indicates that a pair of tennis shoes for use in the lake area will add much toward the health and mental well being of the individual students. Not only that it keeps you from getting pickers in your feet.

ANNEX "2" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

(c) Spaces for this training will not be assigned to individual squadrons in the Monthly Plan. Squadron Ground Training Officers will be prepared to schedule crews for Water Survival at the Weekly Ground Training Scheduling Meeting.

(d) The following spaces are available for Water Survival Training in the month of August.

August	2	12	20
	5	13	26
	6	19	27

(20) B-47 Mechanical MTD Aircrew Training:

(a) Special classes will be set up on request for "weak area" training of combat crew members. This training will normally be conducted in the afternoons. Request for subject training should be made to the Wing Ground Training Officer.

(21) Co-ordination has been effected with Maintenance on classes that will fill the requirement established under SAC Regulation 51-19 that all combat crew members observe one B-47 periodic maintenance inspection of a B-47. Students will be scheduled at the weekly ground training meetings.

HEADQUARTERS 98TH BOMBARDMENT WING (M)
 Lincoln Air Force Base, Nebraska
 1 August 1957

ANNEX "4" TO 98TH BOMBARDMENT WING MONTHLY OPERATIONS PLAN FOR AUGUST 1957

"WING STANDARDIZATION BOARD SCHEDULE"

1. The following itemized schedule presents planned B-47 Standardization Board checks during the months of August 1957 for this Wing:

CREW #	NAME	TYPE	IDY TO SB	EVALUATOR	AR	PSB	NSB	CRIT
R-12	(b) (6)	Formal	5-16 Aug	Pannell	15	7	12	16
N-24		Formal	21 Aug-2 Sep	Atteberry	14	30	27	2 Sep
N-26			30 Aug	Atteberry	22	23	21	30
5X		Staff	N/A	Check is not yet scheduled				
<u>344BS</u>								
R-60	(b) (6)	Formal	31 Jul-9 Aug	Allen	8	2	Jul	9
R-63		Inst.	6-9 Aug	Allen	N/A	Jul	8	13
5X		Inst.	N/A	Allen	N/A	5	N/A	9
<u>345BS</u>								
S-74	(b) (6)	Inst.	N/A	Amos	N/A	Jul	7	19
R-75		Inst.	12-16 Aug	Pannell	N/A	14	29	16
N-80		Formal	29 Jul-9 Aug	Courtney	8	Jul	Jul	2
R-87		Formal	5-19 Aug	Pannell	13	16	8	19
N-99		Formal	29 Jul-9 Aug	Allen	5	Jul	Jul	9
5X		Inst.	N/A	Hoverton	N/A	N/A	19	23
5X		Staff	CP N/A	Pannell	N/A	15	N/A	16

2. The following itemized schedule presents planned KC-97 Standardization Board checks during the month of August 1957 for this Wing:

CREW OR INDIV	TYPE CK	CK DATE
Brumbaugh	AC	1, 6
T-04	Crew	6, 8
Scherer	Ref. Eng.	13, 15
T-20	Crew	13, 15
T-05	Crew	20, 22
Funk	Sqdn Obs.	22
T-02	Crew	27, 29
Reichardt	A/C Upgrade	Unk

This Annex consists of 2 pages.

ANNEX "4" to
 98BW Monthly Ops Plan
 1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

CREW OR INDIV

(b) (6)

TYPE CK

A/C upgrade
A/C upgrade
C/P upgrade
C/P upgrade
C/P upgrade
C/P upgrade
C/P upgrade
C/P upgrade
C/P upgrade
C/P upgrade
C/P upgrade

CK DATE

Unknown
Unknown
Unknown
Unknown
Unknown
Unknown
Unknown
Unknown
Unknown
Unknown
unknown

ANNEX "4" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

ANNEX "5" TO 98TH BOMBARDMENT WING MONTHLY OPERATIONS PLAN FOR AUGUST 1957

"SQUADRON TRAINING PROJECTIONS"

1. The following four appendices portray individual crew flying and ground training scheduled:

Appendix A	343rd BS
Appendix B	344th BS
Appendix C	345th BS
Appendix D	98th ARS
Appendix E	B-47 Standardization Division

LEGEND

<u>SYMBOLS</u>	<u>IDENTIFICATION</u>
ALT	Alt Indoc Course (Basic or Refresher)
B	Mission Briefing
BLOCK TRNG	Block Training
51-19 BT	51-19 Block Training
C	Mission Critique
CM	Combative Measures
D	Squadron Duty
DBO	Debriefing Officer
ECM	Electronic C. Measures
EWP	EWP Tgt Study
F	Flying
OQ	OQ Range
SEP	SES Preparation
STRATEGIC EVALUATION	SES Eval
SUR	Survival Exercise (2 day local)
ADVANCED SURVIVAL	Advanced Survival (19 days TDY)
REFRESHER SURVIVAL	Refresher Survival (10 days TDY)
SWL	Special Weapons Loading
TS	Target Study
TH	Test Hop Crews
WS	Water Survival
IFM	In-Flight Maintenance (K-sys & MA-7A)
JTO	Jet Tower Officer
SFS	Senior Flying Supervisor

This Annex consists of 2 pages.

ANNEX "5" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

SYMBOLS

INS
MP
*
DNF
TDY
SB
HCS
LT
UDT
SWA
TLA
FS
ULT2
ULT3
SHO
AO

IDENTIFICATION

Instrument School
Mission Planning
Alert Crew
EWIF
Temporary Duty (not otherwise indic)
Standardization Board
Hospital
Link Trainer
Universal Del. Trainer
Special Weapons Academic
Gunnery Trainer
Flight Simulator
Ultrasonic Trainer T-2A
Ultrasonic Trainer T-3
Showdown Target Study
Airdrome Officer

NOTE: Alert Crews: The 343rd, 344th & 345th Bomb Squadrons will designate three alert crews daily during the upgrading training period.

ANNEX "5" to
98BW Monthly Ops Plan
1 August 1957

SCHEDULE FOR MONTH OF AUGUST 1957		343-1 BS												SQUADRON																	
AIRCRAFT AND/OR CREW	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
S-11 (b) (6)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
S-11 (b) (6)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
S-13 (b) (6)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
S-11 (b) (6)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P

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AIRCRAFT ACFT OR SERIAL	SCHEDULE FOR MONTH OF <u>August</u>												2/2/68 <u>South</u> EQUATION													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30
(b) (6)	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
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		SCHEDULE FOR MONTH OF AUGUST										343rd Bomb Squadron	
AIRCRAFT AND/OR CREW		3	4	10	11	17	18	24	25	31			
R-02	(b) (6)	*		JTO JBSO									
S-05								*					
S-11		JP											
R-04	(b) (6)				*								
R-04	(b) (6)												
R-18	(b) (6)						*						
R-23	(b) (6)			JBSO JTO									
R-28	(b) (6)		*			*							
R-09	(b) (6)					*							
R-13	(b) (6)							*					
R-12	(b) (6)					*		*					
R-28	(b) (6)			JTO									
	(b) (6)			JTO									
R-21	(b) (6)			*				*					
R-20	(b) (6)					*							
	(b) (6)					*							
	(b) (6)			*									
	(b) (6)									*			
R-21	(b) (6)	*	JTO				*						

SCHEDULE FOR MONTH OF		3/14/48														SQUADRON																
AUGUST		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
R-64 (b) (6)																																
R-65 (b) (6)																																
R-26 (b) (6)																																
R-24 (b) (6)																																

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AIRCRAFT FUNCTION CREW	SCHEDULE FOR MONTH OF <u>August 1957</u>														98BOS					SQUADRON											
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
(b) (6)					MP	F	MP	F	MP	F	EMP	F	EMP	MP	F	I	M	S				MP	MP	F			MP	F			
(b) (6)					MP	F	MP	F	MP	F	EMP	MP	F									MP	MP	F			MP	F			
(b) (6)					MP	F	OSB	MP	F	MP	F	EMP	MP	F								MP	MP	F			MP	F			
(b) (6)					MP	F	MP	F			EMP											MP	MP	F			MP	F			
(b) (6)					MP	F	MP	F			EMP	(	ALT	)								MP	MP	F			MP	F			
(b) (6)					MP	F	MP	F	OSB			(	ALT	)								OSB	MP	MP	F		OSB				
(b) (6)					MP	F	MP	F	OSB			F	S	B								MP	MP	F			MP	F			
(b) (6)					MP	F	MP	F	AR			AR										MP	MP	F			MP	F			
(b) (6)					MP	F	MP	F	OSB			OSB										MP	MP	F			MP	F			
(b) (6)					MP	F	EMP	(	SNA	)		(	ALT	)								MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)		(	ALT	)								MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(SNA)												MP	MP	F			(MP	F		
(b) (6)					MP	F	EMP	(SNA)												MP	MP	F			(MP	F		
(b) (6)					MP	F	EMP	(SNA)												MP	MP	F			(MP	F		
(b) (6)					MP	F	EMP	(SNA)												MP	MP	F			(MP	F		
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(b) (6)					MP	F	EMP	(SNA)												MP	MP	F			(MP	F		
(b) (6)					MP	F	EMP	(SNA)												MP	MP	F			(MP	F		
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(b) (6)					MP	F	EMP	(SNA)												MP	MP	F			(MP	F		
(b) (6)					MP	F	EMP	(SNA)												MP	MP	F			(MP	F		
(b) (6)					MP	F	EMP	(SNA)												MP	MP	F			(MP	F		
(b) (6)					MP	F	EMP	(SNA)												MP	MP	F			(MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(	SNA	)												MP	MP	F			(	MP	F		
(b) (6)					MP	F	EMP	(SNA)												MP	MP	F			(MP			

98th Air Refueling Squadron (H)

SCHEDULE FOR MONTH OF AUGUST - 1957

AIRCRAFT AND/OR CREW	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
T-22	PH	F	(L)	E	A	F	F	F	F																							
(b) (6)	EXP	F	(L)	E	A	F	F	F	F																							
T-24												PH																				
(b) (6)												SNF																				
T-25																																
(b) (6)																																
T-28																																
(b) (6)																																
T-29																																
(b) (6)																																
M-30																																
(b) (6)																																
M-31																																
(b) (6)																																
M-32																																
(b) (6)																																
M-33																																
(b) (6)																																
M-34																																
(b) (6)																																
M-36																																
(b) (6)																																
T-37																																
(b) (6)																																

SCHEDULE FOR MONTH OF AUGUST - 1957

98th Air Refueling Squadron (M)

AIRCRAFT AND/OR CREW	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
T-01 731						PH																								
(b)(6) 729						EMP																								
(b)(6) 806																														
(b)(6) 719						BLOCK TRNG																								
(b)(6) 720						SS																								
(b)(6) 759						V E																								
(b)(6) 730						F F																								
(b)(6) 722						SB																								
(b)(6) 732						F F																								
(b)(6) 723						EXP F																								
(b)(6) 725						PH																								
(b)(6) 726						EXP F																								
(b)(6) 727						LEAVE																								
(b)(6) 728						BLOCK																								
(b)(6) 735						F (TRNG)																								
(b)(6) 736						F																								
(b)(6) 733						(TRNG)																								

SCHEDULE FOR MONTH OF August 1957														98105			SQUADRON																	
AIRCRAFT AND/OR CREW	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31			
S-05																																		
(A) (G)																																		
(B) (G)																																		
(B) (G)																																		

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

ANNEX "6" TO 98TH BOMBARDMENT WING MONTHLY OPERATIONS PLAN FOR AUGUST 1957

"PRE-STRATEGIC EVALUATION TRAINING"

1. During the period 29 July through 16 August the following Lead B-47 crews will enter a course in SES preparation training:

	<u>Crew No.</u>	<u>Aircraft Commander</u>
Primary	L-56	Capt (b) (6)
	L-77	Capt
	L-88	Capt
Alternate	L-39	Capt

2. SES Training preparation will be in accordance with a previously published and distributed schedule.

3. The primary crews listed in paragraph one of this annex will depart Lincoln AFB to arrive NLT 1400 EST on 19 August 1957 to the 3942nd Strategic Evaluation Squadron at MacDill AFB, Florida for Strategic Evaluation. Length of TDY period will be approximately ten days.

4. Lead crew L-39 is designated alternate crew for the six crews scheduled from the 818th Air Division for evaluation beginning 19 August.

This Annex consists of 1 page.

ANNEX "6" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

ANNEX "7" TO 98TH BOMBARDMENT WING MONTHLY OPERATIONS PLAN FOR AUGUST 1957

"SPECIAL MISSIONS AND REQUIREMENTS"

1. The following paragraphs present all known Special Missions and requirements for this Wing during August 1957:

a. Pacesetter VIII - 22 and 26 August

(1) Seventy percent (70%) of possessed aircraft will participate in this mission.

Aircraft Available by Squadron

	<u>22 Aug</u>	<u>26 Aug</u>
343rd	7	5
344th	6	7
345th	5	6
Totals	18	18

(2) Ground rules for the mission state that a crew and or aircraft may only participate in one of the two scheduled bomber streams. This means that if an aircraft takes off on 22 August for the mission and has an air abort, neither the crew or aircraft concerned can participate in the mission on 26 August.

(3) Crew assignment for this mission is published in squadron schedules.

(4) Each crew flying this mission will be free to devote the two working days prior to the mission to mission planning, target study, briefings, and aircraft preflight.

(5) Each Squadron Operations Staff will schedule target study and ultrasonic trainer runs for the Pacesetter VII targets. This will be confirmed at the weekly Ground Training 60-9 meeting.

(6) The following schedule of events may be used for planning purposes:

(a) Mission on 22 August

Route Briefing	TIC	0830	20 August
Mission Planning	TIC	0930	20 August

This Annex consists of 2 pages.

ANNEX "7" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
 Lincoln Air Force Base, Nebraska
 1 August 1957

Target Study	TIC	1300	20 August
Target Study	TIC	0800	21 August
General Briefing	TIC	1330	21 August
Specialized Brfg	TIC	1400	21 August
Aircraft Preflgt		1500	21 August

(b) Mission on 26 August

Route Briefing	TIC	0830	22 August
Mission Planning	TIC	0930	22 August
Target Study	TIC	1300	22 August
Target Study	TIC	0800	23 August
General Briefing	TIC	1330	21 August
Specialized Brfg	TIC	1400	21 August
Aircraft Preflgt		1500	23 August

NOTE: Attention is directed to the fact that only one general briefing and one specialized briefing will be scheduled. This will be a consolidated briefing for the missions on 22 and 26 August.

- (c) The first takeoff time will be approximately 1915 G.
 (d) Squadron order of takeoff.

344th
 345th
 343rd

b. B-36 Crew Indoctrination: The 343rd squadron will furnish one instructor pilot and make three (3) sorties available for B-36 crew indoctrination starting on 19 August.

c. One B-47 aircraft from the 345th squadron will depart for Goose AFB on 12 August for approximately four (4) days TDY.

d. Operation "Corn Husker": 21 August 1957

(1) Exercise "Corn Husker" will be conducted on Thursday, 21 August 1957 as outlined in Headquarters LAFB Regulation 82-1 (Secret), dated February 1957. Briefing for this operation will be conducted at the Wing Commander's Stand-up Briefing on 20 August 1957.

ANNEX "7" to
 98BW Monthly Ops Plan
 1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

ANNEX "8" TO 98TH BOMBARDMENT WING MONTHLY OPERATIONS PLAN FOR AUGUST 1957

"OPERATIONS MEETINGS"

1. Pre-weekly 60-9 Meetings: Will meet in the 345th Briefing Room at 1300 hours, 6, 13, 20 and 27 August 1957.
2. Weekly 60-9 Meetings: 0900 hours, 1, 8, 15, 22 and 29 August 1957 in the Wing Conference Room. Target Study and Ground Training 60-9 Meeting at 1300 hours in the Operations Training Section.
3. Pre-Monthly 60-9 Meeting: 0900 hours on 14 August 1957 in the Wing Conference Room.
4. Monthly 60-9 Meeting: 0900 hours on 21 August in the Wing Conference Room.

NOTE: Training commitments for month of September will be given at pre-monthly 60-9. Flying schedule will be confirmed at the monthly 60-9 meeting. Complete schedules must be in to Training Division NLT 1230 hours, 26 August 1957.

5. Gross Error Board will convene each Wednesday at 1500 hours in the Wing Conference Room. Aircrew concerned will attend.
6. Aircraft Malfunction Board will meet at the call of the President.
7. Wing Commander's Stand-up Briefing: 1100 hours Monday, Tuesdays, Wednesdays and Fridays and 1030 hours on Thursdays, in the Wing Conference Room. Operation "Corn Husker" briefing will be included on third Wednesday.
8. Weekly 2-SAC-V1 Review Panel will meet in Wing Control Room 1300 hours each Monday.
9. The Standardization Board Review Panel will meet on 19 August 1957 at 1400 hours in the Wing Conference Room.
10. The following officers will attend the 818th Air Division Bombing and Navigation Advisory Board Meeting during August upon call of the Board Chairman.

Capt. (b) (6)
Maj (b) (6)

Maj (b) (6)
Maj

This Annex consists of 1 page.

ANNEX 8" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
 Lincoln Air Force Base, Nebraska
 1 August 1957

ANNEX "9" TO 98TH BOMBARDMENT WING MONTHLY OPERATIONS PLAN FOR AUGUST 1957

"WING DUTY SCHEDULES"

1. Wing Duty Schedules: August 1957

a. Debriefing OIC:

		<u>1630-0730</u>	<u>0730-1630</u>
1/Lt (b) (6)		6 21	
Capt		7 22	
Maj (b) (6)		8 22	
Capt (b) (6)	1	9 *22	
Maj (b) (6)	2	12 26	
Capt (b) (6)	TDY	TDY *26	
Capt	5	13 23	
Capt	6	14 L	
Capt	L	15 27	
Capt	*7	16 28	
1/Lt	7	19 29	
Maj (b) (6)	L	20 30	
Maj			28 Jul thru 3 Aug,
			18 thru 31
Maj (b) (6)			4 thru 10, 25 thru 31
343rd BS Sqdn Nav.			11 thru 17

(1) Responsibilities of Debriefing Officer on Saturdays and Sundays are assigned as follows:

* Primary Debriefing Officer

<u>0730 - 1630</u>	<u>1630 - 0730</u>
As indicated in paragraph 2b	Aug 3 & 4 Aug 10 & 11 Aug 17 & 18 Aug 24 & 25
	Capt (b) (6) Capt (b) (6) Maj (b) (6) 1/Lt (b) (6)

b. Senior Flying Supervisor:

		<u>August</u>		
Maj (b) (6)	L	TDY	1/Col (b) (6)	10 26
L/Col (b) (6)	5	21	Maj (b) (6)	12 27
L/Col	8	23	Maj	13 28
Maj (b) (6)	9	24	Maj	14 29

This Annex consists of 3 pages.

ANNEX "9" to
 98BW Monthly Ops Plan
 1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

L/Col (b) (6)	15	30	Maj (b) (6)	3	19
Maj (b) (6)	16	31	Maj	7	22
Maj	1	17	Maj	6	20
Maj	2	L			

(1) Squadrons having aircraft flying on Sundays and Holidays will be responsible for providing a Senior Flying Supervisor.

(2) The Senior Flying Supervisors assigned week day tours of duty will be present in the Wing Control Room at all times except in case of an emergency requiring his presence on the line. He may also absent himself to eat on the base. The Control Room Operator will be made cognizant of the Senior Flying Supervisor's location all times during the duty tour.

(3) Paragraph 3a is extracted from 98th Bomb Wing (M) Operations Memorandum 55-12, dated 24 September 1956:

"3A. There will be a Senior Flying Supervisor on duty in, or adjacent to, the Wing Control Room two (2) hours prior to any scheduled takeoff from Lincoln of aircraft of this Wing, and when any aircraft of this Wing are airborne on a flight originating or terminating at Lincoln".

(4) Paragraph "3" above will govern the duty tours of all Flying Supervisors assigned and is especially called to the attention of those assigned the tour on Saturdays. Duty tours normally are initiated at 1630 hours on week days and 0730 hours on Saturdays and until all Wing aircraft have landed.

c. "Airdrome" & "Briefing and Planning Officer":

(1) Roster published by the Wing Adjutant's Office.

d. Jet Tower Officer:

(1) The following squadrons are assigned Jet Tower Officer responsibilities on dates indicated:

343rd Bomb Squadron - August 4, 10, 16, 22, 28.
344th Bomb Squadron - August 2, 8, 14, 20, 26.
345th Bomb Squadron - August 6, 12, 18, 24, 30.

ANNEX "a" --
98FW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

e. B-47 Test Hop Crews:

(2) During the period 1 thru 31 August the following test hop crew responsibilities are assigned:

344th Bomb Squadron	Primary & Tertiary
343rd Bomb Squadron	Secondary & Fourth

(a) Squadron Commanders will insure that all crews designated as test hop crews are placed on Wing Orders. DNIF status of a test hop crew does not release individual squadrons from assigned responsibility. Primary test flight crews will be utilized for training flights only in the case of SAC Regulation 51-26 or AFR 60-2 requirements.

ANNEX "9" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

ANNEX "10" TO 98TH BOMBARDMENT WING MONTHLY OPERATIONS PLAN FOR AUGUST 1957

"CREW UPGRADING PROJECTIONS"

1. The following B-47 non-ready combat crews are programmed to be upgraded during the month of August 1957.

N-24	N-38
N-26	N-76
N-28	N-80
N-66	N-99

This Annex consists of 1 page.

ANNEX "10" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

ANNEX "11" TO 98TH BOMBARDMENT WING MONTHLY OPERATIONS PLAN AUGUST 1957

(Table of Contents)

The following five (5) appendices portray aircraft flying schedule,
for the month of August 1957:

- APPENDIX A - 343RD BOMB SQUADRON
- APPENDIX B - 344TH BOMB SQUADRON
- APPENDIX C - 345TH BOMB SQUADRON
- APPENDIX D - 98TH AIR REFUELING
SQUADRON
- APPENDIX E - 98TH PERIODIC MAINT.
SQUADRON

This Annex consists of 1 page.

ANNEX "11" to
98BW Monthly Ops Plan
1 August 1957

		SCHEDULE FOR MONTH OF August 1957														98th Air Refueling Squadron																		
AIRCRAFT AND/OR CREW		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30			
719																																		
721																																		
806																																		
731																																		
740																																		
722																																		
730																																		
759																																		
735																																		
816																																		
736																																		
727																																		
733	Doak																																	
726																																		
734																																		
724																																		
723																																		
732																																		

341 Air Refueling Squadron

SCHEDULE FOR MONTH OF August 1957

AIRCRAFT AND/OR CREW	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
729					F																											
725																																
728																																
Daily Sorties:	7	6	7	7	7	7	7	5	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7

SCHEDULE FOR MONTH OF August 1957		78th Perfolin Maintenance Squadron																													
AIRCRAFT AND/OR CREW	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
733	Doc	TF																													
721																															
759																															
714																															
550	Doc	TF																													
566	Doc	TF																													
558	F																														
305																															
537																															
186																															
331																															
185	Post. Doc	TF																													
202	Doc																														
347																															
335																															
404																															
300																															

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

ANNEX "12" TO 98TH BOMBARDMENT WING MONTHLY OPERATIONS PLAN AUGUST 1957

(Table of Contents)

ANNEX "12" - MONTHLY MAINTENANCE ORDER (SAC MANUAL 66-3)

- APPENDIX A - FLIGHT CREW DEBRIEFING
- APPENDIX B - WEIGHT AND BALANCE
- APPENDIX C - SPECIAL WEAPONS LOADING
- APPENDIX D - COMPASS SWING
- APPENDIX E - MAINTENANCE TRAINING
- APPENDIX F - MAINTENANCE PLAN FOR 343BS
- APPENDIX G - MAINTENANCE PLAN FOR 344BS
- APPENDIX H - MAINTENANCE PLAN FOR 345BS
- APPENDIX I - MAINTENANCE PLAN FOR 98ARS
- APPENDIX J - MAINTENANCE PLAN FOR 98FM
- APPENDIX K - MAINTENANCE PLAN FOR 98A&E
- APPENDIX L - MAINTENANCE PLAN FOR 98PM
- APPENDIX M - SPECIAL DUTY ALERT PERSONNEL,
AND VEHICLE ASSIGNMENTS
- APPENDIX N - WASH RACK SCHEDULE

98BW Monthly Ops Plan
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HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

ANNEX "12" TO 98TH BOMBARDMENT WING MONTHLY OPERATION PLAN AUGUST 1957

"MONTHLY MAINTENANCE ORDER (SAC MANUAL 66-3)"

1. GENERAL:

- a. This maintenance order presents the flying and maintenance schedule for August 1957 and reflects all known requirements.
- b. Maintenance Standardization Team will monitor as special subjects flight line maintenance procedures, accomplishment of aircraft Forms 781-1, 781-2 and 781-3 on the line and refueling procedures.
- c. Quality Control Branch will complete the ninety (90) day organizational and twenty-five percent Quality Control inspections as required by SAC Manual 66-12.
- d. The sortie schedule contained in the Monthly Flying Schedule (Annex 11) reflects the flying requirements approved by the flight scheduling committee, 98th Bombardment Wing, as directed by Eighth Air Force Regulation 66-9 and SAC Manual 66-3.

- e. The B-47 flying program will provide the following:

	<u>SORTIES</u>	<u>FLYING HRS.</u>
Normal Training	153 @ 7 hrs.	1071
Turn-Arounds	26 @ 6 hrs.	156
Pilot Proficiency	40 @ 6.5 hrs.	260
SES	9 @ 6 hrs.	54
Hi - Hqd's. Directed	<u>46 @ 6.5 hrs.</u>	<u>299</u>
Total:	274	1840

- f. The KC-97 flying program will provide the following:

	<u>SORTIES</u>	<u>FLYING HRS.</u>
	100 @ 5 hrs.	500
	30 @ 6 hrs.	180
	<u>8 @ 8 hrs.</u>	<u>64</u>
Total:	138	744

This Annex Consists of 2 pages.

ANNEX "12" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

g. Three (3) KC-97 aircraft will enter periodic inspection during the month of August. See Annex 11, Appendix A, for firm tail number schedule and date.

h. Nine (9) B-47 aircraft will enter periodic inspection during the month of August.

i. The maintenance and operations debriefing teams will continue to function as established. See Appendix A, for requirements and responsibilities as concerns the debriefing team.

j. Emphasis will be placed upon completion of all known aircraft maintenance and ground crew pre-flight by 1500 hours on the day prior to scheduled flight or going on alert.

k. B-47 aircraft for alert status will be selected at the weekly 60-9 meeting. These aircraft will be on alert for a 24 hour period, starting at 1000 hours. Alert aircraft will have a current T-18 ring-out and appropriate bomb bay configuration as required by existing EWP.

l. No T.O.C.'s are scheduled. Specialists for T.O.C.'s will be furnished as required by Job Control. Each squadron will make a determined effort to comply with "crew Chief" T.O.C.'s.

m. SAC Forms 190, Aircraft Mission Record, will be submitted for all flights, excepting test flights. Only those systems causing a loss of training will be marked unsatisfactory on the SAC Form 190. Remarks will indicate specifically how the system malfunctioned and exactly what training was lost.

n. Each squadron will fully utilize their scheduled wash rack times. See Appendix N, for the wash rack schedule.

o. Normally, Monday take-off times will be after 1200 hours, and Friday take-off times will be prior to 1400 hours. Deviations will be allowed only in extreme cases.

2.

ANNEX "12" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

FLIGHT CREW DEBRIEFING

1. Debriefing procedures are as follows:

a. It will be the responsibility of the Chief of Maintenance to furnish a seven level, as NCOIC of this team, from 1630 hours til the last landing.

b. Aircraft landing or aborting during normal duty hours will be debriefed for maintenance, by the flight chief from the squadron possessing the aircraft.

c. The 98th A&E Squadron will furnish personnel as required for this team. Personnel will be assigned for a thirty (30) day period.

d. After aircraft has landed, the flight crew will report to the debriefing room. A complete critique of the mission will be accomplished and the pre-scheduled maintenance SAC Form 526 accomplished. This SAC Form 526 with appropriate work orders, will be submitted to Wing Job Control.

2. The 98th Air Refueling Squadron will furnish one (1) seven level airman for maintenance debriefing from 1630 hours til the last landing during the month of August 1957.

This Appendix consists of 1 page.

APPENDIX "A" of ANNEX "12" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

WEIGHT AND BALANCE

1. No Weight and Balance are scheduled, in the month of August, 1957.

This Appendix consists of 1 page.

APPENDIX "B" of ANNEX "12" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

SPECIAL WEAPONS LOADING

1. Special weapons loading will be scheduled at the weekly 60-9 meeting and published on the Weekly Flying Schedule. Alert aircraft will be scheduled for these loadings. Sufficient loadings will be scheduled to maintain proficiency of flight crews, ADS and A&E personnel.

This Appendix consists of 1 page.

APPENDIX "C" of ANNEX "12" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

COMPASS SWING

1. During the month of August, nine (9) compass swings are scheduled. Normally compass swings will start at 0500 hours.
2. Each squadron will furnish towing teams for their respective aircraft.
3. Job Control will insure availability of a MD-3 when ever a compass swing is scheduled.

<u>DATE/TIME</u>	<u>SQD/ACFT NO.</u>
2 Aug/0500	344th/303
2 Aug/0900	
6 Aug/0500	344th/549
6 Aug/0900	
8 Aug/0500	343rd/345
8 Aug/0900	345th/559
12 Aug/0730	
12 Aug/1300	345th/158
14 Aug/0500	345th/559
14 Aug/0900	344th/309
16 Aug/0500	
16 Aug/0900	
20 Aug/0500	
20 Aug/0900	
22 Aug/0500	
22 Aug/0900	
26 Aug/0730	345th/571
26 Aug/1300	
28 Aug/0500	344th/292
28 Aug/0900	
30 Aug/0500	
30 Aug/0900	

4. The 98th Bomb Wing has the compass rose on even dates, and the 307th Bomb Wing on odd dates; however, to correct malfunctions the compass rose may be used at any time after coordinating with the 98th Job Control.

This Appendix consists of 1 page.

APPENDIX "D" of ANNEX "12" to
98EW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

MAINTENANCE TRAINING

1. Maintenance training will be conducted as per schedule published by 98DMMS.
2. During the month of August, a course of instructions will be given to OJT Supervisors by the FTD, now being assigned to the base. The dates and times will be published at a later date. Also as personnel arrive and are assigned to the FTD, OJT Training will be given to maintenance personnel.

This Appendix consists of 1 page.

APPENDIX "E" of ANNEX "12" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

MAINTENANCE PLAN FOR 343RD BOMB SQUADRON

1. The 343rd Bomb Squadron flying program will provide:

	<u>SCRTISS</u>	<u>FLYING HRS.</u>
Normal Training	56 @ 7 hr.	392
Turn-Arounds	8 @ 6 hr.	48
Pilot Proficiency	20 @ 6.5 hr.	130
HI-Hqd's Directed	<u>16 @ 6.5 hr.</u>	<u>104</u>
Totals:	100	674:00

2. The flying schedule (Annex 11) produces 100 pre-flights and 25 post-flights.

3. Three (3) B-47 aircraft will enter periodic inspection during the month of August 1957.

<u>ACFT. NO.</u>	<u>ENTER DOCK (#)</u>	<u>TEST FLY</u>	<u>RET. TO SQDN.</u>
53-2305	9 Aug 57 / 2	22 Aug 57	23 Aug 57
52-537	19 Aug 57 / 2	29 Aug 57	30 Aug 57
52-186	23 Aug 57 / 2	4 Sep 57	5 Sep 57

4. All aircraft upon completion of a mission will be refueled to the next flights requirements, unless a malfunction exists that precludes refueling.

5. Aircraft landing after duty hours, will be met by night crews, refueled, parked and the flight crew debriefed. SAC Forms 190, will be submitted for all flights and the pre-scheduling SAC Form 526 accomplished. The SAC Form 526 with appropriate work orders will be submitted to Wing Job Control by the debriefing team. See Appendix A, for debriefing team responsibilities for August 1957.

6. Aircraft take-off times and duration of flights, will be reflected in the Weekly Aircraft Flying Schedule.

7. One (1) aircraft is scheduled for Compass Swing.

52-345

0500/8 Aug 57

This Appendix consists of 1 page.

APPENDIX "F" of ANNEX "12" to
98BW Monthly Ops Plan
1 August 1957

HEADQUARTERS 98TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 August 1957

MAINTENANCE PLAN FOR 344TH BOMB SQUADRON

1. The 344th Bomb Squadron flying program will provide:

	<u>SORTIES</u>	<u>FLYING HRS.</u>
Normal Training	49 @ 7 hr.	343
Turn-Arounds	10 @ 6 hr.	60
Pilot Proficiency	8 @ 6.5 hr.	52
S&S	3 @ 6 hr.	18
Hi-Hqd's Directed	<u>15 @ 6.5 hr.</u>	<u>97.5</u>
Total:	85	570.5

2. The flying schedule (Annex 11) produces 85 pre-flights and 18 complete post-flights.

3. Four (4) B-17 aircraft will enter periodic inspection during the month of August 1957.

<u>ACFT NO.</u>	<u>ENTER DOCK(#)</u>	<u>TEST FLY</u>	<u>RET. TO SQDN.</u>
52-558	5 Aug 57/ 2	15 Aug 57	16 Aug 57
52-347	9 Aug 57/ 3	21 Aug 57	22 Aug 57
52-335	15 Aug 57/ 3	27 Aug 57	28 Aug 57
53-2309	29 Aug 57/ 3	11 Sep 57	12 Sep 57

4. All aircraft upon completion of a mission will be refueled to the next flight requirements, unless a malfunction exists that precludes refueling.

5. Aircraft landing after duty hours will be met by night crews, refueled, parked and the flight crew debriefed. SAC Forms 190, will be submitted, and the pre-scheduling SAC Form 526 accomplished. This SAC Form 526 with appropriate work orders will be submitted to Wing Job Control by the debriefing team. See Appendix A, for debriefing team responsibilities for August 1957.

This Appendix consists of 2 pages.

APPENDIX "G" of ANNEX "12" to
98BW Monthly Ops Plan
1 August 1957