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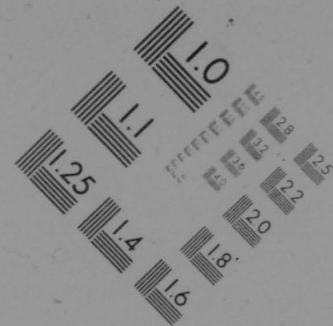
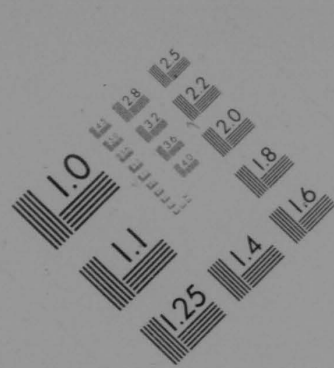
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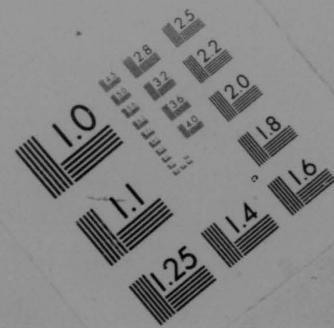
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STRATEGIC AIR COMMAND

HISTORICAL ARCHIVES

RECEIVED

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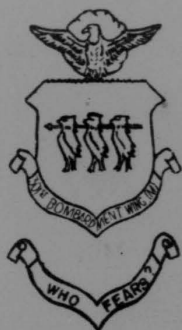
HISTORY

301ST. BOMBARDMENT WING, MEDIUM

BARKSDALE AIR FORCE
BASE LA.

2ND
AIR FORCE

18 APRIL 1954 THRU 31 MAY 1954



WHO FEARS?

RSI Cont No
S06984

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KWG-301-41
18 Apr - 31 May 1954

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Classification: Secret
Authority: [unclear]
Request: *Garrison*
Date: *13 JUL 1954*

HISTORY
OF THE

301ST BOMBARDMENT WING, MEDIUM
BARKSDALE AIR FORCE BASE, LOUISIANA
18 APRIL 1954 THRU 31 MAY 1954

ASSIGNED UNITS

301st Headquarters Squadron Section
32nd Bombardment Squadron
352nd Bombardment Squadron
353rd Bombardment Squadron
301st Air Refueling Squadron
301st Field Maintenance Squadron
301st Periodic Maintenance Squadron
301st Armament and Electronic Maintenance Squadron
361st Aviation Squadron
301st Tactical Hospital

COMPILED AND NARRATED

BY

T/SGT. ELLER G. HUGHES

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Colonel, USAF
Commander

MONITORED AND EDITED BY:

Clarence H. Garrison
CLARENCE H. GARRISON
Major, USAF
Historical Officer

STRATEGIC AIR COMMAND
SECOND AIR FORCE
FOURTH AIR DIVISION

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NARRATIVE

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CHAPTER 1

COMMAND

The excellent record established by the 301st Bombardment Wing throughout the conversion period and during the TDY exercises in French Morocco distinguished the organization as one of the outstanding striking forces of the Air Force's Strategic Air Command.

Valuable experience, as well as increased effectiveness in the planning aspects of such an undertaking, were gained by the Wing Staff personnel and the flight crews participating in Operations "High Gear". In all practical instances, recommendations were made by commanders and key personnel in positions where excellence or failure could be positively observed. Aside from

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providing invaluable data for higher head quarters, such activity enhanced the development of inter-wing awareness of SAC objectives. The ultimate and inevitable gain realized from such participation is invariably evidenced in the increased effectiveness of weapons and equipment through the increased efficient utilization of support facilities. In this particular instance, even greater than anticipated gain was realized. The efficient development of pre-planning factors in the maintenance and supply categories reflected the establishment of a superior support program.

Duly emphasizing the persistency of SAC toward gaining and maintaining effective retaliation capability, the 301st Wing was designated to participate in another major operation. Immediately upon returning to Barksdale, orders were received from higher head quarters setting forth 301st Wing participation requirements in Operation "Full House". This operation was designed to exercise the MSAC staging bases and determine the validity of (1) planning factors currently in use by SAC OSOE.

The Wing Operations Order for Operation "Full House" was published on the 1st of May, requiring the deployment of 34 B-47's

(1) 301st BW Operations Order 50-1, dated 1 May 1954. See Appendix Tabs 21, 22, 23 and 31.

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and 15 EC-97's to Goose Bay Air Base. The B-47's of the 301st were to deploy to the pre-strike staging bases and launch a simulated strike from NEAC Bases as directed by the SAC ODOE Commander. Upon completion of air refueling, strike aircraft were to attack targets in areas of interest to ADC and return to their home station.

The first contingent of eight tankers departed Barksdale on the 9th of May and the other seven departed on the following day. The B-47's departed Barksdale on the 9th of May, arriving at Goose Bay in the afternoon of the same day. Necessary and scheduled maintenance was accomplished and the B-47's flew their first strike missions on the 10th of May. The last strike mission was flown in the morning of the 11th. According to plan, the strike aircraft were air refueled, flown to designated targets for attack and returned to Barksdale. The tanker aircraft also returned to Barksdale on the 11th. The entire mission was executed satisfactorily. (2)

The current status of development of the EWP as of the end of May 1954 would indicate a decrease in maximum effectiveness of the 301st Bombardment Wing in the performance of the assigned mission. Although the assigned crews were considered well quali-

(2) Personal interview with M/Sgt. Harold Jones, WCOIC Wing Control Section. Sgt. Jones referred to Operational Control records, which are on file in that section. He also accompanied the Wing on this exercise.

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filed, as evidenced by training records and results of Operations "High Gear" and "Full House", they do not possess adequate knowledge of their currently assigned strike data. The emphasis placed upon recent operations delayed preparation of the required deployment and strike plans. Target prediction plates were not completed and ultra-sonic trainer runs were not accomplished on assigned targets. Individual flight plans for the strike mission were not completed and target study was not initiated until the 10th of May. It was assumed that as soon as the foregoing plans were completed, the 301st Bombardment Wing will be fully capable of achieving effective results on the assigned mission. (3)

The flying and ground training status of the tactical units was considered satisfactory, however, ground training for non-aircrew personnel could have been more effectively emphasized. The flying training program of the Wing was considered outstanding. (4)

The outstanding flying training program of the Wing may be primarily attributed to effective programming and scheduling of aircraft, together with excellent coordination between operations and maintenance activities. Utilization of available flying hours was programmed in such a manner as to insure maximum acc-

(3) Inspection Report prepared by the SAC IG for period 17 thru 21 May 1954. Official document is on file in the 301st Wing Classified Section and presumably in the files of the SAC IG.

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omplishment of training requirements. The flying training program was originally designed and directed toward accomplishing maximum training in all categories. It was believed that by this method overall unit capability could be increased, an assumption that has more than been rewarding over a period of the last six months. The success of the program may be attributed to the persistence on the part of the personnel assigned to maintain the original perspectives.

During the last training quarter, the Wing virtually exceeded all flying training requirements proposed by SAC Regulation 50-8 by a substantial margin. The minor shortages occurred, for the most part, in categories outside the control of the Wing under prevailing circumstances. The probation status of lead crews was closely monitored and there were no crews on probation at the close of May.

The suspense dates established by the Second and Eighth Air Forces for the submission of the 301st Wing BWP Plans 40-54 and 50-43 were not met by the Wing. Participation of the Wing in Operation "Full House" and preparation for the San Antonio Evaluation Mission were the principal factors retarding the completion

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- (4) Base upon statistics recorded by the Wing Comptroller evaluated against actual SAC Reg. 50-8 requirements.
 (5) "IBID". This was stated in the SAC IG Inspection Report, mentioned in Footnote (3).

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of these plans. Both plans were completed by the end of May."

Organization of the maintenance functions was in accordance with current directives. A large percentage of the maintenance supervisory personnel had been assigned to the Wing for a considerable length of time and the Wing currently enjoyed the luxury of personnel overages in many categories. This was not true of the "K" System maintenance category. In that area, the Wing continued to suffer tremendously from the loss of qualified "K" System personnel, who were retained some months ago as instructors at WPC schools.

Aircraft maintenance scheduling, implementing action and utilization of facilities was considered outstandingly effective. Excellent cooperation, coordination and mutual planning existed with the operations activities. Assigned personnel, equipment and facilities were considered adequate to support the assigned EWP mission.

The outstanding program of planning and scheduling of aircraft maintenance and the coordination of the various maintenance activities gained the favorable attention of higher headquarters to the extent of their being investigated for probable adoption for inclusion in SAC Standard Procedures.

Generally, the program emphasizes long-range, detailed plan-

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ning by coordinating maintenance and operations activities, utilization of established major maintenance time schedules and standards, effective dissemination of the schedules, effective indoctrination of participating personnel and a firm adherence to schedules by the maintenance and operations activities.

The program provides for no substitutes of aircraft, changes in take-off, spare aircraft or make-up of lost sorties. Past performance on a 30-day basis revealed that 96.2 percent of the B-47 sorties scheduled were flown. Extra sorties are scheduled into the original program during the programmed period and these serve to off-set losses of sorties due to ground malfunctions.

Long-range forecasts of operational requirements are provided by the operations function to include preplanned maximum effort missions and general flying hour goals established by the Wing Commander. Firm monthly maintenance plans, designating assigned aircraft by tail number, are published to include the dates of sorties, dates of periodic inspections and technical order compliance periods. These two factors are planned and implemented only upon the coordinated approval of the SAC Regulation 60-9 Board, of which the Wing Commander is head. Effective pre-planning at these board meetings, based primarily upon the known maintenance capability, is the foundation for ultimate success on the missions undertaken by the 301st Bombardment Wing.

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Three Wing Staff positions have been unfavorably affected by instability of officer personnel assignments. Lt. Colonel James T. Holley, Director of Personnel, was transferred to the 4th Air Division, leaving a vacancy in the Wing that could not be readily filled by a capable replacement without infringing upon the capabilities of the other staff activities. Lt. Colonel Browder, Wing Comptroller, was assigned the duties of Wing Director of Personnel to replace Colonel Holley, but due to the fact that there was no capable replacement available for him, he was also assigned additional duty as Wing Comptroller. Under such circumstances, it was difficult for Colonel Browder to accomplish an outstanding job in either capacity.

The Wing has not had an established Wing Inspection program throughout the conversion period and up to the present time. Lt. Colonel Paul E. Weber, who was assigned to the Wing late in 1953, assumed the duties of Wing Inspector, however, whatever progress had been made up to February 18th was interrupted by the TDI to French Morocco. Colonel Weber remained at Barksdale during the TDI period as Commanding Officer of the Headquarters Squadron. Upon the return of the Wing to Barksdale, Colonel Weber was re-assigned to the 6th Air Division. Since that time, there has been no available replacement and inspection has been accomplished in subordinate activities by representatives of the staff sections

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concerned.

Unofficial information, received during May, inferred that Colonel Horace M. Wade, Wing Commander, and Colonel George F. Jumper, Deputy Wing Commander, would be leaving the 301st in the near future to attend the National War College. Colonel Wade has commanded the wing since 1951 and Colonel Jumper has been Deputy Commander since 1952. The outstanding records of these two capable officers speak for themselves from the historical pages of the distinguished 301st Bombardment Wing (H).

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CHAPTER II
PERSONNEL

Upon the reassignment of Lt. Colonel James T. Helley, Wing Director of Personnel, to the 4th Air Division, Lt. Colonel Bennett P. Browder, Wing Comptroller, was appointed by the Wing Commander as the new Wing Director of Personnel. Since there was no available qualified replacement to assume the duties of Wing Comptroller, Lt. Colonel Browder was given the responsibilities of that position as additional duty. As of the end of May, there had been no change in this arrangement.

The principal problem areas in Personnel, experienced by the 301st Wing since the commencement of the B-47 and KC-97 conversion program, occurred in reclassification, upgrading in primary specialties, selection of airmen for attendance at B-47

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schools, the assignment of new airmen to appropriate career fields and the administration of an effective OJT program. Problems of this nature reached their peak prior to the deployment of the Wing to French Mercees in February 1954. From the peak period up to the present time, the problems have diminished in volume and intensity to the extent of there being no obvious immediate problem area. The miraculous decrease in personnel problems may be attributed to the influences of two principal factors:

1. Time - Time has provided a past, into which the justifying characteristics of immediate problems may be less conspicuously pondered and gradually allowed to deteriorate.
2. Compensatory Recognition - A certain amount of personal reward is realized by members of the 301st Wing in having participated in activities that have distinguished their unit in a field of prominent national concern. The Wing Commander and his staff have conscientiously persisted in referring to Wing accomplishments in terms of unit personnel effort. Every man is encouraged to feel that he is responsible for the success of the unit.

The Wing was, as of the end of May, manned with 49 complete combat crews and 20 refueling crews. Officer manning was 94.1 percent bodywise and 91 percent in required specialties. Primary officer shortages existed in the Armament-Electronics, Administrative and Maintenance career fields. Airman manning was 107.6 percent bodywise and 82 percent in required specialties. Primary skill shortages were existent in the aircraft maintenance, administrat-

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ive and armament-electronics fields, among 5 and 7 level personnel. With the exception of jet engine and administrative fields, potential manning was considered good. This was primarily due to existing averages of three level personnel. Acute shortages existed in the jet engine and administrative fields. (1)

The On-The-Job-Training program for three level personnel in areas where shortages exist needs to be strengthened considerably if effective manning is to be realized. Recent Wing activities have been of such a nature as to require the full time participation of supervisory personnel in the execution of the scheduled missions. This fact has delayed the establishment of an organized program. Little can be done in this area until such time as the Wing can expect to remain in place for a period long enough to put a planned program into effect with some assurance that the participating personnel will not be interrupted to the extent of destroying the effectiveness of the program. There is little point in constructing a program that would satisfy the surface requirements of inspection teams, when the actual value of such an effort to the Wing is nil. (2)

Upon the return of the Wing from French Morocco, these personnel that had been assigned to the Headquarters Squadron from

-
- (1) SAC IG Inspection Report for period 17 thru 21 May 1954. Official document is on file at the 301st Wing Classified Section.
 (2) "IBID"

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other squadrons of the Wing were transferred back to their original units⁽³⁾

It was learned during the month that the 301st Aviation Squadron would be deactivated in the near future. The responsibilities of that unit will be assumed by related activities of the Wing. In most cases, the same personnel that performed the duties in the squadron will perform the same jobs as members of the sections designated to assume the new responsibilities.⁽⁴⁾

Lt. Colonel Paul E. Weber, Wing Inspector, was transferred during the month to the 6th Air Division. This action left a vacancy for which there was no readily available replacement.

Lt. Colonel Bennett P. Brewster continued to perform the duties of Wing Director of Personnel with additional duties as Wing Comptroller.

Colonel Sherman Wilkins was assigned duties as Director of Operations during April, replacing Colonel George Y. Jumper who had for many months been assuming the duties of that position as additional duties to those of his primary job of Deputy Wing Commander.

- (3) 301st B.W. Special Orders 58, 60, 61. See appendix Tab # 2.
- (4) Personal interview with Major Clarence H. Harrison, Wing Adjutant.

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CHAPTER III
OPERATIONS

The flying training program for May 1954, planned in January, provided for six maximum effort missions to be flown during the first 20 days of the month. Following these missions, a stand down was planned for Falltime and Springtime Technical Order compliance. Commensurate with the May planning, RBS site time was requested. Desired training requirement accomplishment was a planning factor in the determination of routes to and from the sites.⁽¹⁾

The maximum effort missions planned for the first, seventh tenth and seventeenth of May were cancelled due to the scheduling of other missions by higher headquarters and unfit weather cond-

(1) 301st BW Air Training Report for May 1954, Section J. See Appendix Tab 17.

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itions prevailing during May. Operation "Full House" (Operations Order 50-1) cancelled the maximum effort mission planned for the 10th of May, but the Wing received USCM credit for "Full House". The same type mission had been planned for the 17th of May. Although much of the scheduled training was lost due to cancellation of missions, approximately 55 percent of the SAC Regulation 50-8 quarterly minimum training requirements were accomplished.⁽²⁾

Flying accomplished from the 19th of May through the end of the month was limited due to the scheduled Falltime and Springtime modifications. It was also affected by the visit of the SAC Inspection Team. During the period of this inspection, from the 17th to the 21st of May, six Wing aircraft and crews were required to conduct a special weapons exercise.⁽³⁾

One of two crews sent to Tucson for Strategic Evaluation was completed during May. Planning for the month of June provided for 10 more crews to be completed by the end of June.

IBDA missions, requiring VFR weather, were assigned to the Wing during May and these missions were given priority over other type missions, but weather over the RBS site and bombing range was VFR only once during the last 10 days of May. This prohibited

(2) "IBID"

(3) "IBID"

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the completion of that project, but provisions were made in the
 (4)
 planning for June for its completion.

A total of 578:10 hours were flown by the Wing in the accomplishment of missions ordered by higher headquarters during May. Of that total, 474:15 hours were flown in the accomplishment of Operation "Full House".

Operation "Full House" (Operations Order 50-1) required the deployment of 34 B-47's and 15 KC-97's to Goose Bay, Labrador. The exercise was designed to exercise the NEAC bases for staging and determine the validity of planning factors currently used by SAC OBOE. The B-47's were to deploy to the pre-strike staging bases and launch a simulated strike from NEAC bases as directed by the SAC OBOE Commander. Upon completion of air refueling, strike aircraft were to attack targets in areas of interest to ADC and return to their home station.
 (5)

All requirements of Operations Order 50-1 were satisfactorily accomplished and the mission completed in accordance with plans. All Wing aircraft, participating in the exercises, were back at Barksdale by the 12th of May.

(4) "IBID"

(5) 301st BW Operations Order 50-1, dated 1 May 1954, Operations "Full House". See Appendix Tabs 21 - Amendment 1, 22 - Deployment, 23 - Strike and 31 - Maintenance Plan 2-54.

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Colonel Sherman Wilkins, assigned to the 301st Bombardment Wing (M) from the Operations Section at SAC Headquarters, was assigned duties as Wing Director of Operations on the 16th of April. Since the loss of Colonel Samuel Porterfield some months ago, Colonel George Y. Junper, Deputy Wing Commander, had been assuming the responsibilities of that office as additional duties.

Primarily due to the vacancy existing for one officer AFSC 2044, the radar prediction team operated under the supervision of the Wing Intelligence Section. This was contrary to the prescribed arrangement in SAC Manual 20-1, however, it was considered a feasible deviation until such time as the existing officer vacancy is filled by a qualified officer.

Vacancies exist for two officers AFSC's 2044 and 2054 in the Wing Intelligence Section, however, the extensive background and capability of the assigned personnel adequately compensated for the manning shortage.

An excellent gunnery training program had been established and was satisfactorily progressing throughout May. The Wing Gunnery Officer, Major Charles Butterworth, is highly qualified in his field. In addition to the required course of instruction to be received by all co-pilots at the AVON PARK OQ Gunnery Range, a thorough and comprehensive ground training and check-out program had

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been established. Gunnery requirements prescribed by SAC Regulation 50-8 were completed by all but three crews during the training quarter ending on the 31st of March, achieving a fire out percentage of 58. This percentage was slightly below the SAC average, but considering the handicap of non-availability of parts during the TDY period in North Africa it is considered satisfactory. Much of the radar and gun malfunction difficulties affecting the program have been due to mechanical failures and defective or inferior parts.⁽⁶⁾

At a SAC Conference in December 1953, Major Butterworth proposed a plan for the utilization of gun camera installations and scope photography for training purposes and combat operations.⁽⁷⁾ Extensive studies conducted by Major Butterworth and his assistants since that time have revealed generally satisfactory results. A suitable camera, the N-6, was recommended for use in this type of operation, however, Headquarters SAC advised continued experimentation.

In accordance with AF Regulation 60-2, B-47 co-pilots should be trained toward proficiency as pilots in one type of aircraft. A program to implement this requirement had not been established because Base Flight cannot provide sufficient flying hours to support a conscientious effort in that direction. Primary handicap

(6) SAC IB Inspection Report for period 17 thru 21 May 1954.
(7) See December 1953 installment of 301st BW History.

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in this respect has been the intensive transition check-out program
(8)
conducted for Second Air Force pilots.

- (8) This extensive utilization of Base Flight aircraft was predicted in a letter from the 805th ABG. See Appendix Tab 45 of the October 1953 installment of the 301st BW history.

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CHAPTER IV

MATERIEL

The following paragraph was extracted verbatim from the SAC Inspector General's report covering the period of 17th of May to the 21st of May:

"Organization of the maintenance functions is in accordance with current directives. A large percentage of the maintenance supervisory personnel have been assigned to the Wing for a considerable period of time and the Wing enjoys an overage of assigned personnel. Air craft maintenance scheduling, implementing action and utilization of facilities, is effective to an outstanding degree. Excellent cooperation, coordination and mutual planning exists with operations activities. Assigned personnel, equipment and facilities are adequate to support the assigned

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EWP mission. The quality of aircraft maintenance is good."

In view of the generally accepted fact that compliments, even conservatively expressed, are seldom forthcoming in official inspection reports, the above quoted paragraph favorably reveals the gratifying results of a full year of sincere and determined efforts on the part of maintenance personnel and staff supervisors of the 301st Bombardment Wing (M).

The planning and scheduling of aircraft maintenance and the effective coordination of the activities of the various maintenance functions in such a manner as to provide for long range preparation and accurately detailed procedures, have been the principal factors supporting the outstanding success of the Wing maintenance program. Generally, the plan is contingent upon the successful, cooperative development of pre-planning factors evolving from the SAC Regulation 60-9 Board. Meetings of this board, under the presiding influence of the Wing Commander, provide the necessary coordination of pre-planning aspects.

The maintenance program emphasizes long-range planning by members of the operations and maintenance functions, who will be involved or directly responsible for the portions of the entire plan they are assigned to construct. It also emphasizes the utilization of established major maintenance area time standards, eff-

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ective dissemination of plans and schedules, effective indoctrination of participating and supporting personnel and firmly controlled adherence to the schedules by operations and maintenance functions. There is no provision for substitutions of aircraft, changes in take-offs, spare aircraft or make-up of lost sorties. Extra sorties are scheduled into the program to off-set the loss of sorties due to ground malfunctions.

Long range forecasts of operational requirements are provided by Wing Operations, including preplanned maximum effort missions and general flying hour goals established by the Wing Commander. Firm monthly maintenance schedules, designating aircraft affected by tail numbers, are published by the Maintenance function, including dates of sorties, dates of periodic inspections and dates of technical order compliance periods. In advance of execution of maintenance plans, all affected personnel are thoroughly indoctrinated concerning their complete responsibilities during the execution period. Operations is required to compute average time of sorties in order to afford periodic inspection an accurate of maintaining an affective inspections schedule. Highest maintenance priorities are assigned to aircraft when they have completed a sortie and have reported a need for maintenance, however, maintenance teams are not required to begin

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work on any aircraft until the scheduled maintenance period following the arrival of the aircraft. Cycles of flying and maintenance time are plotted for each aircraft on a basis of monthly performance statistics, upon which basis schedules are altered to anticipate longer or shorter time periods in accordance with previous months performance.

Plans for each maximum effort mission are published in detail. These plans indicate the names of participating crew chiefs, flight chiefs, specialists and supervisors and show the scheduled time of duty for each individual. Usually these personnel are organized into teams based upon take-off and landing times of each aircraft.

The flight line maintenance sections are organized and operate in the conventional manner during normal duty hours. Crew chiefs and ground maintenance crews normally work during regular duty hours and are only responsible to insure that their assigned aircraft meet the scheduled take-off time. The regularly assigned crew chiefs and ground crews are not required to meet the landing aircraft. A special crew of four to six of the best qualified airmen is established in each squadron to meet each aircraft and accomplish the following:

1. Discuss the status of the aircraft with the combat crew.

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2. Review reported discrepancies.
3. Refuel the aircraft and park it.
4. Visually check aircraft and secure it for the night.
5. Report in detail all discrepancies to Maintenance Control.

Normal functions of the Maintenance Control activity are accomplished during regular duty hours. During the landing periods at night, several highly qualified job control personnel are on duty to receive the detailed reports of landing aircraft. Plans for the following day's maintenance are formulated and work orders for priorities are issued immediately.

Duty periods for specialist personnel vary in accordance with the need in each squadron, however, the duty day normally begins at 0600 hours for approximately 70 percent of the present for duty specialists. Each supervisor reports for duty about 30 minutes early in order to study the work orders received during the night and to plan the dispersion of his personnel to most effectively accomplish the work to be done during the duty period. This procedure has effectively eliminated the time lag that existed when maintenance had to wait for crew chiefs to survey their aircraft and report work requirements before the specialists could be dispersed.

Aircraft are scheduled into periodic inspection on a rigid 30 day schedule with a firm four day period of inspection. The Periodic Maintenance Squadron and necessary Field Maintenance

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specialists operate from 0600 hours to 1230 hours six days a week. Periodic maintenance personnel of the Armament and Electronic activities operate and assume control of the aircraft from 1130 to 1800 hours each day.

Stand down periods are scheduled into the monthly schedule at which time maximum maintenance effort is directed toward TOC accomplishment. Current TOC's are also accomplished during periodic inspections, post flight inspections and flight line maintenance periods.

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ROSTER OF KEY PERSONNELSTAFF

COLONEL HORACE M. WADE	WING COMMANDER
COLONEL GEORGE Y. JUMPER	DEPUTY WING COMMANDER
COLONEL SHERMAN W. WILKINS	DIRECTOR OF OPERATIONS
L.T. COLONEL BILLY S. MCCARTY	DIRECTOR OF MATERIEL
L.T. COLONEL BENNETT P. BROWDER	DIRECTOR OF PERSONNEL WING COMPTROLLER
CAPTAIN CLARENCE H. GARRISON	WING ADJUTANT
CAPTAIN LESLIE D. SIMMONS	WING SURGEON

SQUADRON COMMANDERS

CAPTAIN CLARENCE H. GARRISON	HEAD QUARTERS SQUADRON SECTION
L.T. COLONEL CHARLES L. LOWELL	32ND BOMBARDMENT SQUADRON
L.T. COLONEL WILLIAM B. COLSON	352ND BOMBARDMENT SQUADRON
L.T. COLONEL HILLIARD L. GANDY	353RD BOMBARDMENT SQUADRON
MAJOR DANIEL L. SJODIN	301ST AIR REFUELING SQUADRON
MAJOR HERBERT DEAN	301ST PER. MAINT. SQUADRON
L.T. COLONEL JAMES O. OLDSON	301ST FIELD MAINT. SQUADRON
MAJOR ALBERT A. BIRETTA	301ST A & E MAINT. SQUADRON
MAJOR WALTER J. WAGNER	301ST AVIATION SQUADRON
CAPTAIN LESLIE D. SIMMONS	301ST TACTICAL HOSPITAL

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301st Wing Central Files
301st Wing Classified Files
301st Wing D/P Files
301st Wing D/O Files
301st Wing D/M Files

STATISTICS:

WING COMPTROLLER
BASE STATISTICAL SERVICES
WING MATERIEL (Logistics and Reports & Analysis)

INTERVIEWS:

Lt. Colonel Bennett P. Browder Jr., Wing Director of Personnel
and Wing Comptroller.
Captain Clarence H. Garrison, Wing Adjutant
Major Cecil P. Corn, Wing Logistics Officer
M/Sgt. Albert E. Turner, Wing Sgt. Major
M/Sgt. Harold Jones, NCOIC Wing Control Section
M/Sgt. Malvin Winn, Administrative NCOIC Wing Operations Section

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APPENDIX

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301st BW Letter to Directorates and Squadron CO's, Subject: SAC Inspection, dated 24 May 1954.	1
301st BW General Order #7, dated 8 May 1954	2
301st BW General Order #8, dated 11 May 1954	3
301st BW Letter, to CO's of All Units, Subject: Personal Conference Period, dated 22 April 1954	4
301st BW Letter to CO's of all Units, Subject: Personal Conference Period, dated 15 May 1954	5
301st BW Letter to All CO's, Subject: Security Con- sciousness, dated 18 May 1954	6
301st BW Letter to Distribution B, Subject: Expend- ing Welfare Funds, dated 8 May 1954	7
805th Air Base Group Semi-Monthly Report of Strength, As of 1 May 1954 and as of 30 May 1954	8
301st BW Special Orders #58, 19 April 1954; #59, 20 April 1954; #60, 21 April 1954; #61, 22 April 1954; #62, 23 April 1954; #64, 27 April 1954; #66, 30 April 1954; #70, 10 May 1954; #71, 13 May 1954; #72, 18 May 1954; #74, 21 May 1954; #75, 27 May 1954.	9
301st BW Personnel Memoranda #33, 25 May 1954;	10
301st BW Letter to CO's All Units. Subject: NCO Club Building Fund Loans and Donations, dated 21 April 1954.	11
301st BW Operations Order 214-54, dated 1 May 1954	12
301st BW Letter to CO's All Units, Subject: Resciss- ion of 301st Bomb Wing Regulation 50-3, 13 Aug- ust 1953, dated 18 May 1954	13

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TAB NO.

301st BW Letter to Recipients of SAC Manual 55-8, Subject: Combat Reporting, dated 5 May 1954	14
301st BW Ground Training Schedule for May 1954, dated 29 April 1954; 1st Amendment, dated 1 May 1954; 2nd Amendment, dated 13 May 1954; 3rd Amendment, dated 21 May 1954.	15
301st BW Air Training Report for Month of May, Section H, dated 27 May 1954	16
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HEADQUARTERS
301st BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

Classification: **SECRET**
Authority: **CC, 301st BW**
Initials: Wade
Date: 24 May 54

24 May 1954

MEMO TO: Director of Personnel
Director of Operations
Director of Materiel
Adjutant
Commanders, All Squadrons
301st Bombardment Wing, (M)
Barksdale AFB, Louisiana

SUBJECT: SAC Inspection

1. The attached information has been extracted from a draft copy of the Inspection Report made by the Inspector General of Strategic Air Command during the period 17 through 21 May 1954.
2. Each Staff Section and/or Squadron Commander concerned will take necessary action to correct the discrepancies listed in the report, and will indicate by indorsement hereon the corrective action that has been taken or that is contemplated. Reply will be forwarded to the Wing Commander not later than 15 June 1954.
3. This report does not require an answer to higher headquarters, but does require corrective action within the Wing. This report, with your report of corrective action, will be filed for review by subsequent inspectors. The complete draft copy is on file in the Classified Section of the Adjutant's Office, and may be withdrawn for review as required.

1 Incl
Extract of Insp Rpt by
IG, SAC, 17-21 May 54

H. M. Wade
H. M. WADE
Colonel, USAF
Commander

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EXTRACT OF INSPECTION REPORT MADE BY THE IG OF SAC
 DURING PERIOD 17 - 21 MAY 1954

OPERATIONS AND TRAINING

GENERAL

ACTION DO "At the present time, maximum effectiveness by the 301st Wing in the performance of its assigned mission would not be realized due to the present status and development of the BWP. Although crews are considered well qualified as evidenced by training records and results of operations "High Gear" and "Full House", they do not possess adequate knowledge of their currently assigned strike missions. The emphasis placed on recent operations delayed preparation of the deployment and strike plans. Target prediction plates have not been completed and ultra-sonic trainer runs have not been accomplished on assigned targets. Target study was not initiated until 20 May. Individual flight plans for the strike mission have not been completed. As soon as the foregoing are completed, the 301st Bomb Wing should be fully capable of achieving effective results on the assigned mission.

ACTION DO "Flying and ground training is progressing satisfactorily in all of the tactical units, although ground training for non-aircrew personnel requires increased emphasis. The flying training program of the 301st Wing is considered outstanding. *****

FLYING TRAINING

ACTION DO & DM "The outstanding flying program of the 301st Wing can be primarily attributed to effective programming and scheduling of aircraft for flying together with excellent coordination between operations and maintenance activities. Utilization of available flying hours is programmed so as to insure maximum accomplishment of training requirements. The program has been directed toward accomplishing maximum training in all categories to increase overall unit capability. The 301st Wing exceeded virtually all SAC Reg 50-8 flying training requirements to a substantial degree during the last training quarter. The minor shortages which occurred were largely beyond the Wing's control. The probation status of lead crews is closely monitored and there are presently no crews on probation.

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SECRETENP STATUSACTION
DO

"All units of the 4th Air Division which have an assigned mission in the SAC ENP received new plans to be effective 1 May.

"The Plans Section of the 301st Bombardment Wing is considered to be staffed with well qualified and experienced personnel. Second Air Force Operation Plan 40-54 was received by the Wing on 17 April. At the time of this inspection, the Wing's Operation Plan 40-54 was still being printed. Eighth Air Force Plan 50-54 was received by the 301st Bombardment Wing on 9 April, and the Wing's Operations Plan 50-54 was forwarded to Headquarters 8th Air Force on 19 May.

"The suspense dates established by the Second and Eighth Air Force Operations Plans were not met. Personnel responsible for the preparation of unit plans stated that participation in Operation "Full House" and preparation for the San Antonio evaluation mission had retarded completion of the plans.

ENP TARGET STUDYACTION
DO

"All crews of the 301st Bombardment Wing which are assigned targets in the ENP received an orientation briefing prior to 1 May. The first detailed crew study on primary targets was conducted on 20 May, and consisted of 4 crews accomplishing 8 hours of study. No ENP ultrasonic runs have been accomplished by any crew. Alternate targets have been assigned to crews for study purposes, but study has not been initiated.

"The facilities available for use by the Wing for crew study afford only the minimum of security.

RADAR PREDICTION TEAMSACTION
DO

"The personnel assigned the 301st Prediction team are well qualified and highly experienced. However, this section is short one officer AFSC 2044. The radar prediction team is under the supervision of the Intelligence Section, which is contrary to SAC Manual 20-1.

"Thirty-one target plates are required for the ENP mission which was effective on 1 May. No plates have been completed by the 301st Wing prediction team. Three ENP target plates are in various stages of construction and a total of eight are expected to be completed by 1 June. Eleven target plates for the new ENP mission were received from other SAC units.

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SECRETINTELLIGENCE

ACTION DO "The Intelligence Section of the 301st Bombardment Wing is well manned to accomplish its allotted tasks under EMP. Although a shortage of two officers (PSC 2044-2054) and two airmen exists, the extensive background and capability of the available personnel should adequately compensate for the above vacancies. Twenty-eight percent of the intelligence training required under SAC Regulations 50-7 and 50-27 has been accomplished. During this inspection the Wing Intelligence Officer was informed that additional target materials are available at higher headquarters. Storage of target materials is considered adequate. Crew target study folders are stored in the Wing Headquarters building necessitating removal to the target materials storage vault for crew study periods. It is recommended that action be taken to minimize handling of crew study folders outside a secure area.

ACTION DO "The following applies to both Wings:

"a. The functional organization within the intelligence sections appeared effective and closely followed SAC Manual 20-1.

"b. Intelligence periodicals and publications are filed in the intelligence offices and are cross-indexed and catalogued for easy accessibility.

"c. Order of Battle information is properly posted and maintained in a current status. Radar, Flak and Fighter disposition is displayed graphically and color coded.

"d. Radar Objective folders are not being maintained as directed by SAC Regulation 200-5.

GUNNERY

ACTION DO "An excellent gunnery training program has been established in the 301st Bomb Wing. The Wing Gunnery Officer is highly qualified and has established a thorough and comprehensive ground training and check-out program. This training is in addition to the required course of instruction to be received by all co-pilots at the Avon Park OQ gunnery range.

"SAC Regulation 50-8 gunnery requirements were completed by all but 3 crews for the quarter ending 31 March. A fire-out percentage of 58% was achieved. This percentage is slightly below the SAC average, however, is largely attributed to the unavailability of parts during the recent TDY period of the Wing in North Africa. A large number of the radar or gun mal-functions occurring in the equipment are due to mechanical difficulties and defective or inferior parts.

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"The T-1A gunnery trainer utilization is satisfactory. Co-Pilot gunners are required to accomplish 4 hours of training monthly and a complete record of their progress in proficiency is maintained.

"Excellent precautionary procedures have been established for the utilization of gunnery ranges to prevent damage to other aircraft or objects on the range.

"Extensive studies conducted by the 301st Wing in the use of gun camera installations and scope photography for training purposes and combat operations have proven generally successful. A suitable camera, the M-6, has been recommended but the Wing has been advised by Headquarters SAC to continue experimentation.

STANDARDIZATION

DC "The 301st Wing B-47 and KC-97 and the 376th KC-97 standardization crews are well qualified and conducting excellent programs. Flight checks are thorough and designed to fully evaluate the individual and collective proficiency of air crews. Records are maintained in a current and orderly manner. Squadron standard crews are equally well qualified.

AIRCRAFT PERFORMANCE ENGINEERS

ACTION "The 301st Wing Performance Engineer is exceptionally well qualified and experienced in B-47 operations. It is suggested the officer selected DC for this position in the 376th Wing be extended the benefit of the 301st Wing Aircraft Performance Engineer's experience.

FLYING SAFETY

DC "An excellent Flying Safety record has been established by the 4th Air Division. Firm accident prevention programs are being maintained and flying safety consciousness prevails throughout all echelons. Command support and personal interest is evident in all activities in attempting to extend this fine record.

GROUND TRAINING

ACTION "Ground training throughout the 4th Air Division appears generally DC satisfactory. Records at Wing and Squadron level are current and accurate and indicate a proportionate amount of the required training by air crews is being accomplished.

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"Certain areas of training for non-aircrew personnel are being neglected, particularly the individual military training requirements. Unit training officers are assuming the responsibility for training of personnel within their respective organizations, however, closer monitoring of this training is required by Wing ground training officers.

INSTRUMENT TRAINING

ACTION DO "The Instrument training program is generally satisfactory. An excellent ground school has been established and grades achieved on the annual written examination indicate a high calibre of instruction. Flight checks are thorough and a spot examination of records reflects the required number of GCIs and Link Trainer hours are being accomplished.

"Several pilots in the 301st Wing Air Refueling Squadron had not accomplished the annual written examinations.

"No instrument boards (welder's type) are being utilized during instrument practice in the B-47 aircraft.

"Instrument minimums established for Barksdale AFB for inexperienced B-47 pilots appear to be realistic.

PERSONAL EQUIPMENT

ACTION DM & DO "Personal equipment activities of the Bombardment Wings are in need of increased emphasis. Transportation to support the personal equipment sections has been lacking. All of the sections which were visited had numerous items that were overdue for inspection but could not be transported to the inspecting agencies. This lack of transportation was verified by calls for transportation.

ACTION DM & DO "The 301st Wing operates a consolidated personal equipment section for the 3 B-47 squadrons. This section appears to be operating satisfactorily. The present status of the 301st Air Refueling Squadron personal equipment section is unsatisfactory. An excessive number of survival items were overdue for inspection, many for extended periods. Storage procedures were sub-standard. No overwater items had been turned in to the hydrostatic shop for inspection for two weeks. An adequate schedule for rotating items to inspection was not apparent. The present condition can be partially attributed to increased activity, caused by the recent unit maneuvers. It can also be partially attributed to the inexperience of the personnel manning the section. Closer control of the survival function in the unit is required.

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SECRETRADAR IN-FLIGHT MAINTENANCE

ACTION "Although considerable training of crew observers in radar maintenance has been conducted by the 301st Bombardment Wing during recent months, there is no training program currently in effect.

DO

BASE OPERATIONS

ACTION "Forty-five pilots (non-air crew members) from the Tactical Wings DO are assigned to Base Operations for flying purposes, however, Form 5's are still maintained by the Tactical unit to which the pilot is assigned. It is recommended that responsibility for maintenance of these Form 5's be given to Base Operations. This will assure closer control of Form 5 entries and the current flying status of these individuals.

"No provision has been made to establish a program to qualify B-47 co-pilots as first pilot in one type of aircraft as required by IFR 60-2. A recent study by Base Operations personnel has determined that an insufficient number of Base aircraft flying hours would be available for this purpose if required. This is particularly true at the present time because of the intensive transition check out program for 2nd Air Force pilots now in progress.

AIRBORNE RADAR MONITORED APPROACHES

ACTION "The 301st Bombardment Wing has prepared a written SOP for letdown DO procedures by airborne radar for the B-47. However, there is no written procedure for the KC-97.

"It is recommended that the 376th Bombardment Wing adopt the same airborne radar letdown procedure for B-47 type aircraft that the 301st Wing is presently using. It is further recommended that the 301st and 376th coordinate in preparing a written airborne radar approach procedure to be used by the KC-97 type aircraft.

301ST BOMBARDMENT WING

AIRCRAFT MAINTENANCE

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ACTION "Organization of the maintenance functions is in accordance with
 DM current directives. A large percentage of the maintenance supervisory personnel have been assigned to the wing for a considerable period of time, and the wing presently enjoys an overage of assigned personnel. Aircraft maintenance scheduling, implementing action and utilization of facilities is effective to an outstanding degree. Excellent cooperation, coordination and mutual planning exists with operations activities. Assigned personnel, equipment and facilities are adequate to support the assigned EWP mission. The quality of aircraft maintenance is good. There is no plan available for minimizing fire damage to adjacent aircraft on the flight line during an emergency.

AIRCRAFT SCHEDULING

"a. Planning. The planning and scheduling of aircraft maintenance and coordination of the various maintenance organizations, such as, combat squadrons, periodic maintenance squadron, field maintenance squadron and armament-electronics squadron is outstanding and worthy of further investigation as a possible SAC procedure. Generally, the plan emphasizes long range detailed planning by maintenance and operations, utilization of established major maintenance area time standards, effective dissemination of the schedules, effective indoctrination of personnel, and firm adherence to the schedule by operations and maintenance. The plan provides for no substitutions of aircraft, changes in take-off, no spare aircraft and no make-up of lost sorties. Past performance on a thirty day basis reveals that 96.2% of the B-47 sorties scheduled were flown. Extra sorties are scheduled into the plan for any sorties lost due to ground malfunctions. Long range forecasts of operational requirements are provided by operations to include preplanned maximum effort missions and general flying hour goals established by the Wing Commander. Firm monthly maintenance plans by aircraft tail numbers are published to include the date of the sortie, dates of periodic inspection and technical order compliance periods. Advanced effective dissemination and indoctrination of personnel is completed within the various maintenance organizations. Weekly and daily aircraft scheduling meetings established take-off times, duration of sorties, landing and a few changes in aircraft due to unusual circumstances which are usually OCPs and weather. Operations is required to maintain an average time for duration of sorties for each aircraft so that periodic inspection schedules will be maintained. Daily schedules, with necessary details, are disseminated and maintenance personnel are indoctrinated at least two days or more prior to the scheduled sortie. The highest maintenance priorities are applied to an aircraft after it has landed but aircraft maintenance does not begin until the next duty period of maintenance personnel. This is done to insure that the aircraft is in commission as soon as possible, even though the next sortie might not be scheduled for two or three days hence. Cycles of flying and maintenance for each aircraft are established on the monthly schedules through study of past experience factors and include larger time areas than those normally considered.

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"Plans for each maximum effort mission are further published in detail by scheduled time for each individual crew chief, specialist, flight-chief and supervisor. These individuals are usually organized into teams based on the take-off and landing times of each aircraft. Some of the factors utilized in planning are:

"(1) Time standards for refueling, survey of aircraft for discrepancies, clearing of discrepancies on aircraft general and engines, and clearing of armament-electronics discrepancies.

"(2) 85 percent of the aircraft will be in commission after landing and within four hours after responsible maintenance personnel have started their duty day.

"(3) 13 percent of the aircraft will be in commission in 16 maintenance duty hours.

"(4) 2 percent of the aircraft will be out of commission indefinitely for periodic inspection, OCP or other unusual maintenance.

"b. Flight Line. The flight line maintenance sections are organized and operate in the usual manner during normal duty hours. Crew chiefs and ground crews normally work during the usual duty hours and are only responsible to insure that their assigned aircraft meet the scheduled take-off time. The assigned crew chiefs or ground crew do not meet the landing aircraft. A special crew of four to six of the best qualified airman is established in each squadron to meet each aircraft and accomplish the following:

"(1) Discuss the status of the aircraft with the combat crew.

"(2) Review reported discrepancies.

"(3) Refuel the aircraft and park it.

"(4) Visually check the aircraft and secure it for the night.

"(5) Report in detail all discrepancies to maintenance control.

"c. Maintenance Control. Daily functions are accomplished during normal duty hours. During the landing period at night several highly qualified job control personnel are on duty at night to receive detailed reports of aircraft status from the tactical squadrons. Plans for the following day's maintenance activities are formulated and work orders issued immediately on a priority one.

"d. Specialist Support. Duty periods for specialists varies in each squadron, however, the duty day normally begins at 0600 for 70 percent of the specialists available. Each shop supervisor reports to work thirty minutes early and plans the accomplishment of each work order that has been received the night before. Work orders on hand and specialists assigned at the beginning of the work day has eliminated the usual early

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morning log time waiting for the crew chiefs to survey their aircraft for discrepancies and then initiate required work orders.

"e. Periodic Maintenance. Aircraft are scheduled into periodic inspection on a rigid thirty day schedule with a firm four day period of inspection. The periodic maintenance squadron and necessary field maintenance specialists operate from 0600 to 1230 hours six days per week. Ordnance-Electronics periodic maintenance personnel operate and assume control of the aircraft from 1130 to 1800 each day.

"f. Technical Order Compliance. Stand-down periods are scheduled into the monthly schedule at which time maximum maintenance effort is directed at TOC accomplishment. However, technical orders are also accomplished during periodic inspections, post flight inspections and flight line maintenance.

CONTROL UNIT

"Generally, the direction and control of aircraft maintenance is accomplished in a satisfactory manner. Improvement is required in the aircraft status documentation throughout the Wing, the 3rd Strategic Support Squadron. Cannibalization is not controlled. Good planning and scheduling is accomplished during all maintenance scheduling periods combined with aggressive supply action by the maintenance supply to produce an effective technical order compliance program. The radio communications system is, for the most part, inoperative. The direction and control of ordnance and electronics maintenance needs improvement.

QUALITY CONTROL

"Inspectional coverage of aircraft maintenance activities is adequate. Personnel assigned are well qualified and are organized in the proper manner. Control, accomplishment and documentation of flight test is satisfactory. Periodic inspection reports, aircraft in-commission inspection reports and flight test inspection reports are not being reviewed by responsible personnel above quality control level. Implementing instructions have not been received from Second Air Force to provide for categorization and familiarization of maintenance directives, policies, procedures and technical orders, as established by Headquarters Strategic Air Command.

STANDARDIZATION TEAM

"There is no effective maintenance standardization team. Of the five airmen assigned only two are available for duty. Establishment of this unit and operation in this area is proscribed by SAC Manual 66-12.

MAINTENANCE SUPPLY UNIT

"This is the most effective supply unit inspected in Strategic Air Command, insofar as assistance to maintenance activities is concerned.

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However, there are a number of variations from SAC directives and policies. Some aircraft maintenance requirements are processed through organizational supply rooms. Tool cribs, and bench stocks are a responsibility of supply rather than maintenance officers. Excessive quantities of supplies have been requisitioned by field maintenance without reference to bench stock or work order authorization. As a result base supply has unrealistic levels and excesses on requisition to depots. Bench stocks in both field maintenance and armament-electronics contain large excesses.

"Based on experience in HIGH GEAR and BULL HOUSE, the 301st Wing has determined major changes required in flyaway kit and Table II listings for B-47 and KC-97 aircraft. Such information is of great value for other SAC units.

TOC & RECORDS

"This unit is adequately manned, organized and operating in an excellent manner. A very aggressive technical order compliance program has been established and is very effective.

REPORTS AND ANALYSIS

"Analysis and studies produced by this unit are used to great advantage in the planning for aircraft maintenance scheduling and personnel scheduling. Time performance standards are not available for individual jobs, however, a large amount of detailed investigation has produced time standards for aircraft inspection time areas and repair time areas. These time standards are utilized to establish monthly maintenance and flying schedules. There are no detailed performance standards as required by SAC Manual 66-14.

FLIGHT LINE MAINTENANCE

"Flight line maintenance activities are organized and operating in a satisfactory manner. Substitution of aircraft, change of take-off times and need for spare aircraft have been practically eliminated. Good coordination and support is received by the tactical squadrons from field maintenance, periodic maintenance and armament-electronics maintenance. There are very few delayed maintenance discrepancies on the aircraft. The quality of maintenance is considered good.

PERIODIC MAINTENANCE

"Maintenance planning for periodic inspections is well established and has emphasized personnel time schedules to a great degree. The average time for processing aircraft through periodic inspections is four days, utilizing less man hours than those normally required. Aircraft general personnel, including field maintenance specialists, perform inspection and repair each day from 0600 to 1230 hours only. Armament and Electronics personnel perform inspection and repair each day from 1130 to 1800 hours only. This system eliminates a majority

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of the "power off" "power on" problems, provides simultaneous inspection and repair of two of the major maintenance areas (armament and electronics and engines and aircraft general) and overtime requirements. This schedule is maintained on a six day basis. The quality of maintenance on the periodic docks is good.

FIELD MAINTENANCE

"The field maintenance squadron is organized properly and providing good support for the wing in an efficient manner with the exception of inspection and repair of emergency, survival and personal equipment. This shop is in need of improvement in cleanliness, orderliness, and storage procedures. Inspection check lists for maintenance and inventory check lists for accessory kits are not being utilized. Parachute maintenance facilities are limited for over 4900 parachutes assigned to operating units of the base.

AIRCRAFT REFUELING (376th & 301st Bomb Wg)

"Aircraft refueling procedures are generally in accordance with recent directives. Some ground power unit operators do not meet the requirements of SAC Letter 66-41. Officers designated to supervise fueling operations are not in all cases thoroughly familiar with safety practices and features of the refueling unit or system. Also, in some cases, they are not well versed in action to be taken in event of fire or fuel spillage which might result in fire.

ARMAMENT AND ELECTRONICS

ACTION DM: "The 301st Armament and Electronic Squadron's shop facilities are widely dispersed and are barely satisfactory for space and dust control. Cleanliness and housekeeping practices in the majority of shops is lax. Adequate security is not being exercised in shops which maintain classified equipment.

"The control and supervision of personnel is weak; this is particularly true of the flight line maintenance section. Key supervisors in many cases are not thoroughly familiar with the contents of pertinent manuals, regulations and directives.

"Records indicate that proficiency on-the-job training programs, and schedules are unsatisfactory. There are no definite programs available for training the numerous low skill level personnel for upgrading to the higher skill levels. Personnel are not being required to do the necessary familiarization reading of pertinent publications.

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"The utilization of the majority of the Factory Technical Representatives requires attention. Tech Reps should establish more definite course outlines and conduct more aggressive training programs for upgrading of personnel, especially in the K-systems maintenance field. Also, these Tech Reps should be utilized as instructors for in-flight maintenance training of crew observers.

"The current status of aircraft M&E equipment could not be determined due to incomplete records (Form 10) in both the M&E squadron and in wing maintenance control. Aircraft status records in either of these units were not being maintained in accordance with SAC Manual 66-13.

"The maintenance capability of the squadron could not be determined due to insufficient maintenance time standards. The majority of the necessary source documents prepared by M&E mechanics for the wing reports and analysis section to establish these standards are inadequate and are incorrect in many cases.

"Maintenance procedures in the field maintenance shops are satisfactory. More emphasis is needed in the use of check lists and inspection forms. Sufficient action is not being taken to determine malfunction trends and to effect correction of maintenance malpractices.

"Shortages of replacement parts, especially for the K-System, is requiring excessive cannibalization of aircraft in order for M&E to meet the flying schedule. Cannibalization of this equipment is being accomplished, in some instances, without adequate control by responsible personnel. Continued cannibalization of this highly sensitive equipment will eventually restrict the operational capability of the wing due to the deterrent effect on the equipment and the lack of sufficient time for maintenance of the critical units.

"Control of the calibration and maintenance on test equipment should be improved. All test equipment shop standards should be identified and retained as calibrations standards.

"The materiel control section of the squadron should improve follow-up action on items which have been requested from the supply service unit. Some critical items have been on order for several days with no action being taken. The level of some pre-issue items is excessive to the requirement of the unit. The pre-issue level should be continually reviewed and reduced if possible.

"Squadron SOPs and policy file needs revision and improvement. Many supervisors do not have the required publications available in the section.

SUPPLY

301ST BOMBARDMENT WING

ACTION "Overall, the squadron supply functions are satisfactory. A review
DM of accounting and warehousing procedures revealed no major deficiencies.

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The UPRVAL of the A&E squadron contains numerous minor discrepancies and there are several other indications that this squadron supply requires additional staff assistance.

"Squadrons are adequately equipped, except that for a few items the total authorization has not been received. For example, 10 A-2 towing tractors are authorized and only 5 are on hand. Supply difficulty letters have been submitted to higher headquarters on all critical shortages.

"Because Second Air Force is currently surveying UL authorizations of all units at Barksdale AFB, no inspection of these records was made.

LOGISTICS

ACTION DM "Mobility planning in the 301st Wing is not current. The logistics annex to support Operations Plan 40-54, the emergency evacuation plan, and the complete wing mobility plan have not been prepared based on 40-54 staging criteria. Changes in mobility planning are also required as a result of new Table of Organizations for all units published in January 1954. Also new equipment authorizations involve major changes in airlift manifesting and phasing. The present logistics officer is considered well qualified in B-47 deployment in SAC. However, has only a clerk typist to assist him and is in immediate need of the two 7 level airmen authorized.

SPECIAL WEAPONS

ACTION DO "The 301st Aviation Squadron was found capable of assembling Mark 5 and Mark 6 weapons and possessed a cadre capability in the assembly of Mark 7 weapons. The assembly capability, condition of equipment and status of training of this squadron was well above that of similar units previously inspected. Additional emphasis is needed on the cleaning of nuclear consoles (training). (SAC message DMSC 368, 13 January 1954).

PERSONNEL AND ADMINISTRATION

The 301st Bombardment Wing

ACTION DP "a. General administration varies between units but overall is below desirable standards. Several factors are involved. No adequate

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wing inspection program has been established. A shortage of personnel skills exists but inadequate action has been taken to qualify some of these people for improved productivity and for upgrading and promotions. The shortage of administrative officers has resulted in a rated officer, with very limited administrative experience, being assigned as Wing Comptroller and Wing Personnel Officer. Neither appears capable of providing adequate supervision of subordinate activities, or of providing the commander with adequate staff support. ****

"b. Personnel.

"(1) Combat Crews. The 301st Bomb Wing is presently manned with 49 complete combat crews and 20 refueling crews.

"(2) Officer Manning, is 94.1% bodywise and 91% in required specialties. Primary officer shortages are in the Armament-Electronics, administrative and maintenance career fields.

"(3) Airman Manning, is 107.6% bodywise and 52% in required specialties. Primary skill shortages are located in 5 and 7 level personnel in the aircraft maintenance, administrative, and armament and electronics fields. With the exception of jet engine and administrative fields, the potential manning is good due to overages in 3 level personnel. An acute shortage of jet engine mechanics and administrative and clerical personnel exists.

"(4) On-the-Job-Training - There has been inadequate control established to monitor this program at squadron or wing level. Numerous instances were found where qualified 3 level airman had not been placed on OJT to fill shortage 5 level positions. If the effective manning of the wing is to be raised, this program will have to be energized and correctly supervised at all levels.

"(6) Squadron administration ranged from adequate to unsatisfactory. Inadequate controls, procedures and supervision were in effect, resulting in inaccurate personnel records. Increased staff assistance and supervision should be given to assigned squadrons and in particular the 301st A & B squadron to bring them up to desirable standards.

"(7) A matter beyond the control of the 301st Wing is the instability of assigned personnel which has a crippling effect on administrative and other support.

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

GENERAL ORDERS)
NUMBER 7)

8 May 1954

ASSUMPTION OF COMMAND. -- Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 301st Bombardment Wing, Medium (SAC), effective this date.

DISTRIBUTION:
"A"

G. Y. Junter
G. Y. JUNTER
Colonel, USAF
Commander

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

GENERAL ORDERS)
NUMBER 8)

11 May 1954

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ASSUMPTION OF COMMAND. — Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 301st Bombardment Wing, Medium (SAC), effective this date.

DISTRIBUTION
"A"

H. M. Wade
HORACE M. WADE
Colonel, USAF
Commander

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3AG

22 April 1954

SUBJECT: Personal Conference Period

TO: Commander
All Units
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. The personal conference period for the month of April 1954 will be conducted by Colonel G. Y. Jumper at 1500, 23 April 1954, in Wing Conference Room, Building 21.
2. All persons desiring an interview will report to the Wing Commander's Office on the second floor of Building 21.
3. This notice will be posted on all bulletin boards until 24 April 1954.

BY ORDER OF THE COMMANDER:

DISTRIBUTION
"g"

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3AG

15 May 1954

SUBJECT: Personal Conference Period

TO: Commander
All Units
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. The personal conference period for the month of May 1954 will be conducted by Colonel G. Y. Jumper at 1500, 21 May 1954, in the Wing Conference Room, Building 21.
2. All persons desiring an interview will report to the Wing Commander's Office on the second floor of Building 21.
3. This notice will be posted on all bulletin boards until 22 May 1954.

BY ORDER OF THE COMMANDER:

DISTRIBUTION
"E"

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

5

0059

HEADQUARTERS
301st BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

18 May 1954

SUBJECT: Security Consciousness

TO: Commanders
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. The security test in conjunction with our recent USCM clearly indicated that a number of our people are not security conscious. At Frosty Fred's, in the Exchange Tap Room, at the Officers' Club, and at the NCO Club, agents of the sabotage team picked up among other items of information:

- a. the dates of deployment;
- b. the total numbers of airplanes deploying on each date and the takeoff times;
- c. the forward staging base;
- d. the number of tankers which had deployed early;
- e. the date that this advance echelon had deployed; and
- f. a reasonably accurate rundown, by numbers and types, of the personnel who had deployed with the advance echelon.

2. According to the report of the team chief, all that his agents had to do was to listen, and on occasion perhaps to act friendly, to learn everything that the talkative individuals know.

3. This report is discouraging. Our people know better. The people who talk heedlessly in public about classified operations are either people who don't think, or people with an irreplaceable urge to impress others with the fact that they are on the inside, or both.

Hq 301st Bomb Wg (H), Subject: Security Consciousness

Whatever the cause, this loose talk about classified operations is inexcusable; in fact it is a military crime chargeable under Article 134 or Article 90 of the Uniform Code of Military Justice.

4. Security is a command responsibility. My superiors hold me accountable for breaches of security in the wing. I hold you responsible to me. I hereby direct:

- a. an immediate crash-program to jar everyone into an acute state of security consciousness;
- b. a continuing program to maintain a high level of security consciousness.

5. I want to discuss with each squadron commander the measures which he is taking to implement 4a and b above. I want you to serve clear notice on all of your people that hereafter loose talk in the 301st Wing is a court-martial offense.

V. M. Wade
V. M. WADE
Colonel, USAF
Commander

HEADQUARTERS
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

DDP

8 May 1954

SUBJECT: Expending Welfare Funds

TO: See distribution

The following 4th Air Division message is quoted for your information and necessary action:

/UNCLASSIFIED/ AIX 4532. The following message from Hq 2AF, dated 3 May 54, is quoted for your information and action: "FROM 2AFPSA 0353. The fol msg from Hq SAC, dtd 1 May 54, is quoted for ur info and guidance: 'DPSM 28937. It is the opinion of this Hq that expending welfare funds for military personnel awards for management improvement suggestion and ideas is within scope and intent of paragraph 6c(4)(g), AFI 176-1.' Request the above info be brought to the attn of all interested staff agencies."

BY ORDER OF THE COMMANDER:

DISTRIBUTION "D"

Charles H. Garrison
CHARLES H. GARRISON
Captain USAF
Adjutant

7

STATISTICAL SERVICE OFFICE
805TH AIR BASE GROUP
Barksdale Air Force Base

SUBJECT: Semi-Monthly Strength Report as of 1 May 1954 AIRMEN

ORGN	AUTH	W/M	ASGD	N/M	ASGD	W/F	ASGD	N/F	ASGD	TOT	PFD	ATC
Hq Sq 301st Bomb Wg	107	129	4							133	109	
32d Bomb Sq	105	119	5							124	120	
352nd Bomb Sq	105	120	5							125	121	
353rd Bomb Sq	105	115	5							120	114	
301st A R Sq	228	227	11							230	233	2
301st A & E Sq	339	352	3							360	322	
301st Fld Maint Sq	359	377	27							404	374	
301st Per Maint Sq	158	142	2							144	143	
301st Avn Sq	33	30								30	30	
301ST BOMB WING TOT	1539	1611	67							1673	1566	2
Hq Sq 376th Bomb Wg	117	142	5		1					143	121	
512th Bomb Sq	105	150	3							153	145	
513th Bomb Sq	105	138	5							143	133	2
514th Bomb Sq	105	133	6							144	140	
376th A R Sq	223	265	9							274	243	
376th A & E Sq	361	346	7							353	321	
376th Fld Maint Sq	363	419	30							449	397	5
376th Per Maint Sq	153	161	6							167	153	
376th BOMB WING TOT	1542	1759	71		1					1331	1663	7
Hq Sq 805th ABG	215	306	36		35		3			460	419	52
805th Supply Sq	393	409	64		12		3			438	413	
805th Mtr Veh Sq	215	260	37							297	229	
805th Air Police	413	326	52		1					379	333	12
805th Instl Sq	313	274	79		2					355	309	
805th Food Svs Sq	383	329	36							415	375	1
805th Opns Sq	333	522	27		24		1			574	501	
4230th USAF Hosp	41	16	11		16					43	41	10
301st TAC Hosp	93	89	14							103	83	
376th TAC Hosp	93	74	14							83	82	
745th AF Band	34	29	2							31	30	
27th WAF Sq	3				4					4	4	
805TH AIR BASE GROUP	2614	2714	422		94		7			3237	2329	75
TOT ASGD UNITS	5695	6034	560		95		7			6746	6063	84
Hq Sq 2d AF	375	361	20		5					386	365	6
46th Comm Sq	131	132	14		1					147	135	
Hq 4th Air Div	7	3								3	7	
2d Recon Tech Sq	340	313	16							329	301	
1239-3 AACCS	106	105	1		4					110	34	3
25th Weather Sq	40	52	1		12					65	49	
3d Strat Spt Sq	258	265	11							276	267	
2d Alt Chamber	11	9								9	3	
TOT TENNANT UNITS	1268	1245	63		22					1330	1216	9
AGGREGATE	6963	7329	623		117		7			8076	7279	93

STATISTICAL SERVICE OFFICE
805TH AIR BASE GROUP
Barksdale Air Force Base

SUBJECT: Semi-Monthly Strength Report as of 1 May 1954

OFFICERS

ORGN	AUTH	W/M	ASGD	N/M	ASGD	W/F	ASGD	TOT	ASGD	PFD	ATCH
Hq Sq 301st Bomb Wing	45	44						44	38		
32nd Bomb Sq	65	55						55	44		
352nd Bomb Sq	65	57						57	48		
353rd Bomb Sq	65	58						58	48		
301st A R Sq	85	93		1				94	91		
301st A & E Sq	13	10						10	10		
301st Fld Maint Sq	7	7						7	6		
301st Per Maint Sq	5	3						3	3		
301st Avn Sq	15	10						10	10		
301ST BOMB WING TOT	365	337		1				338	293		
Hq Sq 376th Bomb Wing	60	71						71	45		
512th Bomb Sq	65	56						56	37		
513th Bomb Sq	65	58						58	40		
514th Bomb Sq	65	56						56	50		
376th A R Sq	85	92		1				93	83		
376th A & E Sq	13	11						11	9		
376th Fld Maint Sq	7	6						6	5		
376th Per Maint Sq	5	5						5	5		
376TH BOMB WING TOT	365	355		1				356	274		
Hq Sq 805th ABG	55	51				1		52	44	4	
805th Supply Sq	16	13						13	12		
805th Mtr Veh Sq	5	3						3	3		
805th Air Police Sq	13	11						11	10		
805th Inslt Sq	3	5						5	10	5	
805th Food Svs Sq	5	5						5	4		
805th Opns Sq	30	29						29	23		
4230th USAF Hosp	27	16				6		22	15		
301st TAC Hosp	27	14		1		9		24	22		
376th TAC Hosp	27	10				9		19	19		
745th AF Band	1	1						1	1		
27th WAF Sq	1					1		1	1		
805TH AIR BASE GROUP	216	158		1		26		185	164	9	
TOT ASGD UNITS	946	850		3		26		879	736	9	
Hq Sq 2d AF	219	199				3		202	167	2	
46th Comm Sq	7	7						7	6		
Hq 4th Air Div	10	14						14	9		
2d Recon Tech Sq	63	41						41	39		
1949-3 AACB	9	3						3	3		
25th Weather Sq	12	14						14	11		
3d Strat Spt Sq	64	68						68	66		
2d Alt Chamber	1	1						1	1		
TOT TENNANT UNITS	385	347				3		350	302	2	
AGGREGATE	1331	1197		3		29		1229	1038	11	

STATISTICAL SERVICE OFFICE
805TH AIR BASE GROUP
Barksdale Air Force Base

SUBJECT: Semi-Monthly Strength Report as of 30 May 1954 AIRMEN

ORGN	AUTH	W/M	ASGD	N/M	ASGD	W/F	ASGD	N/F	ASGD	TOT	PDF	ATCH
Hq Sq 301st Bomb Wing	107	121		3						124	107	
32nd Bomb Sq	105	112		3						115	97	
352nd Bomb Sq	105	110		4						114	100	
353rd Bomb Sq	105	110		5						115	98	
301st A R Sq	220	220		11						230	221	2
301st A & E Sq	339	347		8						355	305	
301st Fld Maint Sq	359	372		24						396	350	
301st Per Maint Sq	150	124		2						176	123	
301st AVN Sq	33	9								9	7	
301ST BOMB WING TOT	1539	1533		60						1593	1400	2
Hq Sq 376th Bomb Wg	117	140		6		1				153	134	
512th Bomb Sq	105	149		3						152	144	
513th Bomb Sq	105	145		6						152	144	
514th Bomb Sq	105	145		6						151	143	
376th A R Sq	220	255		9						265	227	
376th A & E Sq	301	302		7						309	342	
376th Fld Maint Sq	303	421		31						452	409	
376th Per Maint Sq	150	172		7						179	167	
376th BOMB WING TOT	1542	1717		75		1				1693	1710	
Hq Sq 805th A B Gp	216	305		31		30		3		435	415	51
805th Supply Sq	300	401		37		10		3		441	399	2
805th Mtr Veh Sq	177	250		30						230	252	
805th Air Police Sq	410	329		47		1				377	324	2
805th Instl Sq	317	273		70		3				354	286	
805th Food Svs Sq	300	325		1						406	361	1
805th Opns Sq	330	523		30		23		1		577	500	11
4230th USAF Hosp	41	20		14		17				51	44	0
301st TAC Hosp	90	67		14						101	67	
376th TAC Hosp	90	70		14						64	75	
745th AF Band	34	30		2						32	29	
27th WAF Sq	3					4				4	4	
805TH AIR BASE GROUP	2500	2611		400		94		7		3190	2704	73
TOT ASGD UNITS	5529	6031		543		95		7		6076	5570	75
Hq Sq 2d AF	375	357		19		5				391	369	6
46th Comm Sq	131	129		13		1				143	123	
Hq 4th Air Div	7	9								9	7	
2d Recon Tech Sq	340	301		17						318	306	4
1929-3 AACCS	106	101		1		4				106	93	2
26th Weather Sq	40	53		1		12				66	64	1
2d Strat Spt Sq	250	253		11						274	262	
2d Alt Chamber	11	9								9	9	
TOT TENANT UNITS	1260	1222		62		22				1306	1236	13
AGGREGATE	6789	7253		605		117		7		7902	6314	88

STATISTICAL SERVICE OFFICE
805TH AIR BASE GROUP
Barksdale Air Force Base

SUBJECT: Semi-Monthly Strength Report as of 30 May 1954 OFFICERS

ORGN	AUTH	W/M ASGD	N/M ASGD	W/F ASGD	TOT ASGD	PFD	ATCH
Hq sq 301st Bomb Wing	45	45			45	32	
32nd Bomb Sq	55	55			55	40	
352nd Bomb Sq	55	57			57	45	
353rd Bomb Sq	55	57			57	44	
301st A R Sq	5	92	1		93	70	
301st A & E Sq	13	10			10	10	
301st Fld Maint Sq	7	6			6	4	
301st Per Maint Sq	5	3			3	1	
301st Avn Sq	15	29			29	25	
301ST BOMB WING TOT	305	394	1		355	271	
Hq Sq 376th Bomb Wing	60	73			73	55	
512th Bomb Sq	55	57			57	44	
513th Bomb Sq	55	51			51	55	
514th Bomb Sq	55	55			55	40	
376th A k Sq	55	59	1		90	55	
376th A & E Sq	13	15			15	13	
376th Fld Maint Sq	7	6			6	4	
376th Per Maint Sq	5	5			5	5	
376th BOMB WING TOT	355	351	1		352	211	
Hq S 805th A B Gp	50	52		1	53	43	4
805th Supply Sq	15	12			12	12	
805th Mtr Veh Sq	5	3			3	3	
805th Air Police Sq	13	14			14	14	
805th Instl Sq	5	5			5	10	
805th Food Svs Sq	5	4			4	3	
805th Opns Sq	2	30			30	23	
4230th USAF Hosp	27	12		5	17	15	
301st TAC Hosp	27	13	1	10	24	24	
376th TAC Hosp	27	12		9	21	13	
745th AF Band	1	1			1	1	
27th WAF Sq	1			1	1	1	
805TH AIR BASE GROUP	215	150	1	20	105	170	10
TOT ASGD UNITS	945	873	3	25	902	700	10
Hq Sq 2d AF	219	200		20	203	170	10
46th Comm Sq	7	7		3	7	7	2
Hq 4th Air Div	10	10			12	12	
2d Recon Tech Sq	53	42			35	35	1
1919-3 AACCS	9	3			3	3	
26th Weather Sq	12	14			12	12	
3d Strat Spt Sq	64	63			65	65	
2d Alt Chamber	1	1			1	1	
TOT TENANT UNITS	305	351		3	354	313	3
AGGREGATE	1331	1224	3	29	1256	1021	13

This Special Order consists of one (1) paragraph...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

19 April 1954

SPECIAL ORDERS)
NUMBER 58)

1. Ea of the fol named ann is rel fr asgmt Hq 301st Bomb Wg
SAC, this sta, Pasgd 301st Arm & Elect Maint Sq, SAC, this sta,
EDCSA: 22 Apr 54.

GR, NAME & AFSN

S SGT	HARLEY D. GRINGERICH	AF18290062
S SGT	JACK V. ROUSE	AF14047160
S SGT	RALPH L. STENART	AF35780927
A/2C	LLOYD V. ANTEAU	AF16439355
A/2C	LOUIS J. BRILF	AF18433639
A/2C	FRANCIS M. BRISKIE	AF13452135
A/2C	WESLEY D. FORBES	AF14476517
A/2C	RAYMOND J. HAMMES*	AF16421269
A/2C	THOMAS J. HARRISON	AF11254698
A/2C	CHARLES E. JACOBS	AF11252632
A/2C	JOEL L. MURRAY	AF18415027
A/2C	PAUL F. ROSS JR	AF11075493
A/2C	PAUL D. WARREN	AF15506419
A/3C	CARL E. BARRELL	AF13478851
A/3C	HENRY BLEDSOE	AF18448305
A/3C	WILLIAM J. PURKE	AF16440169
A/3C	OMER N. CHAGNON	AF15498107
A/3C	ROBERT D. CHORUBY	AF19463608
A/3C	WAYNE H. DAVIS	AF11236773
A/3C	RICHARD N. DEBONA	AF13465944
A/3C	FRED R. EHSWILLER JR	AF14463072
A/3C	CECIL E. FRANCISCO JR	AF12437065
A/3C	ROBERT E. JONES	AF12429680
A/3C	ROOSEVELT HARVELL	AF13454857
A/3C	PATRICK T. KEALEY	AF18436283
A/3C	DALE R. KILLION	AF16446706
A/3C	ROBERT KNUDSHOLT	AF12445689
A/3C	RUDOLPH H. LAISSLE	AF12440343
A/3C	IRA G. LAMERIGHT	AF18435969
A/3C	CURTIS E. LANSON	AF18435820
A/3C	JOHN T. LINEBAUGH	AF23943280
A/3C	ISAAC R. MILLS	AF13459253

9

Par 1 SO 58, Hq 301st Bomb Wg, BAFB, La, dtd 19 Apr 54, CONT'D...

A/3C	JOHN V. MISCHLER	AF13466511
A/3C	LYNROWE MUCKELRATH	AF14447329
A/3C	ROBERT E. NOWLIN	AF18411188
A/3C	ANTHONY R. PAOLO	AF13471753
A/3C	ROY L. PITTS	AF15498111
A/3C	THOMAS R. PILEY	AF19460339
A/3C	DONALD L. SMITH	AF18429837
A/3C	GEOFFREY R. SMITH	AF15509504
A/3C	KENNETH D. STAUFFER	AF17329073
A/3C	ALBERT L. STEIGLER JR	AF12441589
A/3C	ROBERT J. TANIS	AF16426815
A/3C	BRUNO TRUJILLO	AF17388423
A/3C	LLOYD A. WEAVER	AF13460021
A/3C	LARRY W. WORTHY	AF18432888

BY ORDER OF THE COMMANDER

OFFICIAL:

CLARENCE H. GARRISON
 Captain, USAF
 Adjutant

Clarence H. Garrison
 CLARENCE H. GARRISON
 Captain, USAF
 Adjutant

DISTRIBUTION "B" PLUS

138 - Hq Sq
 46 - 3&E

This Special Order Consists of per 1 thru 11 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SIC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 59)

20 April 1954

1. IT COL JAMES O. OLDSBY AOB35501, 301st Fld Maint Sq, SAC, this sta, is granted 7 days ord lv off o/a 26 Apr 54. Add on lv: 108 Sh' Fort Hood, BAFB, La UCMR proper orgn & sta. AUTH: AFR 39-22.
2. A/1C EDDIE W. HEMMIS AF17263240 is rel fr asgt Hq Sq 301st Bomb Wg (M) SAC this sta; reassgd 301st Armt & Elect Maint Sq, SAC this sta, rept NLT 24 Apr 54, w/EDCSA 24 Apr 54.
3. A/1C HERMIT J. HULSEY AF14223372 having been as fr 6403d Pers Proc Sq, FEMF, APO 959 to this Hq, SAC, this sta, per per 12, SO 93, dtd 3 Apr 54, is further asg 301st TAC Hosp Sq, SAC, this sta w/EDCSA: 1 May 54.
4. A/2C JAMES E. FRANKLIN AF18412562 having been asg fr Hq, 13th Air Force, APO 74, to this Hq, SAC, this sta, per per 1, SO 56, 17 Mar 54, is further asg 301st Fld Maint Sq, SAC, this sta, w/EDCSA: 1 May 54.
5. A/1C RICHARD F. FENZEL AF16313480, having been asg fr 6403d Pers Proc Sq, FEMF, APO 959 to this Hq, SAC, this sta, per per 3, SO 86, 27 Mar 54, is further asg 301st TAC Hosp Sq, SAC, this sta, w/EDCSA: 23 Apr 54.
6. A/2C PETER E. MARONEY AF12353006, having been asg fr Hq, 13th Air Force, APO 74, to this Hq, SAC, this sta, per per 2, SO 57 18 Mar 54, is further asg to 301st Fld Maint Sq, SAC, this sta, w/EDCSA: 1 May 54.
7. A/1C HARRY J. NOSSEK, AF11210110 having been asg fr 6403d Pers Proc Sq, FEMF, APO 959, to this Hq, SAC, this sta, per per 2, SO 86, 27 Mar 54, is further asg 301st TAC Hosp Sq, SAC, this sta, w/EDCSA: 23 Apr 54.
8. A/2C JACKSON L. EDELY AF16379096, having been asg fr Hq, 13th Air Force, APO 74, to this Hq, SAC, this sta, per per 1, SO 56, 17 Mar 54, is further asg 301st Fld Maint Sq, SAC, this sta, w/EDCSA: 1 May 54.
9. UP AFR 39-29, the fol named man is prom to the gr indicated w/dt rank fr 1 Apr 54. AUTH 2/AFPM 4300, dtd 29 Mar 54.

TO S/SGT (TEMP)

A/1C WILLIAM P. LEEDS AF18357495 RegAF

SO 59, Hq 301st Bomb Wg, B/AFB, La, 20 Apr 54, CONT'D...

10. The fol-named offs, USLF, are rdld fr dy & asgmt w/Hq Sq 301st Bomb Wg (1), SAC, this sta & rsg to Sas indicated, SAC, this sta for dy. EDCSA: 23 Apr 54, Status: As indicated.

To 352nd Bomb Sq

CAPT ROBERT E. JOHNSON	AO2058209	PFD
1ST LT JEROME E. WECHTER	AO1911623	TTE Wichita AFB Kans

To 353rd Bomb Sq

LT COL FRANK E. BENCHANT	8487A	do
MAJ JAMES M. ANDERSON	16515A	do

11. UP Par 5b (18) AFR 24-1, ea of the fol named org, unit indicated, SAC, this sta, is auth to rat sep fr thair orgn & reside Off-B, cfr VOCcmdr & off'dt indicated:

Gr, Para & FSI & Unit & Eff Dt

A/1C ROBERT R. BLACKWELL JR	AF14373924	301st Avn Sq	15 Apr 54
A/2C BERVIN L. WALLACE	AF14460465	do	16 Apr 54

BY ORDER OF THE COMMANDER:

OFFICIAL:

CLIFFENCE H. GARRISON
Captain, USAF
Adjutant

Cliffence H. Garrison
CLIFFENCE H. GARRISON
Captain, USAF
Adjutant

DISTRIBUTION: "B" PLUS:

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1 cy F2 - 301st ABE Sq
3 cys F3 - Hq Sq
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3 cys F4 - Hq Sq
1 cy F4 - 301st Fld Maint Sq
3 cys F5 - Hq Sq
1 cy F5 - 301st Tact Hosp
3 cys F6 - Hq Sq
1 cy F6 - 301st Fld Maint Sq
3 cys F7 - Hq Sq
1 cy F7 - 301st Tact Hosp
3 cys F8 - Hq Sq
1 cy F8 - 301st Fld Maint Sq
3 cys F9 - 301st Tact Hosp
12 cys F10- Hq Sq
4 cys F10- 352nd Bomb Sq
4 cys F10- 353rd Bomb Sq
6 cys F11- 301st Avn Sq

This Special Order consists of paragraphs 1 to 8 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 60)

21 April 1954

1. SMOB 2 SO 57, cs, this Hq, as pertains to A/IC DONALD E. VONELL, AF18350938, this Hq, SAC, this sta, rsgd to 301st Per Maint Sq, SAC, this sta, as reads, "Report NLT 20 Apr 54", is amnd to read: "Rpt NLT 11 May 54".

2. Par 2 SO 49, cs, this Hq, relating to rsgmt revo of A/2C CHARLES A. RAYNAL, AF16345509, 353rd Bm Sq, SAC, this sta, is revo.

3. A/2C CHARLES A. RAYNAL, AF16345509, is reld from dy and asgmt w/this Hq, SAC, this sta, and rsg to 353rd Bm Sq, SAC, this sta rpt NLT 23 Apr 54. EDCSA: 23 Apr 54.

4. M SGT WILLIAM E. HAMILTON, AF18351200, is rel fr asgmt & dy w/this Hq, SAC, this sta & rsg to 301st Armt & Elect Maint Sq. EDCSA: 23 Apr 54.

5. A/3C RUDOLPH H. LAISSLE, AF 12440243, is rel fr asgmt & dy w/this Hq, SAC, this sta & rsg to 301st Armt & Elect Maint Sq. Rpt NLT 24 Apr 54 w/EDCSA: 24 Apr 54.

6. Ea of the fol-named offs, orgn indicated, SAC, this sta are rel fr atchmt this Hq, SAC, this sta & will rejoin parent orgns indicated, eff: 24 Apr 54.

MAJ	ROBERT O. HOSKINS	14962A	352nd Bm Sq
MAJ	THOMAS R. PAPPAS	11373A	353rd Bm Sq
MAJ	NICHOLAS H. SUTA	6664A	32nd Bm Sq
CAPT	BYRNE E. CROW	AO698828	301st I&E Maint Sq
CAPT	ROBERT W. DUPRAS	AO2076593	353rd Bm Sq
CAPT	DANIEL A. HURLBURT JR	AO781318	352nd Bm Sq
CAPT	WAYNE W. PETERMAN	AO2095050	301st Fld Maint Sq
1ST LT	BRADFORD B. BAILEY	AO2083228	do
1ST LT	STEWART M. GRAHAM	AO1857166	301st Air Rflg Sq
1ST LT	GLENN MITCHELL	AO2082719	301st Per Maint Sq
1ST LT	HOWARD F. FERODIN	AO2222853	301st Air Rflg Sq
1ST LT	WILLIAM S. HARPORD	AO2070977	32nd Bm Sq
CWO	CLOY D. STONEBREAKER	AW2111660	301st Fld Maint Sq
WOJG	NOLAN F. PARSONS	AW2201589	301st I&E Maint Sq

7. S SGT DELOYD F. CUTRER, AF18302587, is rel fr asg w/this Hq, SAC, this sta: asg 301st Armt & Elect Maint Sq, SAC, this sta. Rpt NLT 24 Apr 54. EDCSA: 24 Apr 54.

SO 60, Hq 301st Bm Wg (M), Barksdale AFB, La., dtd 21 Apr 54, cont'd...

8. Par 11 SO 59, cs, this Hq, is revo.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

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This Special Order consists of paragraphs 1 thru 5 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SIC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 61)

22 April 1954

1. CAPT JOHN C. LEWIS, 16283A, 352nd Bm Sq, SAC, this sta, is dsg as Instr Flt on B-47 type acct for the 352nd Bm Sq, 301st Bomb Wing (M), off this date. AUTH: SAC Reg 51-19, dtd 17 Nov 53.
2. Par 5 SO 60, cs, this Hq, pertaining to regnt of A/3C RUDOLPH H. LAISSE, AF12440243, is revd.
3. A/1C JOHN H. JARROT, AF12371752, having been asg fr Hq 4th ADiv, SAC, this sta, to this Hq, SAC, this sta, per Par 8 SO 93, dtd 20 Apr 54, is further asg 301st Fld Maint Sq, SAC, this sta, rpt NLT 23 Apr 54, w/EDCSA: 23 Apr 54.
4. A/3C GEORGE F. CHAMBERS, AF14425602, having been asg fr Hq 4th ADiv, SAC, this sta to this Hq, SAC, this sta, per Par 8 SO 93, dtd 20 Apr 54, is further asg 301st Armt & Elcct Maint Sq, SAC, this sta, rpt NLT 23 Apr 54, w/EDCSA: 23 Apr 54.
5. Ea of the fol-named arn is rel fr asgmt w/this Hq, SAC, this sta & rsg unit indicated, SAC, this sta, rpt NLT 24 Apr 54, w/EDCSA: 24 Apr 54.

Gr, Name & AFSN

Unit Regmt

S SGT	HARVEY L. LEGAN	AF16349700	301st Fld Maint Sq
S SGT	LETTIE F. SCROGGINS	AF17227983	do
A/2C	ERDIE L. DAVIS	AF18348852	do
A/2C	JAMES R. DUNNAN	AF18418861	do
A/3C	JAMES COCK	AF12395827	do
A/3C	BILLY R. DOSTALL	AF15467065	do
A/3C	LEON N. SHARPENSTEEN	AF10293028	do
A/1C	JOSEPH P. HANY	AF16340501	do
A/2C	LEO F. GRADY	AF13444671	do
A/B	LEROY R. PETERSON	AF13446480	do
A/1C	OTIS P. FLOODSCE	AF13323306	301st A & E Maint Sq
A/1C	LEONARD J. GAJEMSKI	AF15358390	do
A/1C	GERALD D. SCRIVNER	AF17290539	do
A/1C	JAMES M. MCLENN JR.	AF18381911	do
A/2C	JAMES R. KING	AF14384224	301st Avn Sq
A/2C	ROBERT L. LANGFORD	AF18283450	301st Air Rflg Sq
A/B	ALAN P. HENDERSON	AF19391843	do
S SGT	DANIEL W. HUGHES	AF18398459	301st Tach Hosp
A/1C	RALPH J. WOLFE	AF16349977	do

SO 61, Hq 301st Bn Wg (M), Barksdale AFB, La., dtd 22 Apr 54, cont'd...

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

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3 cys to 3HS
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This Special Order consists of paragraphs 1 thru 4 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMER 62)

23 April 1954

1. CAPT EDWARD A. WOJCOSKI, A0809793, is reld fr dy & asgmt w/this Hq, SAC, this sta & rsg to 301st Air Rflg Sq, SAC, this sta rpt NLT 25 Apr 54. EDCSA: 25 Apr 54.

2. ESFMO, the fol is confirmed & made a matter of record: VOCmdr 9 April 1954.

The fol-named offs, 352nd Bm Sq, SAC, this sta, are dsg as Lead Crew Mbrs off: 9 Apr 54. AUTH: SAC Reg 50-8, Suppl XVIII Par 4b dtd 30 Nov 53.

Gr. Name & AFSC		Position	Crew No.
CAPT JAMES E. BROCK	A0788628	L/C	L 45
CAPT ANDREW W. KRIEGER	15433A	CP	do
MAJ JAMES P. O'LEARY JR	A0664907	OBS	do

3. M SGT TRIS T. WATKINS, AF6962723, is reld fr asg w/this Hq, SAC, this sta & asg to 301st Air Rflg Sq, SAC, this sta, rpt NLT 28 Apr 54. EDCSA: 1 May 54.

4. Ea of the fol-named arm, having been asg fr Hq 805th AFGp SAC, this sta to this Hq, SAC, this sta, per par 7, SO 94, Hq 4th ADiv, SAC, this sta, dtd 21 Apr 54, are further asg to units indicated, rpt NLT 24 Apr 54 w/EDCSA: 24 Apr 54:

Gr. Name & AFSC		Unit Asgmt
M SGT LEO A. DELAPA	AF6830672	301st A&E Maint Sq
A/2C FRANK J. LASCUCOLA	AF33551203	301st Fld Maint Sq
A/3C ELMER D. SHEPHERD	AF17389486	301st A&E Maint Sq

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

DISTRIBUTION "B" PLUS:

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9 cys to 3E2 6 cys to 3AI
6 cys to 3AR 3 cys to 3FM

This Special Order consists of paragraphs 1 thru 7 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 64)

27 April 1954

1. ESPWO, the FOL is confirmed & made a matter of record:
VOCC 21 Apr 54.

The FOL named OFFS, 352nd BMRON, SAC, this STA, are DSG
as Lead Crew MERS EFF: 21 Apr 54. AUTH: SAC REG 50-8, SUPPL
XVIII PAR 4b DTD 30 Nov 53.

GR.	Name & AFSN	Position	Crew NR
CAPT	JOSEPH B MCREE 16484A	A/C	L 38
1STLT	ROBERT D MYLES A01911721	CP	do
CAPT	THOMAS J WATSON A0707570	OBS	do

2. MSGT FRANK E WIRT, AF39167968, having been ASG from 3417th
STURON, ATRC, Lowry AFB, Colo, to this HQ, SAC, this STA, Per PAR
36 SO 106, HQ 3415th TECH TRNGWG, ATRC, Lowry AFB, Colo, is further
ASG 301st APMT & ELECT MAINT SQ, SAC, this STA, REPT NLT 1 May 54.
EDCSA: 1 May 54.

3. S SGT GEORGE H BALDWIN, AF12018384, having been ASG from
6403rd PERS PROC SQ, FEAF, APO 959, to this HQ, SAC, this STA, Per
LO 130-1, HQ 6403rd PERS PROC SQ, FEAF, APO 959, 17 Apr 54, is
further ASG 301st AREFS, SAC, this STA, REPT NLT 30 May 54.
EDCSA: 6 May 54.

4. A/2C JACK J HUNT, AF16392892, having been ASG from HQ 20th
AF, APO 239, to this HQ, SAC, this STA Per PAR 1 SO 65, HQ 20th AF,
APO 239, 24 Mar 54, is further ASG to 301st FLD MAINT SQ, SAC, this
STA, REPT NLT 25 May 54. EDCSA: 1 May 54.

5. A/B ANTONIO SANTOS JR., AF19249585, having been ASG from
HQ 20th AF, APO 239, to this HQ, SAC, this STA, per PAR 1 SO 65,
HQ 20th AF, APO 239, 24 Mar 54, is further ASG to 301st FLD MAINT
SQ, SAC, this STA, REPT NLT 25 May 54. EDCSA: 1 May 54.

6. A/2C JAMES R KING, AF14384224, is REL from ASGMT 301st
AVN SQ, SAC, this STA, ASG 301st TAC HOSP, SAC, this STA, REPT
NLT 29 Apr 54. EDCSA 1 May 54.

7. A/2C ANTHONY FONTANA, AF12386424, having been ASG from
6403rd PERS PROC SQ, FEAF, APO 959, per PAR 1 SO 92, HQ 6403rd PERS
PROC SQ, FEAF, APO 959, 2 Apr 54, to this HQ, SAC, this STA is
further ASG to 301st FLD MAINT SQ, SAC, this STA, REPT NLT 27 May 54.
EDCSA: 1 May 54.

BY ORDER OF THE COMMANDER:

SO 64 HQ 301BOMWG(M), Barksdale AFB, La., 27 Apr 54, CONT'D...

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

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0077

This Special Order consists of paragraphs 1 thru 4 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 66)

30 April 1954

1. ESPWO, the FOL is confirmed & made a matter of record:
VOCO 18 Mar 54.

The FMO, 32BOMSQ, SAC, this STA are DSG as Lead Crew MERS
EFF: 18 Mar 54. AUTH: SAC REG 50-8, SUPPL XVIII PARA 4b, DTD
30 Nov 53.

GR. Name & AFSCN	Position	Crew NR
CAPT LLOYD F MEYER 145384	A/C	L16 BO
CAPT VERNON M MC GARDLE 40691400	CP	do
CAPT EDWARD J HIGHAM 40682332	OBS	do

2. ESPWO, the FOL is confirmed & made a matter of record:
VOCO 27 Mar 54.

The FMO, 32BOMSQ, SAC, this STA are DSG as Lead Crew MERS
EFF: 27 Mar 54. AUTH: SAC REG 50-8, SUPPL XVIII PARA 4b, DTD
30 Nov 53.

GR. Name & AFSCN	Position	Crew NR
CAPT CARL HINTZE JR 40764308	A/C	LO2AO
MAJ ROBERT B MC KAY 15499A	CP	do
CAPT LEROY M CAMBELL 40765465	OBS	do

3. MSGT HAROLD L MARSTELLAR, APO6955591, is REL from ASG
301 AVN SQ, SAC, this STA: RSG 301 ARMT & ELECT MAINT SQ, SAC,
this STA, REPT NLT 3 May 54. EDCSA: 3 May 54.

4. 1STLT RONALD W SMITH, A0558527, is REL from ASG 301 FLD
MAINT SQ, SAC, this STA: RSG 353BOMSQ, SAC, this STA, REPT NLT
5 May 54. EDCSA: 5 May 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

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This Special Order consists of (2) paragraphs...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 70)

10 May 1954

1. MAJ DAYTON R TAYLOR, 9339A, 352BOMSQ, SAC, this STA,
is DSG INSTR PLT for B-47 type ACFT for 352BOMSQ, SAC, this STA,
EFF this date. AUTH: SAC REG 60-7, PARA 5e, DID 8 Aug 52.

2. M SGT HAROLD L MARSTELLER, AF06955591, is PEL from
ASG 301 WAMP & ELECT MAINT SQ, SAC, this STA: RSG to this HQ,
SAC, this STA, REPT NLT 10 May 54. EDCSA: 13 May 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

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This Special Order consists of (2) paragraphs...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 71)

13 May 1954

1. ESPWO, the FOL is confirmed & made a matter of record.
VOCO 8 May 54.

MAJ RICHARD S ZUBER, 13593A, 32BOMSQ, SAC, this STA is DSG INSTR
FLT Examiner on B-47 type ACFT for 301BOMWG, SAC, this STA. EFF.
8 May 54. AUTH: BAFB REG 50-4, DTD 11 Sep 53. WICE, CAPT WESLEY L
FRY JR, A0828141.

2. A/IC MALCOLM J FARR, AF18408375, is REL from ASGMI this HQ,
SAC, this STA: RSG 35BOMSQ, SAC, this STA, REPT WLT 14 May 54.
EDCSA: 14 May 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 72)

18 May 1954

This Special Order consists of paragraphs 1 to 13 inclusive.
Classified paragraphs: NONE.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CLARENCE H. GARRISON
Captain, A3SAP
Adjutant

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

DISTRIBUTION:

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0081

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 72)

18 May 1954

EXTRACT

1. PARA 4, 5, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, SO 23,
this HQ, CS, are REVO.

2. ESPMO, the FOL is confirmed & made a matter of record:
VOCC 17 May 54.

The FOL named crews, 301BOMWG, SAC, this STA, are DSG KC-97
Test Crews for the 301BOMWG (M), EFT: 17 May 54. AUTH: T.O. 01-1-300,
SAC Manual 66-12, DTD Nov 52 & 301BOMWG (M) REG 60-2, DTD Jan 54.

GR.	Name & AFSN		Position
CAPT	GARNER E BROWN	AO764200	AC
1STLT	LAWRENCE B GORDON	AO2223842	CP
1STLT	LUDWELL K WALKER	AO703832	N
TSGT	WILLIAM A RAUSIN	AF18193072	FE
SSGT	WALTER S BOTELER	AF18301001	RO
SSGT	JOHN E DITTRICH	AF16374926	IM
SSGT	WILFRED L BENNETT	AF37243668	BO
CAPT	CLIFFORD C RUSHING	AO2067246	AC
1STLT	STUART B ALFRED	AO2222903	CP
CAPT	JAMES E GORDON JR.	AO2008652	N
MSGT	ELMER W MADINGILL	AF14014584	FE
A/IC	HAROLD J WEBB	AF23014637	RO
A/IC	SOLOM E VARDAYIS	AF12375545	IM
TSGT	J C YORK	AF13234627	BO
CAPT	HENRY R SAMPSON	AO678333	AC
1STLT	WILLIAM J GRIFFITH	AO2223845	CP
CAPT	JOHN B WHELLIS JR	AO683884	N
MSGT	GEORGE SWEEDAR	AF6997468	FE
A/IC	ALFRED D EFAW	AF19399566	RO
SSGT	WAYNE M SOUDER	AF15257258	IM
SSGT	JOHN W KLINE	AF15281532	BO
CAPT	PAUL A ACKEBERG	AO758281	AC
1STLT	DANIEL E FLANDERS	AO1852333	CP
CAPT	LLOYD G ROBSON	AO738578	N
MSGT	ALBERTIS E LLEPER	AF37684185	FE
SSGT	JAMES D RATCLIFFE	AF11183644	RO
A/IC	JOE T AUSTIN	AF14441896	IM
TSGT	WALTER J COLLYER JR	AF32804322	BO
CAPT	CARLOS B HARMON	AO2082693	AC

SO 72 HQ 301BOMWG (M), Barksdale AFB, La., 18 May 54, CONT'D...

3. ESPWO, the FOL is confirmed & made a matter of record:
VOCC 17 May 54.

The FMO, SQ indicated, SAC, this STA, are DSG INSTR FLT
Examiners on B-47 type ACFT for the 301BOMWG (M). EFF: 17 May 54.
AUTH: BAFB REG 50-4, DTD 11 Sep 54.

GR.	Name & AFSN		Squadron
LTCOL	WILLIAM B COLSON	7778A	352BOMSQ
LTCOL	RICHARD E BANTON	9910A	Hq, Sq
MAJ	WILLIAM R GOADE	14552A	32BOMSQ
MAJ	RICHARD S ZUBER	13593A	do
CAPT	CARL HINTZE JR	40764308	do
MAJ	KENNETH A KRIG	40720271	352BOMSQ
MAJ	DONALD H MERTEN	7741A	do
CAPT	CLYDE W COUNTRY	16231A	353BOMSQ
CAPT	GEORGE B FAIRBANK	15354A	do
MAJ	WAYNE D MORGAN	14722A	do

4. ESPWO, the FOL is confirmed & made a matter of record:
VOCC 17 May 54.

The FOL named crews, SQ indicated, SAC, this STA, are DSG
Safety of FLT Stand Crews on B-47 type ACFT for 301BOMWG (M).
EFF: 17 May 54. AUTH: SAC REG 51-19, DTD 17 Nov 53.

GR.	Name & AFSN		Squadron	Position
MAJ	WILLIAM R CHARLESWORTH	8869A	32BOMSQ	AC
1STLT	GEORGE W BERLINER	40939425	do	CP
MAJ	SAMUEL T BATTALIO	7079A	do	OBS
MAJ	JAMES D DOUGLAS JR.	11688A	do	AC
CAPT	RICHARD F HAZELTON	40731580	do	CP
MAJ	JACK P RICHARDSON	40730296	do	OBS
CAPT	PAUL P TAYLOR	1660A	352BOMSQ	AC
1STLT	HAROLD J SHIRLEY	18538A	do	CP
CAPT	RANDALL W FEMMERS	40934741	do	OBS
CAPT	JOHN C LEWIS	16233A	do	AC
CAPT	JOHN C MOAK	402045135	do	CP
MAJ	OSCAR L BLACK	404271121	do	OBS
CAPT	RUSSEL E HODGE	40634867	353BOMSQ	AC
1STLT	ROBERT W DUFRAS	402078593	do	CP
CAPT	DARREL D STANSBERRY	402084445	do	OBS

BY ORDER OF THE COMMANDER

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

DISTRIBUTION "B" PLUS:

3 cys to 3HS; 27 cys to 3B1; 24 cys to 3B2; 15 cys to 3B3;
87 cys to 3AR

0083

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 72)

18 May 1954

EXTRACT

5. ESPWO, the FOL is confirmed and made a matter of record:
VOCO 17 May 1954.

The FOL named crews, Sq indicated, SAC, this STA, are DCG
as B-47 Test FLT Crews for 301BOMW (M). EFF: 17 May 54. AUTH:
T.O. 01-1-300 & SAC Manual 66-12, DTD Nov 52.

<u>GR.</u>	<u>Name & AFSN</u>		<u>Squadron</u>	<u>Position</u>
MAJ	KENNETH A KRIG	40720271	352BOMSQ	AC
CAPT	JULIUS D CURTIS	16475A	do	CP
MAJ	ALBERT L BEAUS	40762064	do	OBS
MAJ	HARRY W FIELD	40740391	do	AC
CAPT	JOHN F DENT	17850A	do	CP
CAPT	JACK S NEAL	40739046	do	OBS
CAPT	JOHN C LEWIS	16283A	do	AC
CAPT	JOHN C MOKK	4085455135	do	CP
MAJ	OSCAR L BLACK	40427121	do	OBS
CAPT	PAUL F TAYLOR	16660A	do	AC
1STLT	HAROLD J SHIRLEY	18538A	do	CP
CAPT	RANDALL W PENNRESS	40934771	do	OBS
CAPT	JOHN W HELMS	40828713	353BOMSQ	AC
MAJ	MONROE H MILLER	12922A	do	CP
MAJ	NORBERT A ZWICKE	12878A	do	OBS
MAJ	WALTER L ABBOTT	40737692	Hq Sq	AC
MAJ	WAYNE D MORGAN	14722A	353BOMSQ	AC
CAPT	HOWARD H BOYLES	40535776	do	CP
MAJ	GEORGE A PUCILOWSKI	6037A	do	OBS
CAPT	THOMAS S PEARSON	40754667	do	AC
MAJ	ROBERT H OTTMAN	40725345	do	CP
CAPT	LOY A MC GOWEN	402086552	do	OBS
MAJ	RICHARD S ZUBER	13593A	32BOMSQ	AC
CAPT	FRANKLIN D BLANTON	21158A	do	CP
CAPT	GAROLD GENUING	40759798	do	OBS
MAJ	WILBUR F KESTING	40817226	do	AC
MAJ	ELTON R STULTING	12144A	do	CP
CAPT	OTIS K TICHENOR	402065656	do	OBS
CAPT	CARL HINTZE JR	40764308	do	AC
MAJ	ROBERT B MC KAY	15499A	do	CP
CAPT	IMROY M CAMPBELL	40765465	do	OBS
MAJ	HAROLD L SWANLSON	40699911	do	AC
CAPT	KENTON H TRIMBLE III	40733378	do	CP
MAJ	CLARENCE P GICEL	11142A	do	OBS
MAJ	CHARLES D HUCKELBERRY	40669726	Hq Sq	AC

SO 72 HQ 301BOMWG (M), Barksdale AFB, La., 18 May 54, CONT'D...

6. ESPWO, the FOL is confirmed & made a matter of record:
VOCC 17 May 54.

The FNO, 301ARFES, SAC, this STA, are DSG as INSTR FLT
Examiners on KC-97 type ACFT for the 301BOMWG (M), EFF: 17 May 54.
AUTH: AFR 60-2, DTD 24 Nov 52.

CAPT	GARNER E BROWN	40764200
CAPT	CHARLES B LONGSHORE	40718693
CAPT	ALBERT J BOLSTER	40753185
CAPT	THOMAS W PODBESEK	40837356

7. ESPWO, the FOL is confirmed & made a matter of record:
VOCC 17 May 54.

The FNO, 301ARFES, SAC, this STA, are DSG as Stand Crew
KC-97 type ACFT for the 301BOMWG (M), EFF: 17 May 54. AUTH: SAC
REG 51-4, DTD 12 Nov 52.

GR.	Name & AFSN	Position
CAPT	CHARLES B LONGSHORE 40718693	AC
CAPT	WALTER A MERRITT 24372A	N
MSGT	WALTER F COLLINS AF18025442	FE
A/IC	ALDACE G CROW AF16372472	RO
TSGT	JOSEPH C GIMEEL AF33786198	BO

8. PARA 2 SO 71, this HQ, CS, PERT to RSG of A/IC MALCOLM J
FARR, AF18408375, to 353BOMSQ, SAC, this STA, with EDCSA: 14 May 54,
is REVO.

9. A/IC MALCOLM J FARR, AF18408375, is REL from ASGMT this HQ,
SAC, this STA, RSG 353BOMSQ, SAC, this STA, REPT NLT 21 May 54.
EDCSA: 21 May 54.

10. SNOP 2 SO 70, this HQ, CS, as reads "MSGT HAROLD L MARSTELLAR,
AF06955591", IATR "MSGT HAROLD L MARSTELLAR JR, AF6955591".

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

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36 cys to 3B2
30 cys to 3B3
27 cys to 3AR

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 72)

18 May 1954

EXTRACT

11. ESPWO, the FOL is confirmed & made a matter of record:
VOCO 17 May 54.

The FNO, SQ indicated, SAC, this STA, are DSG as INSTR PLTS
on B-47 type ACFT for 301BOMWG (M), EFF: 17 May 54. AUTH: SAC REG
51-19, DTD 17 Nov 54.

<u>GR. Name & AFSN</u>	<u>Squadron</u>
MAJ. WILLIAM R CHARLESWORTH 8869A	32BOMSQ
CAPT WESLEY L FRY JR A0828141	do
MAJ WILLIAM R GOADE 14552A	do
MAJ JAMES D DOUGLAS JR 11688A	do
MAJ KENNETH A KRIG A0720271	352BOMSQ
MAJ HARRY W FIELD A0740391	do
MAJ DAYTON R TAYLOR 9339A	do
CAPT JOHN C LEWIS 16283A	do
CAPT GEORGE B FARRAR 15354A	353BOMSQ
CAPT JOHN W HELMS A0888713	do
CAPT RUSSELL E HODGE A0684867	do

12. ESPWO, the FOL is confirmed & made a matter of record:
VOCO 17 May 54.

The FNO, SQ indicated, SAC, this STA, are DSG as INFLT
RFLG INSTR PLTS on B-47 type ACFT for 301BOMWG (M), EFF: 17 May 54.
AUTH: SAC REG 60-7, DTD 30 Oct 52.

<u>GR. Name & AFSN</u>	<u>Squadron</u>
CAPT WESLEY L FRY JR A0828141	32BOMSQ
MAJ HAROLD L SWANAGON A0699911	do
MAJ KENNETH A KRIG A0720271	352BOMSQ
MAJ HARRY W FIELD A0740391	do
MAJ KENNET R VAN ZANDT 16,96A	do
CAPT GEORGE B FARRAR 15354A	353BOMSQ
CAPT JOHN W HELMS A0888713	do
CAPT WILLIAM H PERKINS 16598A	do

SO 72, HQ 301BOMWG (M), Barksdale AFB, La., 18 May 54, CONT'D...

13. ESFWO, the FOL is confirmed & made a matter of record:
VOCO 17 May 54.

The FOL named crews, 301ARFES, SAC, this STA, are DSG as
INSTR Crews on KC-97 type ACFT for 301BOMWG (M), EFF: 17 May 54.
AUTH: SAC REG 60-7, DTD 30 Oct 53.

<u>GR. Name & AFSH</u>	<u>Position</u>
LTCOL BERRY P THOMPSON	IN
1STLT ALBERT E STEWART	IET
CAPT CHARLES B LONGSHORE	IP
CAPT WALTER A MERRITT	IN
MSGT WALTER F COLLINS	IET
A/1C ALDACE G CROW	IRO
TSGT JOSEPH C GIMBLE	IBO
SSGT ELLIS O ROBERTS	IBO
CAPT THOMAS W FODBESEK	IP
CAPT LLOYD V HERMANSKI	IN
MSGT CLAIR W BORG	IET
TSGT WILLIAM C CHARLES	IRO
TSGT JOE W CREECH	IBO
CAPT ALBERT J BOLSTER	IP
CAPT WILLIAM D MC SWEEN	IN
TSGT ROBERT B GRIFFIN	IET
SSGT PAUL L DELAUNE	IBO
SSGT GROVER C MARTIN	IBO

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

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18 cys to 3B3
54 cys to 3AR

This Special Order consists of two (2) paragraphs...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 74)

21 May 1954

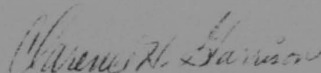
1. MAJ HERBERT DEAN, AO801585, is REL from ASG this Hq, SAC, this STA & RSG to 301 PER MAINT SQ, SAC, this STA, REPT upon COMPL of TDY for DY as SQ COMDR. EDCSA: 24 May 54.

2. MSGT LIVERNE E DENLER, AF6871123, having been ASG to this Hq, SAC, this STA, by PARA 1 SO 120, HQ 4676th Air DEPGRU (ADC), Grandview AFB, MO., DTD 17 May 54, is further ASG to 301 ARMT & ELECT MAINT SQ, SAC, this STA, REPT NLT 2 Jun 54. EDCSA: 23 May 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CLARENCE H. GARRISON
Captain, USAF
Adjutant



CLARENCE H. GARRISON
Captain, USAF
Adjutant

DISTRIBUTION "B" PLUS:

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This Special Order consists of paragraphs 1 thru 4 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 75)

27 May 1954

1. EA of the FMA are AMD PERM GR W/DOR as INDC. AUTH: AFR 39-29.

<u>GR, Name & AFSN</u>	<u>PERM GR TO BE AMD</u>	<u>DOR</u>
TSGT ELMER G HUGHES	AF6994010	TSGT 16 Feb 51
TSGT ROY L TOWNSEND	AF15098509	TSGT 1 Aug 52
TSGT RALPH D WALLEY	AF19049842	SSGT 10 Sep 51
TSGT CHARLES P MAY	AF38403677	TSGT 17 Mar 53
MSGT FRANK S BUIE	AF6393566	MSGT 5 Apr 52
MSGT ANDREW P OMASTA	AF6664028	MSGT 19 Sep 51
MSGT THOMAS L PIERCE	AF14043671	TSGT 19 Sep 51
TSGT BOB J TREADWELL	AF18115700	TSGT 1 Aug 52
TSGT MILTON A PATTON	AF14339051	TSGT 1 Oct 52
MSGT WILLIS M ASHLEY	AF14031884	MSGT 14 Jul 51
SSGT WINTON W HOWELL	AF35529352	SSGT 16 Feb 52
SSGT LUNA E MC CRORY	AF14299849	SSGT 23 Jan 52
SSGT RALPH L STEWART	AF35780927	SSGT 1 Mar 52
TSGT ROBERT R SWORDS	AF16018440	TSGT 1 Mar 52
MSGT DONALD D JAEGER	AF17121356	TSGT 17 Feb 51
MSGT TRIS T WATKINS	AF6962723	TSGT 14 Jul 51
TSGT WILLIAM C CHARLES	AF6977484	TSGT 17 May 54
TSGT AUBREY L CORBETT	AF38314134	TSGT 19 Jun 51
TSGT ALVIN B FRY	AF17240225	SSGT 12 Jul 51
TSGT JAMES F BARNER	AF14241895	TSGT 19 Mar 52
TSGT EDWARD C HUFF	AF6671851	TSGT 14 Sep 51
TSGT JOSEPH R MAZZAFERO	AF12008043	TSGT 17 May 51
TSGT HAROLD S OSBORNE	AF15019168	TSGT 19 Nov 51
SSGT HUGH W FILCHER	AF34448133	SSGT 1 Jun 52
TSGT PAUL W RITTENHOUSE	AF33245587	TSGT 1 Apr 52
TSGT JOHN A WALLIS	AF4984178	TSGT 1 May 52
SSGT JOHN L GASPARD	AF14022322	SSGT 1 Aug 52
SSGT FREDDIE L SHABLIEN	AF14275057	SSGT 1 Aug 52
SSGT JESS L SLOAN	AF20870794	SSGT 14 Aug 52
MSGT HARRY E CONNELIUS	AF14028156	TSGT 7 Feb 51
MSGT WILLIAM C FURRY	AF19044387	TSGT 14 Feb 51
MSGT BOYCE O YATES	AF6239377	MSGT 18 Aug 51
TSGT MOSES ASPINALL	AF6125504	TSGT 19 Feb 51
TSGT WILLIAM W HENSLEY	AF18421575	TSGT 29 Sep 52
TSGT CHARLES R MARTIN	AF14237521	TSGT 7 Jul 51
TSGT ERNIE R MCLEVIS	AF17173768	SSGT 19 Feb 51
TSGT JEWEL F TIREY	AF15409172	SSGT 25 Jul 51
TSGT STERLIN G G UMPENOUR	AF500777	TSGT 1 Dec 52
SSGT JESSIE H BUSH	AF1822358	SSGT 19 Jun 51
SSGT JOSEPH M GORDON	AF14232198	SSGT 15 Apr 52

SO 75, HQ 301BOWWG (M), Barksdale AFB, La., 27 May 54, CONT'D...

GR, Name & AFSN	AFSN	PLFM GR TO BE AWD	DCR
SSGT PAUL N GRAY	AF33991204	SSGT	19 Sep 51
SSGT KENNETH C HARTFIELD	AF43048284	SSGT	19 Feb 51
SSGT LOUIS R HERLEVICH	AF18133869	SSGT	19 Feb 51
SSGT ROBERT H LEWIS	AF14273761	SSGT	19 Mar 51
SSGT DARRELL F PIERCE	AF18006481	SSGT	1 Feb 53
SSGT JOSEPH E FRATER	AF33206306	SSGT	16 Dec 51
MSGT JOSEPH P MISLINSKI	AF16298420	SSGT	18 Apr 51

2. ESPO, the FOL is confirmed & made a matter of record:
VOCO 26 May 54.

CAPT DANIEL L COLASUONO, A0558613, 301ARFES, SAC, this STA,
is DSG INSTR Pilot for KC-97 type ACFT for 301BOWWG. EFF: 26 May 54.
AUTH: SAC REG 60-7, 30 Oct 53.

3. EA of the FMA is REL from ASG this Hq, SAC, this STA and
RSG to 301 FLD MAINT Sq, SAC, this STA, REPT NLT 1 Jun 54. EDCSA:
1 Jun 54.

A/2C WILLIAM THILKING AF17358837
A/2C RICHARD L WELSH AF13407676

4. SSGT CHARLES K MCCAWLEY, AF18412562, is REL from ASGNT
this Hq, SAC, this STA, RSG to 353BOMSQ, SAC, this STA, REPT NLT
26 May 54. EDCSA: 1 Jun 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

DISTRIBUTION "B" PLUS:

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3 cys to 3AR
6 cys to 3FM

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, SAC
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 33)

25 May 1954

1. SMOP 5, PERAM 29, this HQ, CS, DTD 28 APR 54, pertaining to LT COL RICHARD E. BARTON, 9910A, is REVO.
2. SMOP 6, PERAM 29, this HQ, CS, DTD 28 APR 54, pertaining to LT COL ELLSWORTH A. POWELL, AC419229, is REVO.
3. SMOP 7, PERAM 29, this HQ, CS, DTD 28 APR 54, pertaining to MAJ JAMES B. PENROD, 12389A, is REVO.
4. MAJ JAMES B. PENROD, 12389A, this HQ, SAC, this STA, is REL from PERS DY & ASG DY as ASST CH of OPS & TNG, EFF 15 May 54. DAFSC 1416.
5. CAPT WILLIAM A. ULRICH, AC2068498, this HQ, SAC, this STA, is REL from PERS DY as WG Munitions OFF & ASG DY as CH of WG SPEC Weapons SEC, DAFSC 1431, EFF 14 May 54.
6. SMOP 1 PERAM 20, this HQ, CS, DTD 23 MAR 54, pertaining to OJT action of S SGT WILLIAM T. COHEA, AF 14386027, 301 FLDMLINTRON, SAC, this STA, is deleted.
7. SMOP 1, PERAM 22, this HQ, CS, DTD 1 APR 54, pertaining to OJT action of S SGT RICHARD N. GELINAS, AF11167504, 301 FLDMLINTRON, SAC, this STA, is deleted.
8. DAFSC of MAJ ERNEST W. LIVERMAN, AC662282, this HQ, SAC, this STA, is changed from 1524B to 1525B, EFF 18 May 54.
9. DAFSC of MAJ ALBERT J. PERETTO, 14863A, this HQ, SAC, this STA, is changed from 1524B to 1525B, EFF 18 May 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

David L. Moffat
DAVID L. MOFFAT
CAPT USAF
WG PERS OFF

BENNETT F. BROWDER
LT COL USAF
DIR of PERS

DISTRIBUTION "B" PLUS
10-3DP
28-3HS
8-3FM

0091

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3AG

21 April 1954

SUBJECT: NCO Club Building Fund Loans and Donations

TO: Commanders
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. Request the following information be furnished this headquarters as soon as possible:

a. NCO's

- (1) Number of NCO's assigned
- (2) Number of NCO's assigned who are members of the NCO Club
- (3) Total amount pledged by NCO Club members
- (4) Total amount pledged by NCO's who are non-members of the NCO Club
- (5) Total amount of pledges collected
- (6) Total amount donated by NCO's

b. Officers

- (1) Number of officers assigned
- (2) Total amount pledged by officers
- (3) Total amount of pledges collected
- (4) Total amount donated by officers

c. Airmen (lower 4 grades)

- (1) Number of airmen making pledge
- (2) Total amount pledged by airmen
- (3) Total amount collected that was pledged by airmen
- (4) Total amount donated by airmen

d. Civilians

- (1) Number of civilians making pledge
- (2) Total amount pledged by civilians
- (3) Total amount collected that was pledged by civilians
- (4) Total amount donated by civilians

2. Request above information be accurate and complete.

Hq 301st Bn Wg (M), SUBJ: NCO Club Bldg Fund, 21 Apr 54, cont'd...

BY ORDER OF THE COMMANDER:

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

0093

HEADQUARTERS 301ST BOMBARDMENT WING (A)
 Parksdale Air Force Base, Louisiana
 210CE, 1 May 1954

OPERATION ORDER)

NUMBER 214-54)

CHARTS AND MAPS REFERENCES: As Required

TASK ORGANIZATIONS:

32nd Bombardment Squadron	Lt/Col C.F. Lowell
352nd Bombardment Squadron	Lt/Col W.B. Colson
353rd Bombardment Squadron	Lt/Col H.F. Gandy
301st Air Refueling Squadron	Lt/Col D.L. Sjodin

1. GENERAL SITUATION: A requirement exists to exercise this Wing collectively, with emphasis on 50-8 requirements in the priority established during the month of May for training.
 - a. Friendly Forces: Omitted.
2. MISSION: To exercise all Squadrons and sections of this Wing in a wing mission, with emphasis on SAC Regulation 50-8 requirements in areas of weakness and or where quantity is desired.
3. TASKS FOR SUBORDINATE UNITS:
 - a. 32nd Bombardment Squadron:
 - (1) Provide 10 aircraft and crews on 7 May 1954.
 - (2) Attack targets as designated in Annex "A".
 - (3) Perform air refueling as outlined in Annex "A".
 - (4) Provide a qualified AC to act as Tower Officer during all landings.
 - b. 352nd Bombardment Squadron:
 - (1) Provide 10 aircraft and crews on 7 May 1954.
 - (2) Attack targets as designated in Annex "A".
 - (3) Perform air refueling as outlined in Annex "A".
 - (4) Provide a qualified AC to act as Approach Control Coordinator at Greater Shreveport Municipal Airport.

c. 353rd Bombardment Squadron:

- (1) Provide 10 aircraft and crews on 7 May 1954.
- (2) Attack targets as designated in Annex "A".
- (3) Perform air refueling as outlined in Annex "A".
- (4) Provide a qualified CO to act as Tower Officer during all take-offs.

d. 301st Air Refueling Squadron:

- (1) Provide 16 aircraft and crews on 7 May 1954.
- (2) Perform air refueling as required in Annex "A".
- (3) Provide a qualified CO to act as Tower Officer during all KC-97 take-offs and landings.

4. GENERAL INSTRUCTIONS:

- a. Route and Timing (see Appendix I to Annex "A")
- b. Tactics where applicable will be in accordance with the SAC Tactical Doctrine.
- c. Air Refueling: Tanker-Bomber ratio will be on a one to two basis transferring 20,000# JP4 fuel to bombers without wing tanks and 25,000# JP4 fuel to bombers with wing tanks and then returning to orbit to pick up a second receiver.
- d. Ammunition: 700 rds of TP 20mm per Bomber aircraft.
- e. Radar scope and vertical cameras will be installed in all Bomber aircraft. Cameras will be operated in accordance with the SAC Tactical Doctrine and SAC Manual 50-13.
- f. Chief of Operations and Training will be responsible for securing altitude reservations.
- g. All flights will be conducted under instrument flight rules.
- h. Fuel loading will be in accordance with Annex "A".

- i. Crews scheduled for this mission will be at the discretion of the Squadron Commander.
 - j. In-flight lunches and messing will be the Squadron responsibility.
 - k. Submitting 175's will be the responsibility of each Squadron Operations.
 - l. Transportation will be available on call at the line water pool.
 - n. The Waste will be carried by all personnel on B-47 aircraft.
5. LOGISTICAL MATTERS: Omitted
6. COMMAND AND COMMUNICATIONS MATTERS:
- a. Gladiolo Control will be the Command Post for the 301st Bomb Wing.
 - b. Communications: See Annex "B".
7. INTELLIGENCE: Omitted

MADE

Annex "A" - Operations
Appendix I - Navigation-Performance
Appendix II - Route Map
Appendix III - Radar and Bombing
Appendix IV - Control Sheet
Appendix V - Air Refueling Control Sheet
Annex "B" - Communications
Attachment I - Position Reporting

DISTRIBUTION

2 - ADM
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20 - 352 B.S.
20 - 353 B.S.
20 - 301 AAS
1 - 3CO
1 - 3DO
3 - ECO
1 - DCI
1 - DOSW
1 - DEN
3 - DOP

OPR ORDER 214-54
Page 3 of 4 pages

0096

OFFICIAL:

S. M. Wilkins
S. M. WILKINS
Colonel, USAF
Director of Operations

CFR ORDER 214-54
Page 4 of 4 pages

0097

KODAK SAFETY FILM

HEADQUARTERS 301ST BOMBARDMENT WING (C)
 Barksdale Air Force Base, Louisiana
 2100Z, 1 May 1954

ANNEX "A" TO OPERATION ORDER)

NUMBER 214-54)

OPERATIONS

1. BRIEFING:

a. General

- (1) Bombardment Crews (including Tanker AC's and Navigators)

1300 CST - 5 May 1954 - 353rd Squadron Briefing Room

- (2) Tanker Crews - At the discretion of the Squadron Commander.

b. Specialized

- (1) Bombardment Crews - Immediately following General briefing.

- (2) Tanker Crews - At the discretion of the Squadron Commander.

c. Weather Briefing

- (1)a) Bombardment Crews: Individual crew briefing 3 hours prior to scheduled take-off at the Base Weather office.

b) A reference Master wind flight plan will be available for Observers at the Base Weather office at briefing.

- (2) Tanker Crews: At the discretion of the Squadron Commander.

d. Interrogation:

Immediately after landing in respective Squadron briefing room.

e. Critique:

1000 CST - 8 May 1954 - 353rd Squadron Briefing Room, for all Bomber crews and all Air Refueling Aircraft Commanders.

2. SCHEDULE:

See Appendix IV Annex "A" for Schedule of Squadron, Position, Take-off Time, Central time at 1st IP and Refueling Orbit time for B-47's.

ANNEX "A" CPO ORDER 214-54
 Page 1 of 5 pages

0098

3. MISSION REQUIREMENTS:

a. Bombardment Crews

Three Radar Camera Attacks (or Visuals if required)

Four Record IBS (Radar or Visual as required)

One Malfunction IBS

Day IFR, 20,000 ft, 20,000# transfer (1-8000# and 2-6000#) 2 of which
are radio silent. For 25000# trf, 1-13000# and 2-6000# trfs.

Radar Electronic Rendezvous

700 rd Gunnery mission

Long Range Cruise Control

Grid Mission

Penetration Letdown

Radar Controlled Approach

GC.

b. Air Refueling Crews

Formation T/C and assembly

Formation, Tactical

Air refueling, 6 transfers, 4 of which are radio silent.

2 Electronic Rendezvous

Letdown

GC.

4. ALTERNATE OR EMERGENCY BASES:

a. Emergency Air Fields

First Priority - Any SAC Base

Second Priority - Any Air Force Base

Third Priority - Any Military Base

Last Resort - Any Air Field

b. Alternates

Lake Charles AFB, La

Smokey Hill AFB, Kan

Carswell AFB, Tex

5. SPECIAL INSTRUCTIONS:

a. Take-off interval will be 10 minutes between Barber aircraft and one minute between Tanker aircraft or as Squadron Commander deems necessary.

b. Air Refueling

(1) Tanker weather: Refueling area will be reconnoitered prior to the arrival of the first receiver.

(2) Any change to location of refueling orbit or altitude, due to weather, will be broadcast over UHF on assigned frequency to all aircraft at frequent intervals.

(3) Base altitude for refueling will be 20,000 ft Pressure Altitude.

(4) Any receiver failing to complete required transfer will depart Tanker at Buffalo, Tex and return direct to Barksdale, to arrive over BAFB with 12,000# fuel remaining.

(5) Tanker Commander and number one tanker in orbit area will have on MIN 11 and 12 equipment prior to rendezvous.

(6) Receiver aircraft will turn on MIN 76 equipment a maximum of 30 minutes from orbit point at altitudes below 34,000 feet.

c. All altitudes will be pressure altitudes (29.92)

6. GUNNERY:

a. Care will be exercised while in the gunnery area to clear area before and during firing both visually and by radar.

b. Firing should be conducted with guns pointed down and away from land.

c. SAFETY PRECAUTIONS: The following safety precautions must be observed:

- (1) The following switches must be "OFF" before and after the gunnery portion of this mission:
 - (a) Gun Safe - Fire Switch
 - (b) Trigger Switch
 - (c) Antenna Control Action Switch
- (2) Firing must terminate at least 5000' from land and all guns will be stowed up and AS system off prior to reaching the coast.

7. RADAR APPROACH:

- a. Each Bomber will accomplish a radar approach as directed by SAC Regulation 50-8.
- b. This approach will only be made under VFR conditions.
- c. In the event of IFR conditions existing at Berkeley upon return, aircraft will perform standard approved jet penetration letdown.
- d. All aircraft will make a GOA upon completion of letdown.

8. GROUND CONTROL: Chief of Operations and Training will be responsible to see that a qualified aircraft commander is in the tower during all take-offs, approaches and landings. The above Section Head will also assure that one AC is present in Approach Control to assist G.M. Officials in the control of 301st Bomb Wing traffic. All personnel involved will be familiar with all phases of this Operation Order.

9. RBS LIAISON: The Wing Staff Observer will be responsible for providing liaison officers at each RBS site except Houston.

WIDE

Appendix I - Navigation - Performance (Flight Plan and Fuel Log)
Appendix II - Route Map
Appendix III - Radar and Bombing
Appendix IV - Control Sheet
Appendix V - Air Refueling Control Sheet

DISTRIBUTION:

Same as CFR ORDER

OFFICIAL:

S. M. Williams
S. M. WILLIAMS
Colonel, USAF
Director of Operations

ANNEX "A" CFR ORDER 21A-54
Page 5 of 5 pages

0102

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
2100Z, 1 May 1954

APPENDIX III TO ANNEX "A")

OPERATION ORDER 214-54)

RADAR AND BOMBING

1. RADAR AND SCOPE PHOTOGRAPHY:

a. General

- (1) G-15 Camera Data cards will be filled out as directed in SAC Manual 50-13.
- (2) Radar scope and Vertical cameras will be installed in all Bomber aircraft.
- (3) Radar route photography will be accomplished as directed in SAC SOP and SAC Tactical Doctrine.
- (4) Cameras will be operated in accordance with applicable SAC directives.

2. BOMB RUN INFORMATION:

- a. Bomb load on all targets will be a simulated 1000# bomb.
- b. Bombing data to be used for all runs will be taken from SHACK tables.

3. TARGET ASSIGNMENT:

- a. All crews will run the same RBS targets and same Camera attack targets using proper DGE for either Radar or Visual camera attacks.

- | | | |
|--|-------------------|---------|
| (1) Memphis, Tenn
(Radar or Visual Camera Attack) | IP - Clarksdale | #2 |
| (2) Kansas City RBS | IP - Windsor | Tgt "K" |
| (3) Oklahoma City RBS | IP - Keggelman AF | Tgt "B" |
| (4) Dallas RBS | IP - Paris, Texas | Tgt "J" |
| (5) Houston RBS
(Radar Malfunction run) | IP - Navasota | Tgt "A" |

APP III, ANNEX "A"
OFR ORDER 214-54
Page 1 of 2 pages

(6) Baton Rouge, La (Rad or Vis Camera attack tgt)	IP - Houma, La	#3
(7) Shreveport, La (Rad or Vis camera attack tgt)	IP - Alexandria	#1
(8) Little Rock PBS	IP - Greenville	Tgt "B"

WAGE

DISTRIBUTION

Same as Opr Order

OFFICIAL:

S. W. Wilkins
S. W. WILKINS
Colonel, USAF
Director of Operations

APP III, ANNEX "A"
OPR ORDER 214-54
Page 2 of 2 pages

0104

HEADQUARTERS, 301ST BOMBARDMENT GROUP (M)
 Barksdale Air Force Base, Louisiana
 2100Z, 1 May 1954

ANNEX "B" TO OPERATION ORDER

NUMBER 214-51

COMMUNICATIONS

1. There will be no special or classified communications procedures involved with this mission.
2. The number 1 or WGA of each group of five aircraft (i.e. #1, #6, #11, #16, #21 and #26) will make all required inflight position reports. Aircraft #30 will close block clearance for Blue Jay Force.
3. While flying over the Gulf of Mexico reports will be relayed thru the nearest CMA facility to New Orleans Oceanic Control.
4. Interplane communications will be on Channel 6, 321.0 CS primary, and Channel 7, 311.0 CS secondary.
5. NAVIGATION CONTROL: (No classified tactics)
 - a. Broadcasts will be made by each WGA over each turning point and IF to give WGA to other aircraft for 10 minute spacing. This spacing will be maintained.
 - b. In the event of tone differentiation on VES, the back up time will be broadcast on VES frequency for aircraft spacing.
 - c. Following are frequencies for VES Sites and hours of operation:

(1) Kansas City	Fri - 256.2	Sec 324.6	Hours - 0800-1100 CST
Oklahoma City	Fri - 304.6	Sec 258.2	Hours - 0930-1530 CST
Dallas	Fri - 256.2	Sec 356.8	Hours - 1000-1600 CST
Houston	Fri - 356.8	Sec 384.6	Hours - 1030-1630 CST
			(Used in conjunction with SES from 1400 to 1700)
Little Rock	Fri - 356.8	Sec 364.6	Hours - 1230-1830
 - (2) HF back up frequency for all VES Sites will be 4270 kcs.

ANNEX "B" TO OPR O 214-51
 Page 1 of 3 Pages

6. TANKER FORCE REFUELING FREQUENCIES:

- a. Tanker - Receiver common frequency will be 311.0 MHz for all Tankers while in orbit area and for all receivers after leaving Little Rock.
- b. Aircraft, Receivers and Tankers, will use the following UHF frequencies for air refueling communications with respect to their individual arrival position at tanker orbit:

<u>Position</u>	<u>Frequency</u>
Acraft #1	364.2 MHz
Acraft #2	341.4 "
Acraft #3	309.2 "
Acraft #4	330.5 "
Acraft #5	360.3 "

- (1) Secondary frequency for refueling will be 311.0, to be used only in the event of communications failure on primary. HF backup frequency will be 4270.
- (2) Tanker Force Commander will insure proper coordination on communications channel with each Tanker - Receiver pair.

c. Rendezvous Settings:

<u>AIRCRAFT POSITION</u>	<u>AFM 76</u>		<u>AFM 12</u>		<u>AFM 11</u>
	<u>Alt</u>	<u>Loc</u>	<u>Alt</u>	<u>Loc</u>	<u>Code</u>
#1	6	8	8	6	3-1
#2	5	7	7	5	3-1
#3	4	6	6	4	3-1
#4	8	5	5	8	3-1
#5	7	4	4	7	3-1

- d. Tanker Task Force Commander and Receiver One tanker in orbit will turn on Rendezvous Equipment 30 minutes prior to scheduled arrival of first receiver.
- e. Receivers will have AFM-76 on "STAND BY" 30 minutes prior to reaching orbit but will not turn them on until 34,000 feet or below.

7. POSITION REPORTING: See Attachment 1 to this Annex.

IDENTIFICATION:

2-1-3
20-301st IS
20-302nd IS
20-303rd IS
20-304th IS
1-300
1-310
1-320
1-330
1-340
1-350
1-360
1-370
1-380
1-390
1-400

OFFICIAL:

E. J. ...
Colonel, USAF
Director of Operations.

ANNEX "B" TO OPR O 211-54
Page 3 of 3 Pages

0107

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

18 May 1954

3DOI

SUBJECT: Rescission of 301st Bomb Wing Regulation 50-3, 12 August 1953

TO: Commander
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. Pending the revision of 2AF Regulation 50-31, subject: "Intelligence Training", dated, 30 December 1953, as amended, the 301st Wing Regulation 50-3, subject: Training; Intelligence Training for Combat Crews, dated 12 August 1953, is rescinded.

2. Intelligence training for combat crews will be scheduled at wing level through the wing monthly ground training schedule until further notice.

3. All organizations will keep records and report accomplishment of training of individual crew members in accordance with 2AF Regulation 50-31, as amended, dated 30 December 1952, until further notice by this Headquarters.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

13

HEADQUARTERS
301ST BOLSHAWBERRY WING, BOMBERS
Barksdale Air Force Base
Louisiana

3DCI

5 May 1954

SUBJECT: Combat Reporting

TO: Recipients of S.C. Manual 55-8

1. This is amendment number 3 to S.C. Manual 55-8, dated November 53. Authority: Second Air Force message Z.FICR 16 dated 30 April 54.

2. Reference S.C. Manuals 55-3., 55-23 and 55-30, the following will apply:

a. R/R/T-27, par f: "Report due time: (1) For wartime missions submit within 30 hours after last expected mission aircraft of main force has returned to home station or operating base, whichever is sooner. (2) For peacetime training missions: Submit within 48 hours after last expected mission aircraft of main force has returned to home station or operating base, whichever is sooner. (3) Do not delay report for stragglers". Request page 2, Appendix I to Z.F Supplementary Reporting Instructions, dtd Apr 54 be amended accordingly.

b. R/R/T-28, par f: "Report due time: (1) For wartime missions submit within 18 hours after due time of latest Wing Commander's Report for mission reported. (2) For peacetime training missions: "Submit within 48 hours after receipt of latest Wing Commander's Report for mission reported.

*BY ORDER OF THE COMMANDER

DISTRIBUTION:

3AG	1 cys
3DCI	4 cys
3DCI	5 cys
3CR	1 cy
32nd BS	3 cys
352nd BS	3 cys
353rd BS	3 cys
30th t ARS	3 cys

Clarence H. Garrison
CLARENCE H. GARRISON
Capt in, USAF
Adjutant

14

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
BARKSDALE AIR FORCE BASE
Louisiana

1 May 1954

3POT

SUBJECT: First Amendment, Ground Training Schedule for May 1954

TO: SEE DISTRIBUTION

1. Item 20 - WWP Initial Briefing - CANCELLED
2. Item 14 - Air Crew Loading should read 2 crews per hour each day.
3. Crew Briefing for Operations Order "FULL HOUSE":

<u>TIME</u>	<u>DATE</u>	<u>CREWS</u>	<u>PLACE</u>
1000	3 May	L35, L41, L47, L48, and R17	WAR ROOM
1100	3 May	L40, L43, L42, L46, and L45	WAR ROOM
1200	3 May	L68, L72, L70, L74, and L79	WAR ROOM
1300	3 May	L39, L36, L15, and L78	WAR ROOM
1400	3 May	L04, L03, L10, L06, and L05	WAR ROOM
1500	3 May	L08, L02, R12, R11, and L16	WAR ROOM

4. WWP INITIAL BRIEFING will be cancelled for Sunday if the Wing flies Saturday evening otherwise the following schedule is in effect for Sunday 2 May 54:

<u>TIME</u>	<u>DATE</u>	<u>CREWS</u>	<u>PLACE</u>
0800	2 May	L08, L10, R11	WAR ROOM
0900	2 May	R19, L26	WAR ROOM
1200	2 May	L68, L72, L70, L74, L79	WAR ROOM
1300	2 May	L15, L06, L16, R13, R17	WAR ROOM
1400	2 May	L79, L69, L78, R38	WAR ROOM

5. GENERAL BRIEFING for Operations Order "FULL HOUSE":

0900 Hours - 5 May 54 - 32d Briefing Room

3DOT, Subj: First Amendment, Ground Training Schedule for May 1954,
1 May 1954

BY ORDER OF THE COMMANDER:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

DISTRIBUTION:
805th ABTP 15 cys
Stat Cont 1 cy
Wing Hist 4 cys
3CO 2 cys
3COA 15 cys
3DM 5 cys
3DP 2 cys
3 HS 3 cys
3AVN 3 cys
3A&E 3 cys
3FMS 3 cys
3FMS 3 cys
3MED 3 cys
3IR 7 cys
3E1 7 cys
3E2 7 cys
3E3 7 cys
3C1 Sec Sect 2 cys
Base Chaplain 1 cy
Wt Surgeon
(Shot Section) 1 cy

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3DCI

13 May 1954

SUBJECT: Second Amendment, Ground Training Schedule for May 1954

TO: See Distribution

1. Item 19 - EMP Assignment Briefing - Changed to read as follows:

<u>CREWS</u>	<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>
L07, L03, L04, L05, L10	20 May	0730-1630	War Room
L43, L42, L45, L46	21 May	0730-1630	"
L80, L83, L73, L71, L77	24 May	0730-1630	"
L09, L11, L02	25 May	0730-1630	"
L37, L39, L36	26 May	0730-1630	"
L68, L72, L70, L79	27 May	0730-1630	"
L06, L16, R14, R17	28 May	0730-1630	"
L35, L41, L47	29 May	0730-1130	"
L35, L41, L47	31 May	0730-1130	"
L81, L48	31 May	0730-1630	"

2. Item 23 - Flying Safety Meeting - AFTER CRITIQUE

3. Item 24 - Intelligence Lecture - Changed to read as follows:

<u>DATES</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
15 May	0700-0900	All crew members and	Base Theatre
22 May	1000-1200	Intelligence personnel	AFS Briefing Room

300T
 Subject: Second Amendment,--Ground Training Schedule for May 1954

4. Item 25 - Physical Training - Changed to read as follows:

<u>DATE</u>	<u>TYPE TRAINING</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
17 May	JUDO FCU	1030-1130 1430-1530	1 Crew 3B1 & 3B2 1 Crew 3B3 & 3AR	Bldg S-711 "
18 May	JUDO FCU	1030-1130 1430-1530	1 Crew 3B3 & 3AR 1 Crew 3B1 & 3B2	" "
19 May	JUDO FCU	1030-1130 1430-1530	1 Crew 3B1 & 3B2 1 Crew 3B3 & 3AR	" "
20 May	JUDO FCU	1030-1130 1430-1530	1 Crew 3B3 & 3AR 1 Crew 3B1 & 3B2	" "
21 May	JUDO FCU	1030-1130 1430-1530	1 Crew 3B1 & 3B2 1 Crew 3B3 & 3AR	" "
24 May	JUDO FCU	1030-1130 1430-1530	1 Crew 3B3 & 3AR 1 Crew 3B1 & 3B2	" "
25 May	JUDO FCU	1030-1130 1430-1530	1 Crew 3B1 & 3B2 1 Crew 3B3 & 3AR	" "
26 May	JUDO FCU	1030-1130 1430-1530	1 Crew 3B3 & 3AR 1 Crew 3B1 & 3B2	" "
27 May	JUDO FCU	1030-1130 1430-1530	1 Crew 3B1 & 3B2 1 Crew 3B3 & 3AR	" "
28 May	JUDO FCU	1030-1130 1430-1530	1 Crew 3B3 & 3AR 1 Crew 3B1 & 3B2	" "
31 May	JUDO FCU	1030-1130 1430-1530	1 Crew 3B1 & 3B2 1 Crew 3B3 & 3AR	" "

a. The above schedule indicates the minimum number of personnel to be scheduled on the dates and times indicated. Credit for physical training is now limited to one hour of any one phase during any one day and not more than four such periods per week. A maximum of 12 people may be scheduled for Judo, and 15 people for FCU during each period. Coordination between scheduled squadrons will be necessary when scheduling more people than the minimums listed above.

5. A.D. Parade and Review for the month of May will be Saturday, 29 May 54. Adjutant's Call at 0800. Parade order No. 4, dated 21 April 54, will be followed. Consult Daily Bulletin for further information.

3DCE

Subject: Second Amendment, Ground Training Schedule for May 1954

6. A critique covering the mission of 13 May 54 will be held in the 32nd Briefing Room at 0900 hours, Saturday, 15 May 1954. All bombardment crews and all Pilots, Navigators, Engineers and Base Operators of Air Refueling Cross participating in the mission will attend.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
 805th ABTF 15 cys
 Stat Cent 1 cy
 Wing Hist 4 cys
 3CO 2 cys
 3DOA 15 cys
 3DM 5 cys
 3DP 2 cys
 2HG 3 cys
 3AVI 3 cys
 3ASB 3 cys
 3PIS 3 cys
 3FIS 3 cys
 3ILD 3 cys
 3AR 7 cys
 3B1 7 cys
 3B2 7 cys
 3B3 7 cys
 301 Sec Sect 2 cys
 Inso Chaplain 1 cy
 Flt Surgeon
 (Shot Section) 1 cy

Clarence H. Galloway
 CLARENCE H. GALLOWAY
 Captain USAF
 Adjutant

HEADQUARTERS
301ST FIGHTER BOMBARDMENT WING, MEDICAL
Barksdale Air Force Base
Louisiana

3DOT

21 May 1954

SUBJECT: Third Squadron Ground Training Schedule for May 1954

TO: See Distribution

1. Item 12 - IM and MI - Amended to read as follows:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
24 May	0730-0930	1 Crew 3B1	SM Area
	0930-1130	3B2	"
	1230-1430	3B3	"
	1430-1630	3B1	"
25 May	0730-0930	3B2	"
	0930-1130	3B2	"
	1230-1430	3B1	"
	1430-1630	3B2	"
26 May	0730-0930	3B3	"
	0930-1130	3B1	"
	1230-1430	3B2	"
	1430-1630	3B3	"
27 May	0730-0930	3B1	"
	0930-1130	3B2	"
	1230-1430	3B3	"
	1430-1630	3B1	"
28 May	0730-0930	3B2	"
	0930-1130	3B3	"
	1230-1430	3B1	"
	1430-1630	3B2	"
29 May	0730-0930	3B3	"
	0930-1130	3B1	"
	1230-1430	3B2	"
	1430-1630	3B3	"

NOTE: Squadrons are advised to concentrate on crews scheduled
for SES.

3DOT
 Subject: Third Amendment, Ground Training Schedule for May 1951

2. BC Refresher:

DATE	TIME	PERSONNEL	PLACE
24 May	0730-1630	4 Crews 3B2	301 Area
25 May	0730-1130	2 Crews 3B3	"
		1 Crew 3B1	"
25 May	1230-1630	4 Crews 3B2	"
26 May	0730-1630	1 Crew 3B3	"
		2 Crews 3B1	"
27 May	0730-1630	4 Crews 3B2	"
28 May	0730-1130	1 Crew 3B3	"
		1 Crew 3B1	"

NOTE: Squadrons are advised to concentrate on crews scheduled for SES

3. Item 13 - IPI in Aircraft - CANCELLED.

4. Item 14 - Aircrew Loading - CANCELLED.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison

CLARENCE H. GARRISON
 Captain, USAF
 Adjutant

DISTRIBUTION:
 805th ABTF 15 cys
 Stat Cont 1 cy
 Wing Hist 4 cys
 3CO 2 cys
 3DOA 15 cys
 3DI 5 cys
 3DP 2 cys
 3HS 3 cys
 3AVH 3 cys
 3A2E 3 cys
 3PLS 3 cys
 3FLS 3 cys
 3IED 3 cys
 3AR 7 cys
 3B1 7 cys
 3B2 7 cys
 3B3 7 cys
 301 Sec Sect 2 cys
 Base Chaplain 1 cy
 Flt Surgeon
 (Shot Section) 1 cy

HEADQUARTERS
301st TROOP CARRIER BATTALION, MEDIUM
Barksdale Air Force Base
Louisiana

29 April 1954

3007

SUBJECT: Ground Training Schedule for May 1954

TO: See Distribution

The Master Ground Training Schedule for all squadrons of this wing for the month of May 1954 is attached. The schedules in this attachment are, in some cases, contradictory to the Master Ground Training Schedule published by 4th Air Division and, in such cases, will be followed rather than the 4th Air Division schedule.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison

CLARENCE H. GARRISON
Capt, USAF
Adjutant

DISTRIBUTION:
305th AITF 15 cys
Sgt Cont 1 cy
Squad Hist 4 cys
300 2 cys
301 15 cys
302 5 cys
303 2 cys
304 2 cys
305 2 cys
306 2 cys
307 2 cys
308 2 cys
309 2 cys
310 2 cys
311 7 cys
312 7 cys
313 7 cys
314 See List 2 cys
Base Chaplain 1 cy
Plt Surgeon
(Shot Sect) 1 cy

1. OFFICER DETAILS (MAY 54)

Date	SAC	CD	FPEO	AO	TOWER OFFICER	WDO
1	3AR					3B2
2	3B1					3AR
3	3B1					3B3
4	3B1					3B1
5	3B1					3B2
6	3B1					3B3
7	3B1					3B1
8	3B1					3B2
9	3B2					3AR
10	3B2					3B3
11	3B2					3B1
12	3B2					3B2
13	3B2					3B3
14	3B2					3B1
15	3B2				3AR	3B2
16	3B3		3BS	3BS	3BS	3AR
17	3B3		3AR	3B3	3B1	3B3
18	3B3		3B2	3AR	3AR	3B1
19	3B3		3B3	3B3	3B3	3B2
20	3B3	3AR	3AR	3AR	3AR	3B3
21	3B3	3B1	3B1	3B1	3B1	3B1
22	3B3	3B3	3B3	3B3	3B3	3B2
23	3AR	3B2	3B2	3B2	3B2	3AR
24	3AR	3AR	3AR	3AR	3AR	3B3
25	3AR	3B1	3B1	3B1	3B1	3B1
26	3AR	3BS	3AR		3B3	3B2
27	3AR	3B2	3B2			3B3
28	3AR	3B3	3B3			3B1
29	3AR	3B2	3AR			3B2
30	3B1	3B1	3B1			
31	3B1	3B3				3B3

4. Wing Duty Officer: A B-47 duty officer will be designated by the bombardment squadrons on the dates indicated. This officer will be a qualified B-47 aircraft commander. He will check in with Captain Eckert (Ext 546 - 803) at 0700 on day scheduled. He will report to GIADICIA CONTROL ROOM at 1545 on day scheduled and will remain on duty until 0700 hours following morning - Monday thru Friday. The B-47 duty officer will report to the control tower during his tour of duty when emergencies involving B-47 aircraft exist, during instrument conditions when B-47 aircraft are airborne, and when B-47 aircraft are flying transition. He will sleep in conference room and be available in event an emergency arises. The WDO on Saturday and Sunday can be any commissioned officer and his tour of duty will be 0700 to 0700. He is to be available in event of an emergency and to act as a responsible officer in the absence of the Wing Commander during non-duty hours.

b. Sabotage Alert Officer: Refer to letter Hq 301st Bomb Wing, 310, dtd 26 Apr 54 Schedule for Sabotage Alert Plan (Condition JATFOREE).

c. Officers detailed to base duties - instructions are in the Daily Bulletin. Tower Officer is an officer other than the WDO.

d. FFBO, AO and OD: If it is impossible for the assigned individual to perform one of these duties, the squadron adjutant will furnish the Wing AG Section, ext 726, the name and rank of replacement. Further reporting instructions are listed in the Base Daily Bulletin, continuously.

- (1) The FFBO must have 1000 hours total flying time, 5 years service, and a current instrument card.
- (2) The AO must be a rated officer, not necessarily a pilot.
- (3) The OD must be captain or higher rank.

e. KC-97 TOWER OFFICER: a qualified KC-97 aircraft commander will be designated by the 301st Air Refuel Sq as tower officer each day that KC-97 aircraft of the 301st Bomb Wing are flying. The KC-97 tower officer is to be on duty in the control tower when emergencies involving KC-97 aircraft exist, during instrument conditions when KC-97 aircraft are airborne, and when KC-97 aircraft are flying transition. The name of the designated KC-97 tower officer will be called in to GLADIOLA CONTROL (Ext 546-803) at 0700 on the day scheduled. The above detail may be coordinated with the 376th Air Refuel Sq to provide one tower officer for both squadrons during those periods when both Air Refueling squadrons have aircraft flying.

2. PERSONNEL INSPECTIONS: Re ltr Hq 301st Bomb WG, 300, dtd 12 Jan 54, subj: Personnel Inspections, "The standby inspection of personnel living in barracks and the open ranks inspection of personnel on separate rations will be conducted on the second Saturday of each month".

3. IMMUNIZATIONS: The second SATURDAY of each month is the scheduled day for the Wing for immunization shots. It is the responsibility of each squadron to call the Immunization Section, Sgt Nelson, ext 2457 on or before Thursday, 6 May 54, of the number of each type shot needed and also for a scheduled time to report for the shots. Immunization will be scheduled after the parade if a parade is scheduled. This schedule is also subject to change due to a priority mission.

4. CHARACTER GUIDANCE: All military personnel are required to attend. "Present for duty" and "Present for lecture" strengths will be submitted to the Base Chaplain within 48 hours after appointed lecture.

18 May	1330	3FMS	Base CHAPEL
21 May	1600	3MED	Base Chapel
22 May	0900	3B1, 3B2, 3B3, 3AR, 3AVN	Base Theater
22 May	1000	3FMS, 3A&E, 3HS	Base Theater

5. ABC WARFARE (BASIC)

Personnel concerned: Anyone not having completed basic AFB.

Place: Base Theatre

<u>Dates:</u>	<u>Phase</u>	<u>Time</u>	<u>Subject:</u>
10 May	1	0730-0830	Base DEFENSE
12 May	2	0730-0830	Biological Warfare
13 May	3	0730-0830	Chemical Warfare
14 May	4	0730-0830	Atomic Warfare
14 May	5	0830-0930	Med aspects of ABC

This course is given once each 3 months. It will not be given again for two (2) months.

6. AIR MONITOR (BASIC)

Personnel concerned: Any crew member not having completed course.

Place: 301st Air REFUEL SQ briefing room

Dates: 20, 21, 27, 28 May

Time: 1300-1600

Length of course: 6 hrs

7. PASSIVE DEFENSE MEETING:

Personnel: PDO

TIME: 0800

DATE: 3 May - 26 May

PLACE: 301st Air Refueling Sq Briefing Room

8. PASSIVE DEFENSE TEAM:

PERSONNEL: PDO and 3 PDNCO

TIME: 0800-1600

DATE: 6 May

PLACE: 301st AIR REFUELING BRIEFING ROOM

9. PASSIVE DEFENSE TEAM REFRESHER:

PERSONNEL: Complete PD Team

Time: 0800-1200

DATE: 19 May

PLACE: 301st Air Refueling Sq Briefing Room.

10. GROUND MONITOR TEAM:

PERSONNEL: Complete Ground Monitor Team

TIME: 0800-1200

DATE: 13 May

PLACE: 301st Air Refueling Sq Briefing Room

11. BC REFRESHER: :

DATES	TIMES	PERSONNEL	PLACE
3 May	07:30 - 16:30	2 Crews each Bomb Sqdn	SW Area
4 May	07:30 - 11:30		
10 May	07:30 - 16:30	1 Crew each Bomb Sqdn	SW Area
11 May	07:30 - 11:30		
17 May	07:30 - 16:30	2 Crews each Bomb Sqdn	SW Area
18 May	07:30 - 11:30		
24 May	07:30 - 16:30	1 Crew each Bomb Sqdn	SW Area
25 May	07:30 - 11:30		
31 May	07:30 - 16:30	2 Crews each Bomb Sqdn	SW Area
1 June	07:30 - 11:30		

13. IPT AND ON:

DATES	TIMES	PERSONNEL	PLACE
5 May	07:30 - 09:30	1 Crew 371	SW Area
	09:30 - 11:30	372	
	11:30 - 13:30	373	
6 May	13:30 - 15:30	371	
	07:30 - 09:30	372	
	09:30 - 11:30	373	
7 May	11:30 - 13:30	371	
	13:30 - 15:30	372	
	07:30 - 09:30	373	
12 May	09:30 - 11:30	371	
	11:30 - 13:30	372	
	13:30 - 15:30	373	
14 May	07:30 - 09:30	371	
	09:30 - 11:30	372	
	11:30 - 13:30	373	
19 May	13:30 - 15:30	371	
	07:30 - 09:30	372	
	09:30 - 11:30	373	
20 May	11:30 - 13:30	372	
	13:30 - 15:30	373	
	07:30 - 09:30	371	
21 May	09:30 - 11:30	372	
	11:30 - 13:30	373	
	13:30 - 15:30	371	
26 May	07:30 - 09:30	372	
	09:30 - 11:30	373	
	11:30 - 13:30	371	
	13:30 - 15:30	372	
	07:30 - 09:30	373	
	09:30 - 11:30	371	
	11:30 - 13:30	372	
	13:30 - 15:30	373	
	07:30 - 09:30	371	

12. IPI AND O (continued)

<u>DATES</u>	<u>TIRES</u>	<u>PERSONNEL</u>	<u>PLACE</u>
27 May	0730 - 0930	1 Crew 3D1	37 AREA
	0930 - 1130	3D2	
	1130 - 1330	3D3	
	1330 - 1530	3F1	
28 May	0730 - 0930	3D2	
	0930 - 1130	3D3	
	1130 - 1330	3F1	
	1330 - 1530	3D2	

13. IPI IN AIRCRAFT:

<u>DATES</u>	<u>PERSONNEL AND TIMES</u>	<u>PLACE</u>
6, 13, 27 May	1 Crew per hour on day starting	At aircraft to be scheduled at later date.
	0800 3F1	
	0900 3D2	
	1000 3D3	
	1100 3B1	
	1200 3D2	
	1300 3D3	
	1400 3F1	
	1500 3D2	

14. AIR CREW LOADING:

<u>DATES</u>	<u>PERSONNEL AND TIMES</u>	<u>PLACE</u>
4, 5, 11, 17, 25, and 26 May	1 crew each day starting	At aircraft to be scheduled at later date.
	0730 3D3	
	0900 3D2	
	1130 3F1	
	1300 3D3	
	1430 3D2	

15. AIRCRAFT CREW AT IC SCHOOL:

PERSONNEL: Any Tech crew member not having attending IC School at Air Crew Observer IC School previously.

DATE: 10, 11, 12, 13 and 14 May

TIME: 0730 - 1430 each day

PLACE: 37 AREA

16. SW LOADINGS FOR ABE TESTS:

DATES: 7, 14, 21, and 28 May

TIRES: 0730 - 1430 each day

PLACE: At aircraft to be scheduled at a later date.

17. PROFICIENCY TESTING: Anyone needing 2AFR 5-6 exams arrange with ABTF for time and place.

18. MANAGEMENT TRAINING:

2 Officers being assigned by 3DP
1 NCO being assigned by 3DP

DATE: Monday, Wednesday and Friday starting 10 May 54
TIME: NCO - 0730 OFFICERS - 0930
LENGTH OF COURSE: 40 Hours - 2 hours per day

19. EWP ASSIGNMENT BRIEFING:

<u>CREWS</u>	<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>
L07, L03, L02, L04, L05	20 May	0730-1630	War Room
L43, L42, L45	21 May	0730-1630	
L80, L83, L73, L71, L77	24 May	0730-1630	
L09, L10, L11	25 May	0730-1630	
L37, L39, L36	26 May	0730-1630	
L68, L72, L70, L79	27 May	0730-1630	
L06, L16, R14, R17	28 May	0730-1630	
L35, L41, L47	29 May	0730-1130	
L81, L48	31 May	0730-1630	

20. EWP INITIAL BRIEFING: Approximately 2 hour briefing

<u>CREWS</u>	<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>
L08, L10, R11	3 May	1000	War Room
L37, L39, L36	3 May	1300	
L68, L72, L70, L74, L79	3 May	1500	
L15, L06, L16, R13, R17	5 May	1300	
L75, R69, L81, L78, L48, L38	5 May	1500	

21. GUNNERY PREFLIGHT FOR SES:

PERSONNEL: Anyone desiring information for SES. It is recommended 352d take advantage of this training.

DATES: 6, 20, and 27 May

TIME: 0830 - 1600

PLACE: Same aircraft being used for IFI

22. SMALL ARMS FIRING:

PERSONNEL: All personnel 301 PMS required with carbine

PLACE: Base Carbine Range

TIME: 1330

DATE: 25 May

Any other Squadron desiring to fire small arms qualification call the Wing Ground Training Officer (Ext 2591)

23. FLYING SAFETY MEETING:

DATE: 15 May
 TIME: 0930-1130
 PLACE: BASE THEATRE

24. INTELLIGENCE LECTURE:

<u>DATES</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
15 May	0700-0900	All crew members and intelligence personnel	Base Theatre
29 May	0800-1000		

25. PHYSICAL TRAINING:

<u>DATES</u>	<u>TIMES</u>	<u>PERSONNEL</u>	<u>PLACE</u>
Mon thru Fri	1230-1430	1 Crew 3B1 & 3B2	Bldg S-711
	1430-1630	1 Crew 3B3 & 3AR	

Jude will be given the 2nd hour

26. LINK TRAINER: (C-8 for 3AR and C-11 for Bomb Sq)

<u>DATES</u>	<u>TIMES</u>	<u>PERSONNEL</u>	<u>PLACE</u>
Mon thru Fri	0730-1630	1 Pilot ea hour 3AR	Bldg S-17
Mon thru Fri	1230-1330	3B1	Bldg S-17
	1330-1430	3B2	
	1430-1530	3B3	
	1530-1630	3B1	

It is permissible to swap times between bomb squadrons.

27. CODE TRAINING:

DATES: Monday through Friday
 PERSONNEL: Anyone needing code (blinker is available)
 TIME: 0730-1130
 PLACE: Bldg S-15

28. INSTRUMENT SCHOOL:

DATES: 3 thru 7 May and 17 thru 21 May
 PERSONNEL: Request Ground Training officer be given names of personnel to attend each class
 TIMES: 0730-1130
 PLACE: Bldg S-15

29. RADAR TRAINER:

See memorandum sent out by Wing Observer Section.

30. BASIC SURVIVAL:

DATES: 24 thru 28 May
 TIME: 0730 each Monday
 PERSONNEL: 6 spaces 3B2
 3 spaces 3B1
 3 spaces 3B3
 13 spaces 3AR
 PLACE: Bldg S-540

NOTE: Officers will pay for 8 meals. Airmen will be taken off separate rations for 8 meals. (Precludes their paying for meals). Class should be at least six (6) students, one of which must be an officer.

31. REFRESHER SURVIVAL TRAINING:

PERSONNEL: Any crew member needing refresher
 PLACE: Bldg S-540
 TIME: 0730-1130 each Tuesday

32. ANY PHYSIOLOGICAL TRAINING:

Schedule thru Wing Training Officer (Ext 2591)

33. CONVENTIONAL AMMUNITION LOADING:

PERSONNEL: All B-47 Combat Crew Personnel and appropriate A & E personnel. Units will schedule training concurrently with aircraft flying schedule when munitions are used.

34. SEAT EJECTION TRAINER:

PERSONNEL: Each B-47 crew member (including staff personnel) will receive training in Seat Ejection Trainer.
 TIME: Each B-47 Squadron will schedule 5 crew members at 0730 on 19, 20, 21, 26, 27 and 28 May and 5 crew members at 1230 on 19, 20, 21, 26, 27 and 28 May.
 PLACE: ALTITUDE CHAMBER

NOTE: Staff B-47 members may attend any one of these classes.

35. B-47 MTD FOR PILOTS:

PERSONNEL: 7 co-pilots 3ARS being upgraded
 DATES: Mon thru Fri
 TIME: 1230-1630
 PLACE: MTD BUILDING

NOTE: Class starts 7 May at 1230. Class will be scheduled 8 May from 0730 to 1130.

36. GUNNERY TRAINER AFG/TIA

PERSONNEL: Co-pilots assigned to B-47 combat crews.
 EQUIPMENT: 4 hours trainer per month
 DATES AND TIME:

	3 May	4 May	5 May	6 May	7 May	10 May	11 May	12 May
1200	3E3	3E1	3E2	3E3	3E1	3E2	3E3	3E1
1300	3E1	3E2	3E3	3E1	3E2	3E3	3E1	3E2
1400	3E2	3E3	3E1	3E2	3E3	3E1	3E2	3E3
1500	3E3	3E1	3E2	3E3	3E1	3E2	3E3	3E1
	13 May	14 May	17 May	18 May	19 May	20 May	21 May	24 May
1200	3E2	3E3	3E1	3E2	3E3	3E1	3E2	3E1
1300	3E3	3E1	3E2	3E3	3E1	3E2	3E3	3E2
1400	3E1	3E2	3E3	3E1	3E2	3E3	3E1	3E3
1500	3E2	3E3	3E1	3E2	3E3	3E1	3E2	3E1
	25 May	26 May	27 May	28 May	31 May			
1200	3E2	3E3	3E1	3E2	3E3			
1300	3E3	3E1	3E2	3E3	3E1			
1400	3E1	3E2	3E3	3E1	3E2			
1500	3E2	3E3	3E1	3E2	3E3			

37. NAVIGATION FOR CO-PILOTS:

PERSONNEL: 7 Co-Pilots being upgraded
 TIME AND PLACE: TO BE ANNOUNCED AT A LATER DATE

NOTE: ANY CORRECTIONS OR DELETIONS TO THE MASTER GROUND TRAINING SCHEDULE SHOULD BE CALLED INTO THE WING GROUND TRAINING OFFICER (EXT 2591).

CONFIDENTIAL
 301ST AIR REFUELING SQUADRON
 301ST BOMBARDMENT WING, MEDIUM
 BARKSDALE AIR FORCE BASE
 Louisiana

16

27 May 1954

Squadron Commander's Remarks

Section H of

Air Training Report for month of May

RCS: 4-SAC-T12

a. Hours flown performing missions ordered by Higher Headquarters:

- | | |
|----------------------------------|--------|
| (1) Operations Fullhouse | 729:15 |
| (2) Ferrying personnel and cargo | 100:30 |

b. Weather and local conditions which precluded or affected training to include estimated loss in number of flying hours (and type of training lost) or affected:

- (1) Weather resulted in the cancellation of 12 sorties and 66:30 flying hours on 1 May 1954 with accompanying loss of training items:

48 Night Hookups
 12 Electronic Rendezvous
 12 Night Celestial Legs
 24 Hours of Formation Flying
 12 G.C.A.

c. Restrictions imposed by AMC or SAC Headquarters which necessitated training at a lower altitude than that specified, or a reduction in the minimum training requirements specified by SAC Regulation 20-8:

- (1) None

d. Remarks on excessive crew changes and/or temporary crew substitutions:

- (1) None

e. Crews, by number, which were formed after 0001 hours of first day of month to include the date each crew was formed:

- (1) Not Applicable

f. A list of crews, by number, whose status has changed during the reporting period, indicating the effective date:

4C-872

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Squadron Commander's Remarks (May) Continued

(1) TC2BO change to T0200 - Engineer Technician reassigned. Effective date 4 May 54.

(2) T04AO change to T04EO - Engineer Technician reassigned. Effective 4 May 54.

g. The crew number of the Standardization Crew and of any other crews which the Squadron Commander considers should not be rated against training minimums and/or scored crew category for the training quarter ending in the month reported on, because training was unduly affected by circumstances beyond his control. Specific reasons should be given for each crew listed. The crew number of the Standardization Crew will be submitted each month whether or not relief from minimums is desired:

- (1) T05AO, A/C Podbesek, Wing Standardization Crew
T22AO, A/C Longshore, Sqdn Standardization Crew (No Relief).

h. Remarks on materiel and personnel problems which adversely affected training accomplishments, other than those in a, b, c, and d above:

(1) During the period 1-31 May 1954 a total of 682 aircraft days were available for training considering all aircraft on the station. The number of aircraft days lost and reasons are listed below:

(a) Periodic Inspections	7
(b) Engine Change	30
(c) AOCF	48
Totals	<u>85</u>

(2) Shortages of replacement parts for KC-97G have resulted in 14 aircraft being ANFE. Specific items and supply action has repeatedly been reported on the Combat Equipment Status of B-47 and KC-97 Aircraft Report (RCS: SAC F-32). These shortages have resulted in an excessive expenditure of maintenance man hours not otherwise required. It is recommended that immediate action be initiated to expedite shipment of these critical items.

1660-039250130-Synchronizer - Radar
1660-218996998-Receiver-Radar
4836-RG9460E-Pumps

(3) At the present time Squadron Supply has 139 Summer Flying Suits (cotton), of the K-1 and ANS-31 type, all of which are either issued to crew members or in the laundry. Many of these suits are in such a condition that they should be condemned. The squadron is authorized 358 summer flying suits but the supply depot has substituted 219 winter flying suits.

(a) Inasmuch as the squadron is authorized 179 flying personnel, many of these crew members are required to fly in winter flying suits.

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Squadron Commander's Remarks

(b) AMC has declared winter flying suits a suitable substitute for summer flying suits which makes it impossible for squadron supply to obtain more summer flying suits from Base Supply at the present time.

(c) A shortage of B-15 jackets also exists in squadron supply but at the present time does not seriously hamper the squadron's mission.

i. If SAC minimum training requirements were not accomplished, reasons why, other than those mentioned above, will be specifically indicated:

(1) Not applicable

j. Comments or recommendations of the Squadron Commander:

(1) In accordance with instructions contained in 301st Bombardment Wing (M) Operations Order 50-1, dated 1 May 54, the 301st Air Refueling Squadron was required to deploy 15 KC-97 tankers and crews to Goose Air Base, Labrador, to participate in Operation Fullhouse. Eight tankers were scheduled to deploy on X-1, four aircraft on X day and three aircraft on X+1. All aircraft made their scheduled take offs good, arriving at Goose Air Base at their assigned times.

(2) While at Goose Air Base two air refueling missions were scheduled and this organization was required to furnish 12 tankers on the first mission and 15 tankers on the second mission. Mission requirements were to transfer 22,000 pounds of JP-4 fuel to the B-47 receivers. All briefed take-off times and orbit times were made good with all receivers receiving the required amount of JP-4 fuel. At the completion of Operation Fullhouse all aircraft were re-deployed back to Barksdale Air Force Base. It is felt that the living and messing facilities available at Goose Air Base were adequate for an operation such as this.

k. List by crew number all those crews, including non-combat ready crews, which have participated in any of the following categories of training.

	1	2	3	4	5	6	7	8	9	10
T01DO	X	X	X	X	-	-	X	-	X	X
T02BO	X	X	X	-	-	-	X	-	X	-
T03AO	X	X	X	X	-	-	X	-	X	-
T04AO	X	X	X	X	-	-	X	-	X	-
T05AO	X	X	X	X	-	-	X	-	X	X
T07BO	X	X	X	X	-	-	X	-	X	-
T08AO	X	X	X	X	X	X	X	-	X	X
T09AO	X	X	X	X	-	-	X	-	X	-
T10BO	X	X	X	-	-	-	X	-	X	-

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Squadron Commander's Remarks (May) Continued

	1	2	3	4	5	6	7	8	9	10
T11B0	X	X	X	-	-	-	X	-	X	-
T13A0	X	X	X	-	-	-	X	-	X	-
T14C0	X	X	X	-	-	-	X	-	X	-
T15B0	X	X	X	-	-	-	X	-	X	-
T16A0	X	X	X	-	-	-	X	-	X	-
T17A0	X	X	X	-	-	-	X	-	X	-
T18C0	X	X	X	-	-	-	X	-	X	-
T19A0	X	X	X	-	-	-	X	-	X	-
T20A0	X	X	X	-	-	-	X	-	X	-
T21A0	X	X	X	-	-	-	X	-	X	X
T22A0	X	X	X	-	-	-	X	-	X	-
T24A0	X	X	X	-	-	-	X	-	X	-
M23C0	X	X	X	-	-	-	X	-	X	-

Daniel L. Sjodin
 DANIEL L. SJODIN
 Lt Col., USAF
 Commander

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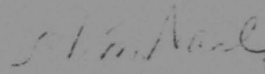
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HEADQUARTERS
301st BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

Wing Commander's Remarks

Section I of 4-SAC-T12 for month of May 1954.

I concur with the remarks of the Squadron Commander.



H. M. WADE
Colonel, USAF
Commander

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HEADQUARTERS
301st BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

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WING COMMANDER'S REMARKS
Section J of
Air Training Report for Month of May 1954
RCS: 6-840-T12

1. Hours flown performing missions ordered by higher headquarters:

a. Operations Order 50-1 (Full House)	474:15
b. Special Weapons loading aircraft (Limestone)	8:25
c. Test Directive (IBDA)	8:05
d. San Antonio Evaluation Mission	<u>87:25</u>
Total	578:20

2. Weather and local conditions. Include estimated loss of flying training hours due to the interference of extreme weather situations or local conditions of such a degree or extent as to have an appreciable effect on training scheduled:

a. Thirty sorties and approximately 265 hours flying time were lost on 1 May 1954, due to adverse weather cancelling a maximum effort mission. The following training was lost:

30 night celestial	75:00
30 Radar BBS	30:00
Tactical Formation	60:00
30 Call tactics	60:00
60 Camera Attacks	6:00
30 Wet hook-ups	10:00
30 Electronic Rendezvous	5:00
30 Radar Approaches	5:00

3. Directives imposed by WOC or this headquarters which restricted flight altitude or interfered with normal training. Remarks will describe the restriction, cite the authority and date, and indicate amount of training lost or affected by the restriction:

a. None.

4. Combat Crew member gains and losses:

a. Gains - 1 airplane commander, and 2 pilots

b. Losses - 1 airplane commander to Wing Headquarters and 1 pilot to 1245 school.

40-471

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5. Crew member changes. List total crew member changes made during the reporting period by crew position:

a. 2 airplane commanders and 2 pilots.

6. New Crews. List crews, by number, which were formed after 0001 of the first day of the month, to include the date each crew was formed:

N87A0 formed 1 May 1954

7. Crew status changes. List crews, by number, whose status has changed during the reporting period, indicating the effective date of change:

R69A0 to R69B0 effective 1 May 1954.

R76C0 to R76D0 effective 10 May 1954.

N86A0 disbanded effective 1 May 1954.

8. Standardization Crews. List the crews by number of wing and squadron standardization crews each month in this item.

L37A0, A/C Field, Wing Standardization Crew

L03A0, A/C Fry, 32nd Bomb Sq Standardization Crew

L40A0, A/C Krig, 352nd Bomb Sq Standardization Crew

L75A0, A/C Hodge, 353rd Bomb Sq Standardization Crew

9. Remarks on material and personnel problems which adversely affected training accomplishments other than those included in 5, 6, 7, 8, above. Include shortages and limitations of equipment or personnel when either factor has limited the unit capability:

a. Shortage of B-47 aircraft spares has made aircraft non combat ready and caused expenditure of maintenance man hours not otherwise required. Some of the more critical spares are:

6400-219668	Converter polar
6400-008893	Amplifier
6400-008885-44	Amplifier
1670-378200	Indicator-II 218
1670-026850	Amplifier
1670-687700	Receiver RT-124
4246-42449415	Motor
4246-42449238	Motor
5901-588J059-1	Charger
5901-588J059-2	Charger
5901-7031E15G2	Control
5901-142F921G2	Box
5901-146F203G2	Chute
1600-218996125	Receiver RT-178
6263-15810	Control
6040-652191	Indicator

10. If SAC minimum training requirements were not accomplished, reasons why, other than those mentioned above, will be specifically indicated:

a. Not Applicable.

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11. At the conclusion of a special training month include an analysis of accomplishments which do not fall into the routine categories of training:

a. Not applicable.

12. Field Training Operations. This item will indicate the number of special atomic field training operations conducted during the month, as follows:

a. May 9 and May 10 - Goose Bay Operation Full House. 7th TFS capability to support Operations Orders 40-54 and 50-54 - 15 aircraft 9 May and 19 aircraft 10 May.

b. 19 May, 301st Aviation Squadron furnished 6 units for 6 crews to support SAC IG Inspection (no flying involved)

c. Bossier Base 9 and 10 May - Operations Full House - delivery of items to 17 aircraft each day, as per Operations Order 40-54.

13. Non-combat crews that could be used in case of emergency. List the total number of non-combat ready crews assigned as of the last day of the reporting period whom in the opinion of the wing commander have been trained to a point where they could be deployed flying unit aircraft if an emergency so dictated:

a. Five

14. Non-combat ready crew training. When average flying time of non-combat crews that were available during the month does not compare favorably with average time flown by combat ready crews, indicate specific reasons therefor:

a. NE740 was formed while a primary crew member was on leave.

15. Comments or recommendations of the Wing Commander:

a. May's flying training program, planned in January, called for six wing maximum effort missions during the first 20 days in May, and then stand down for Falltime, Springtime Tech Order Compliance. In planning May missions, RBS site time was requested and training requirements desired were considered in preparation of routes.

b. Higher headquarters scheduled the wing to participate in Operations Order 50-1 ("Full House"). Weather and "Full House" caused wing maximum effort missions on 1, 7, 10 and 17 May to be cancelled. The wing received USCM credit for "Full House", this type mission had originally been planned for 17 May. Regardless of training lost on cancelled missions, approximately 55 percent of 50-8 quarterly minimum training requirements were accomplished.

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c. Flying accomplished from 19 May through 31 May was limited by the scheduled Falltime, Springtime modifications.

d. The SAC Inspection Team visited the wing in May, during their visit a special weapons exercise was conducted. Six crews and aircraft participated.

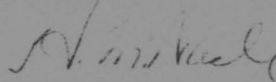
e. Two crews were sent to SES on 18 May. Preparation to send 10 crews in June is underway. One crew completed SES during May.

f. IDA missions, requiring VFR weather, were assigned to the wing by higher headquarters. These missions were given priority over other missions; however, weather over RFS site and bomb range was VFR only once during the last 10 days of the month, this project was not completed. Anticipated completion date is in June.

g. One mission assigned by higher headquarters required a B47 aircraft to be in place at Limestone AFB on 17 May. The 301st fulfilled this requirement, but when the B47 landed the pilot was advised that the requirement was cancelled. Incomplete coordination caused the wing to lose aircraft time and training accomplishments.

h. A liberal wing leave policy has been established to allow maximum personnel to take leave during May and June in order to reduce loss of annual leave.

i. The wing is planning to schedule wing maximum effort missions the first month of each training quarters as a result of the impressive quantity of requirements accomplished in May.



H. M. WADE
Colonel, USAF
Commander

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

18

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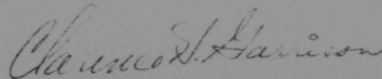
28 May 1954

SUBJECT: Ground Training Schedule for June 1954

TO: See Distribution

The Master Ground Training Schedule for all squadrons of this wing for the month of June is attached. The schedules in this attachment may be, in some cases, contradictory to the Master Ground Training Schedule published by 4th Air Division and, in such cases, will be followed rather than the 4th Air Division schedule.

BY ORDER OF THE COMMANDER:



CLARENCE H. GARRISON
Captain, USAF
Adjutant

1 Incl:
a/s

DISTRIBUTION:

805th ABTF	15 cys
Stat Cont	1 cy
Wing Hist	4 cys
3CO	2 cys
3DOA	15 cys
3DM	5 cys
3DP	2 cys
3HE	3 cys
3AVN	3 cys
3A&E	3 cys
3FMS	3 cys
3PMS	3 cys
3MED	3 cys
3AR	7 cys
3B1	7 cys
3B2	7 cys
3B3	7 cys
301 Sec Sect	2 cys
Base Chaplin	1 cy
Flt Surgeon (Shot Sect)	1 cy

0136

1. OFFICER DETAILS (JUN 54)

<u>DATE</u>	<u>SAC</u>	<u>OD</u>	<u>FPBO</u>	<u>AO</u>	<u>TWR OFFICER</u>	<u>WFO</u>
1	3B1					3B1
2	3B1					3B2
3	3B1					3B3
4	3B1					3B1
5	3B1					3B2
6	3B2					3AR
7	3B2					3B1
8	3B2					3B2
9	3B2					3B3
10	3B2					3B1
11	3B2	3B1				3B2
12	3B2	3AR				3B3
13	3B3	3B3		3B2		3AR
14	3B3	3AE		3AR		3B2
15	3B3	3HS	3HS	3HS	3AR	3B3
16	3B3	3B3	3B1	3AR	3AR	3B1
17	3B3	3AR	3B2	3B2	3B2	3B2
18	3B3	3AR	3AR	3AR	3AR	3B3
19	3B3	3B1	3B1	3B1	3B1	3B1
20	3AR	3B3	3B3	3B2	3B3	3AR
21	3AR	3HS	3HS	3AR	3AR	3B3
22	3AR		3B1	3B1	3B2	3B1
23	3AR		3B3	3B3	3B3	3B2
24	3AR		3AR	3AR	3AR	3B3
25	3AR		3B1	3B1	3B3	3B1
26	3AR		3AR	3AR	3AR	3B2
27	3B1					3AR
28	3B1					3B1
29	3B1					3B2
30	3B1					3B3

a. Wing Duty Officer: A B-47 duty officer will be designated by the bombardment squadrons on the dates indicated. This officer will be a qualified B-47 aircraft commander. He will check in to Capt. Robert (Ext. 546 or 803) at 0700 on day scheduled. He will report to Gladiola Control Room at 1545 on day scheduled and will remain on duty until 0700 the following morning - Monday through Friday. The B-47 duty officer will report to the control tower during his tour of duty when emergencies involving B-47 aircraft exist, and during instrument conditions when B-47 aircraft are airborne. The Wing Duty Officer will sleep in the Conference Room and will be available in the event an emergency arises. The Wing Duty Officer on Saturday and Sunday can be any commissioned officer. His tour of duty will be from 0700 to 0700. He will be available in the event an emergency arises and acts as a responsible officer in the absence of the Wing Commander during non-duty hours.

b. Sabotage Alert Officer: Refer to letter, Hq 301st Bomb Wing, 310, dated 26 April 1954, Schedule for Sabotage Alert Plan. (Condition JAMBOREE)

c. Officers Scheduled for Base Details: Instructions are found in the Daily Bulletin. Note that the Tower Officer is a detail other than the Wing Duty Officer.

d. If it is impossible for the scheduled officer to perform the duties of FPBO, AC, or OD, the squadron adjutant, of the individual concerned, will furnish the 301st Wing AG Section, Ext. 726, the name and rank of a replacement. Reporting instructions are found in the Base Daily Bulletin.

- (1) The FPBO must have 1000 hours total flying time, 5 years service and a current instrument card.
- (2) The AC must be a rated officer, not necessarily a pilot.
- (3) The OD must be a captain or higher rank.

e. KC-97 Tower Officer: A qualified KC-97 aircraft commander will be designated by the 301st Air Refueling Squadron as Tower Officer, each day that KC-97 aircraft of the 301st Bomb Wing are flying. The KC-97 Tower Officer is to be on duty in the control tower when emergencies involving KC-97 aircraft exist, and during instrument conditions when KC-97 aircraft are airborne. The name of the designated KC-97 tower officer will be called in to Gladiola Control (Ext. 546 - 809) at 0700 on the day scheduled. The above detail may be coordinated with the 376th ARS to provide one tower officer for both squadrons during those periods when both Air Refueling Squadrons have aircraft flying.

2. Personnel Inspections: Reference letter Hq, 301st Bomb Wing, 300, dated 12 January 1954, subject: Personnel Inspections. "The stand-by inspection of personnel living in barracks and the open ranks inspection of personnel on separate rations will be conducted on the second Saturday of each month."

3. The 4AD Monthly Parade and Review is scheduled for Saturday, 12 June 1954. Details to be found in Daily Bulletin.

4. Immunization: The second Saturday of each month is the scheduled day for immunization shots for personnel of the 301st wing. It is the responsibility of each squadron to call the Immunization Section, Sgt. Nelson, Ext. 2457, on or before Thursday, 10 Jun 54, of the number of each type shot needed and also for a scheduled time to report for the shots. Immunization will be scheduled after the parade if a parade is scheduled on this date. This schedule is also subject to change in event of a priority operational schedule on this date.

5. Character Guidance: All military personnel are required to attend. "Present for duty" and "Present for lecture" strengths will be submitted to the Base Chaplain within 48 hours after the scheduled lecture.

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
15 June	1330	3FMS	Base Chapel
26 June	1000	3B1, 3B2, 3B3, 3ARS	Base Theatre
26 June	1045	3FMS, 3A&E, 3HS, 3AVN	Base Theatre

6. Flying Safety:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
19 June	1000	All B-47 crew members	353rd Briefing room

7. Intelligence Lectures:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
19 June	0800-1000	All combat crew mem- bers and intelli- gence personnel	301ARS Briefing Room
26 June	0800-1000		301ARS Briefing Room

8. EWP Initial Briefing:

<u>DATE</u>	<u>TIME</u>	<u>CREWS</u>	<u>PLACE</u>
3 June	0730-1630	L69, L81, L48	War Room
3 June	1000-1800	L35, L41, L47	"
4 June	0730-1130	L10	"
8 June	0730-1630	LC6, L16, L14, R17	"
11 June	0730-1130	L40	"
14 June	0730-1630	L75, L78, R38	"
15 June	0730-1630	L74	"
16 June	0730-1630	L15, R13, R17	"
18 June	0730-1630	LO8	"

Note: The above schedule takes precedence over all other commitments.

9. EWP Study:

<u>DATE</u>	<u>TIME</u>	<u>CREWS</u>	<u>PLACE</u>
4 June	0730-1130	LC2, LO9, R11	War Room
4 June	1230-1630	LO7, LO4, LO3, L10, LO5	"
5 June	0730-1130	L39, L36	"
7 June	0730-1130	L68, L72, L70, L79	"
7 June	1230-1630	L16	"
11 June	0730-1130	L43, L42, L46, L45	"
11 June	1230-1630	L40	"
17 June	0730-1130	L15, R06, R13, R14, R17	"
17 June	1230-1630	L37	"
25 June	0730-1130	L35, L41, L47	"

25 June	1230-1630	L75, L69, L81, L78, L48, R38	War Room
28 June	0730-1130	L80, L83, L73, L71, L77	"

Note: The above schedule takes precedence over all other commitments.

10. Air Monitor (Basic) Personnel Concerned: Any crew member not having completed course. Length of course - 6 hours.

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>
17-18 June	1300-1600 each day	Air Ref Sq Briefing Room
24-25 June	1300-1600 each day	Air Ref Sq Briefing Room

11. Passive Defense Meeting:

Personnel Concerned: PDO
 Date: 7 June
 Time: 0800
 Place: Air Ref Sq Briefing Room

12. Passive Defense Team Refresher:

Personnel Concerned: All Passive Defense Team Members
 Date: 21 June
 Time: 0800-1200
 Place: Air Ref Sq Briefing Room

13. Ground Monitor Refresher:

Personnel Concerned: All ground monitors on Squadron Passive Defense Teams
 Date: 21 June
 Time: 1230-1630
 Place: Air Ref Sq Briefing Room

14. Bomb Commanders' Refresher:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
1 June	0730-1630	2 Crews Each Bomb Sq	SW Area
2 June	0730-1130		
7 June	0730-1630	2 Crews Each Bomb Sq	SW Area
8 June	0730-1130		
14 June	0730-1630	2 Crews Each Bomb Sq	SW Area
15 June	0730-1130		
21 June	0730-1630	2 Crews Each Bomb Sq	SW Area
22 June	0730-1130		
28 June	0730-1630	2 Crews Each Bomb Sq	SW Area
29 June	0730-1130		

15. IFI and OM:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
2 June	0730-0930	2 Crews 3B1	SW Area
	0930-1130	" 3B2	"
	1130-1330	" 3B3	"
	1330-1530	" 3B1	"
4 June	0730-0930	" 3B2	"
	0930-1130	" 3B3	"
	1130-1330	" 3B1	"
	1330-1530	" 3B2	"
9 June	0730-0930	" 3B3	"
	0930-1130	" 3B1	"
	1130-1330	" 3B2	"
	1330-1530	" 3B3	"
11 June	0730-0930	" 3B1	"
	0930-1130	" 3B2	"
	1130-1330	" 3B3	"
	1330-1530	" 3B1	"
16 June	0730-0930	" 3B2	"
	0930-1130	" 3B3	"
	1130-1330	" 3B1	"
	1330-1530	" 3B2	"
18 June	0730-0930	" 3B3	"
	0930-1130	" 3B1	"
	1130-1330	" 3B2	"
	1330-1530	" 3B3	"
23 June	0730-0930	" 3B1	"
	0930-1130	" 3B2	"
	1130-1330	" 3B3	"
	1330-1530	" 3B1	"
25 June	0730-0930	" 3B2	"
	0930-1130	" 3B3	"
	1130-1330	" 3B1	"
	1330-1530	" 3B2	"
30 June	0730-0930	" 3B3	"
	0930-1130	" 3B1	"
	1130-1330	" 3B2	"
	1330-1530	" 3B3	"

16. Air Crew Loading:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL*</u>	<u>PLACE</u>
2 June	0900	3B1	At aircraft to be
	1130	3B2	scheduled at later
	1300	3B3	date.
	1430	3B1	"
8 June	0900	3B2	"
	1130	3B3	"
	1300	3B1	"
	1430	3B2	"

9 June	0900	3E3	At aircraft to be scheduled at later date.
	1130	3E1	
	1300	3E2	
	1430	3E3	
15 June	0900	3E1	"
	1130	3E2	"
	1300	3E3	"
	1430	3E1	"
16 June	0900	3E2	"
	1130	3E3	"
	1300	3E1	"
	1430	3E2	"
22 June	0900	3E3	"
	1130	3E1	"
	1300	3E2	"
	1430	3E3	"
23 June	0900	3E1	"
	1130	3E2	"
	1300	3E3	"
	1430	3E1	"
29 June	0900	3E2	"
	1130	3E3	"
	1300	3E1	"
	1430	3E2	"
30 June	0900	3E3	"
	1130	3E1	"
	1300	3E2	"
	1430	3E3	"

17. Aircrew Observers EC School:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
21 June	0730-1630	Any Bomb Crew member	SW Area
22 June	0730-1630	not having attended	"
23 June	0730-1630	EC school or Air Crew	"
24 June	0730-1630	Observer EC School	"
25 June	0730-1630	Primary.	"

18. SW Loadings for A & E Teams:

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>
4 June	0730-1630	At aircraft to
11 June	0730-1630	be scheduled
18 June	0730-1630	at later date.
25 June	0730-1630	

19. Gunnery Pre-flight for SES:

<u>DATE</u>	<u>TIME</u>		
3 June	0730-1630	5 Co-pilots 3B2 going to SES 15 June	At aircraft
8 June	0730-1630	Make-up period for 3B2 Co-pilots	to be
3 June	0730-1630	Co-pilot of Crew L79	scheduled
8 June	0730-1630	Co-pilot of Crew L68	at later
29 June	0730-1630	Co-pilots of Crews L78, L80, L74, L77	date.
30 June	0730-1630	Co-pilots of Crews L70, L72, L63, L71	

20. OQ Gunnery Range:

<u>DEPARTURE DATE</u>	<u>PERSONNEL and ORGANIZATION</u>	<u>DURATION OF COURSE</u>
30 May	Maj R. E. McKay 32nd	1 Day
30 May	Maj W. E. Scott 32nd	2½ Days
	Capt V. M. McCardle 32nd	2½ Days
13 June	Capt D. L. Roberts 352nd	1 Day
	1/Lt R. D. Mylos 352nd	1 Day
	Capt J. L. Krimm 253rd	1 Day
	Capt L. T. Williams 253rd	1 Day
	1/Lt D. K. Keeler 253rd	1 Day
13 June	1/Lt J. E. Wechter 352nd	2½ Days
	1/Lt K. W. Yon 352nd	2½ Days
	Capt H. H. Boyles 353rd	2½ Days
20 June	Capt K. A. Trimble 32nd	1 Day
	Capt F. E. Vooz 32nd	1 Day
20 June	1/Lt H. L. Hendon 32nd	2½ Days
	Capt R. E. Johnson 352nd	2½ Days

21. Gunnery Trainer APG/T1A:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
1 June	1200	1 Co-pilot 3F1 - 1 Co-pilot 3E2	APT Area
	1400	" 3E3	"
2 June	1200	" 3E2	"
	1400	" 3E1	"
3 June	1200	" 3E3	"
	1400	" 3E2	"
4 June	1200	" 3E1	"
	1400	" 3E3	"
7 June	1200	" 3E2	"
	1400	" 3E1	"
8 June	1200	" 3E3	"
	1400	" 3E2	"
9 June	1200	" 3E1	"
	1400	" 3E3	"
10 June	1200	" 3E2	"
	1400	" 3E1	"
11 June	1200	" 3E3	"
	1400	" 3E2	"

14 June	1200	1 Co-pilot	3B1	- 1 Co-pilot	3B2	AETF Area
	1400	"	3B3	"	3B1	"
15 June	1200	"	3B2	"	3B3	"
	1400	"	3B1	"	3B2	"
16 June	1200	"	3B3	"	3B1	"
	1400	"	3B2	"	3B3	"
17 June	1200	"	3B1	"	3B2	"
	1400	"	3B3	"	3B1	"
18 June	1200	"	3B2	"	3B3	"
	1400	"	3B1	"	3B2	"
21 June	1200	"	3B3	"	3B1	"
	1400	"	3B2	"	3B3	"
22 June	1200	"	3B1	"	3B2	"
	1400	"	3B3	"	3B1	"
23 June	1200	"	3B2	"	3B3	"
	1400	"	3B1	"	3B2	"
24 June	1200	"	3B3	"	3B1	"
	1400	"	3B2	"	3B3	"
25 June	1200	"	3B1	"	3B2	"
	1400	"	3B3	"	3B1	"
28 June	1200	"	3B2	"	3B3	"
	1400	"	3B1	"	3B2	"
29 June	1200	"	3B3	"	3B1	"
	1400	"	3B2	"	3B3	"
30 June	1200	"	3B1	"	3B2	"
	1400	"	3B3	"	3B1	"

Note: If a trainee achieves a score of 150 points or more, within a four hour period, no further training will be required for the present quarter. If trainees report late to T1A training it will be impossible for them to be scored.

22. Conventional Ammunition Loading:

Personnel: All B-47 Combat Crew Personnel and appropriate A & E personnel. Units will schedule training concurrently with aircraft flying schedule when munitions are used.

23. Weapons Familiarization:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
14 June	0730	50 Men - 3AR Operations	Pistol Range
15 June	0730	50 Men - 3AR Operations	"
16 June	0730	50 Men - 3AR Operations	"
17 June	0730	50 Men - 3AR Operations	"
19 June	0745	150 Men - 3AR Engineering	Carbine Range

24. Instrument School:

<u>DATES</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
31 May thru 4 June	0730-1130	Any pilot due	Building S-15
14 June thru 18 June	0730-1130	for instrument	"
28 June thru 2 July	0730-1130	training.	"

25. Instrument Trainer: (C-8 for 3AR and C-11 for Bomb Sqds)

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
C-8 Mon thru Fri	0730-0930	1 Pilot 3AR	Building S-17
	0930-1130	1 Pilot 3AR	"
	1230-1430	1 Pilot 3AR	"
	1430-1630	1 Pilot 3AR	"
C-11 n thru Fri	1230-1330	1 Pilot 3B3	"
	1330-1430	1 Pilot 3E1	"
	1430-1530	1 Pilot 3E2	"
	1530-1630	1 Pilot 3B3	"

Note: It is permissible to exchange times between bomb squadrons.

26. Radar Trainer (T-3):

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
2 June	0800-1000	1 Observer 3B3	Building S-580
	1000-1200	" 3E1	"
	1200-1400	" 3E2	"
	1400-1600	" 3B3	"
3 June	0800-1000	" 3E1	"
	1000-1200	" 3E2	"
	1200-1400	" 3E3	"
	1400-1600	" 3E1	"
4 June	0800-1000	" 3E1	"
	1000-1200	" 3B3	"
	1200-1400	" 3E1	"
	1400-1600	" 3E2	"
7 June	0800-1000	" 3B3	"
	1000-1200	" 3E1	"
	1200-1400	" 3E2	"
	1400-1600	" 3B3	"
8 June	0800-1000	" 3E1	"
	1000-1200	" 3E2	"
	1200-1400	" 3B3	"
	1400-1600	" 3E1	"
9 June	0800-1000	" 3E2	"
	1000-1200	" 3B3	"
	1200-1400	" 3E1	"
	1400-1600	" 3E2	"

10 June	0800-1000	1 Observer	3B3	Building S-58C
	1000-1200	"	3B1	"
	1200-1400	"	3B2	"
	1400-1600	"	3B3	"
11 June	0800-1000	"	3B1	"
	1000-1200	"	3B2	"
	1200-1400	"	3B3	"
	1400-1600	"	3B1	"
14 June	0800-1000	"	3B2	"
	1000-1200	"	3B3	"
	1200-1400	"	3B1	"
	1400-1600	"	3B2	"
15 June	0800-1000	"	3B3	"
	1000-1200	"	3B1	"
	1200-1400	"	3B2	"
	1400-1600	"	3B3	"
16 June	0800-1000	"	3B1	"
	1000-1200	"	3B2	"
	1200-1400	"	3B3	"
	1400-1600	"	3B1	"
17 June	0800-1000	"	3B2	"
	1000-1200	"	3B3	"
	1200-1400	"	3B1	"
	1400-1600	"	3B2	"
18 June	0800-1000	"	3B3	"
	1000-1200	"	3B1	"
	1200-1400	"	3B2	"
	1400-1600	"	3B3	"
21 June	0800-1000	"	3B1	"
	1000-1200	"	3B2	"
	1200-1400	"	3B3	"
	1400-1600	"	3B1	"
22 June	0800-1000	"	3B2	"
	1000-1200	"	3B3	"
	1200-1400	"	3B1	"
	1400-1600	"	3B2	"
23 June	0800-1000	"	3B3	"
	1000-1200	"	3B1	"
	1200-1400	"	3B2	"
	1400-1600	"	3B3	"
24 June	0800-1000	"	3B1	"
	1000-1200	"	3B2	"
	1200-1400	"	3B3	"
	1400-1600	"	3B1	"
25 June	0800-1000	"	3B2	"
	1000-1200	"	3B3	"
	1200-1400	"	3B1	"
	1400-1600	"	3B2	"
28 June	0800-1000	"	3B3	"
	1000-1200	"	3B1	"
	1200-1400	"	3B2	"
	1400-1600	"	3B3	"

29 June	0800-1000	1 Observer	3E1	Building S-58C
	1000-1200	"	3E2	"
	1200-1400	"	3E3	"
	1400-1600	"	3E1	"
30 June	0800-1000	"	3E2	"
	1000-1200	"	3E3	"
	1200-1400	"	3E1	"
	1400-1600	"	3E2	"

Note: If 3E2, due to SES commitments finds it impossible to utilize all of the above schedules, those periods will be allocated alternately to 3E1 and 3E3.

27. Loran Trainer:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
Mon thru Fri	1000-1200 daily	Navigator or Co-pilot 3AR	each day S-58C

28. Basic Survival:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
7 June thru 11 June	0730, 7 June	7 Crewmembers 3AR	Building S-540
21 June thru 25 June	0730, 21 June	7 Crewmembers 2AR	Building S-540

Note: Officers will pay for 8 meals. Airmen will be taken off separate rations for 8 meals. (Precludes their paying for meals.) At least one trainee in each of the above groups will be an officer. Other organizations desiring to send personnel to Basic Survival contact Wing Ground Training Officer at Ext. 2591.

29. Refresher Survival:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
Each Tuesday	0730-1130	Any crew member needing refresher	Building S-540

Note: Maximum of 40 students per class.

30. Aquatic Survival Training:

Dates: 14 thru 18 June
28 June thru 2 July

Scheduled on request through Wing Ground Training Officer. Maximum: 30 students per class.

31. Swimming Proficiency: (All aircrew personnel)

Dates and Times: 0900-1100 Each Tues and Thur
 Place: NCO Pool #2
 Class Size: Minimum 15, Maximum 25

Note: Trainees are required to have swim trunks, soap and towel when reporting for training.

32. Physical Training:

<u>DATE</u>	<u>TYPE TRAINING</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
1 June	Judo	1030-1130	1 Crew 3B3 and 3AR	Bldg S-711
	PCU	1430-1530	1 Crew 3B1 and 3B2	"
2 June	Judo	1030-1130	1 Crew 3B1 and 3B2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
3 June	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3B1 and 3B2	"
4 June	Judo	1030-1130	1 Crew 3B1 and 3B2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
7 June	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3B1 and 3B2	"
8 June	Judo	1030-1130	1 Crew 3B1 and 3B2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
9 June	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3B1 and 3B2	"
10 June	Judo	1030-1130	1 Crew 3B1 and 3B2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
11 June	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3B1 and 3AR	"
14 June	Judo	1030-1130	1 Crew 3B1 and 3AR	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
15 June	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3B1 and 3B2	"
16 June	Judo	1030-1130	1 Crew 3B1 and 3B2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
17 June	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3B1 and 3B2	"
18 June	Judo	1030-1130	1 Crew 3B1 and 3B2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
21 June	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3B1 and 3B2	"
22 June	Judo	1030-1130	1 Crew 3B1 and 3B2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
23 June	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3B1 and 3B2	"
24 June	Judo	1030-1130	1 Crew 3B1 and 3B2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
25 June	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3B1 and 3B2	"

28 June	Judo	1030-1130	1 Crew 3B1 and 3B2	Bldg S-711
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
29 June	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3B1 and 3B2	"
30 June	Judo	1030-1130	1 Crew 3B1 and 3B2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"

Note: The above schedule establishes the minimum number of personnel to be scheduled on the dates and times indicated. Credit for Physical Training is now limited to one hour of any one phase during any one day and not more than four such periods per week. A maximum of 12 people may be scheduled for Judo, and 15 people for PCU during each period. Coordination between scheduled squadrons will be necessary when scheduling more people than the minimums listed above.

33. Inflight Refueling Training: The SAC Air Refueling Team is scheduled to the 376th Bomb Wing for a period of 30 days, starting on or about 1 June 1954. Arrangements have been made with the 376th Bomb Wing to reserve two spaces per class for 301st Personnel. These spaces should be utilized by aircraft commanders and Staff Personnel who have not previously had this training. Requests for these spaces are to be made through the 301st Wing Ground Training Officer.

34. Physiological Training: (Maintenance Personnel Only)

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
3 June	0730-1630	6 Airmen 3B1 (Entire Course)	Bldg S-52H
		5 Airmen 3B1 (Lecture Only)	"
		6 Airmen 3B2 (Entire Course)	"
		5 Airmen 3B3 (Entire Course)	"

35. Seat Ejection Trainer: Schedule through Wing Ground Training Officer.

36. Code Training:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
Each Wednesday	0730-1130	Anyone needing code (Blinker is available)	Bldg S-15

37. Management Training:

3 Officers to be assigned by 3DF
5 NCOs to be assigned by 3DF

Dates: Mondays, Wednesdays and Fridays starting o/a 28 June
Time: NCO - 0730-0930 Officers - 1000-1200
Duration of Course: 40 hours, 2 hours per day

38. Organizational Supply Course: Applicable to all officers with rank of Captain or below, and all officers and airmen assigned as organizational supply personnel. Classes start on Monday and end on Friday of each week. Two airmen will be assigned to this class each week by 3DF. Officers will be scheduled to attend this course as follows:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
1 June	0730-1130 Mon 0730-1000 Wed and Thur 0730-1130 Fri	1 Officer 3B1 - 1 Officer 3AR	Bldg S-540
7 June	0730-1000 Mon thru Thur 0730-1130 Fri	2 Officers 3AR	"
14 June	0730-1000 Mon thru Thur 0730-1130	1 Officer 3B2 - 1 Officer 3AR	"
21 June	0730-1000 Mon thru Thur 0730-1130 Fri	2 Officers 3AR	"
28 June	0730-1000 Mon thru Thur 0730-1130 Fri	1 Officer 3B3 - 1 Officer 3AR	"

39. First Aid Training: Scheduled on request. Individual units contact Lt. Willard, Ext. 603.

40. B-47 MTD for pilots

Personnel: 7 Co-pilots 3AR being upgraded
4 - 1025's recently assigned 301st EW
Dates: Mon thru Fri
Time: 1230-1630
Place: MTD Building
Note: This is the primary duty of the above personnel until the course is complete.

41. Navigation for Co-pilots:

Personnel: 7 Co-pilots 3AR being upgraded
Time: 0700-1100 Mon thru Fri
Place: 301 ARS
Instructor: Capt Bennett
Note: This is the primary duty of the above personnel until the course is complete.

42. Proficiency Testing: Scheduled on request through Wing Ground Training Officer. Requests must be made in advance so as not to conflict with other scheduled training.

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3DCI

25 May 1964

SUBJECT: Aerial Photography of Barksdale Air Force Base

19

TO: Commander
All Squadrons
301st Bombardment Wing, (M)
Barksdale Air Force Base
Louisiana

1. Pursuant to authority contained in SAC message DIER 11400 dated 20 February 1964, all aerial photography of SAC installations, including off-base remote transmitter and receiver sites, is hereby upgraded to at least CONFIDENTIAL. Those photographs containing Bossier Base will be classified SECRET.
2. It has been noticed that some organizations have photographs of Barksdale Air Force Base posted on the walls of offices, orderly rooms, etc. The unit intelligence or security officer will make a survey of his unit to collect all such photographs and ascertain that they are properly classified and safeguarded.
3. Intelligence officers will also check their target materials and upgrade all aerial photographs and mosaics of SAC installations as required.

BY ORDER OF THE COMMANDER:

Clarence E. Garrison
CLARENCE E. GARRISON
Captain, USAF
Adjutant

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3DCI

21 May 1954

SUBJECT: Combat Reporting

TO: Recipients of SAC Manual 55-8

20

1. In compliance with Second Air Force message 24FICR 21, dated 18 May 1954, the following change will be made to Second Air Force Supplementary Reporting Instructions dated April 1954.

"Delete that portion of par 2b(4)(a) which reads: "But will be addressed to the reporting unit only."

2. Upon completing this posting, this letter will be filed preceding the Supplement Reporting Instructions with the Combat Reporting Manual.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:

3AG	1
3DCA	4
3DCI	5
3CR	1
32 BS	3
352 BS	3
353 BS	3
301 ARS	3

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

SECRET

Classification: SECRET
 Authority: Comdr 301B
 Date: 4 May 1954

HEADQUARTERS 301ST BOMBARDMENT WING (M)
 Barksdale Air Force Base, Louisiana
 2000Z, 4 May 1954

AMENDMENT NO. 1 TO OPERATION ORDER)

NUMBER 50-1)

DEPLOYMENT

1. Items for Amendment:

Item 1. Annex E, paragraph 4, delete in entirety and substitute the following:

4. The number and type capsules indicated below will be delivered to the aircraft on the ramp at BARKSDALE AFB by the Air Base Group in accordance with the following schedule. (See Note 1)

ACFT NO.	ACFT CMDR	CAPSULE DELIVERY TIME	TYPE CAPSULE (REF)	TYPE CAPSULE (SEC)	TYPE CAPSULE (SEC)	TYPE CAPSULE (SEE NOTE 2)
			X DAY (CST)			
7037	DOUGLAS	1900	BRAVO	OSCA	BRAVO	1
5254	FRY	1910	BRAVO	OSCA	BRAVO	2
7019	HORTON	1920	BRAVO	OSCA	BRAVO	4
7035	KESTING	1930	BRAVO	OSCA	BRAVO	2
7025	ZUBER	1940	BRAVO	OSCA	BRAVO	5
7044	KRIG	1950	BRAVO	OSCA	BRAVO	1
7050	TAYLOR, D.	2000	BRAVO	OSCA	BRAVO	1
7053	HENDERSON	2010	BRAVO	OSCA	BRAVO	1
5251	NELSON	2020	BRAVO	OSCA	BRAVO	1
7049	BROCK	2030	BRAVO	OSCA	BRAVO	3
7042	PUTT	2040	BRAVO	OSCA	BRAVO	1
5256	PEARSON	2050	BRAVO	OSCA	BRAVO	1

AMNDT NO. 1 OPR ORDER 50-1
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7022	BERNINS	2100	BR/W	BR/W	BR/W	1
7048	COURTNEY	2110	BR/W	BR/W	BR/W	1
7021	WADYR	2120	BR/W	BR/W	BR/W	2
7036	TAYLOR, E.	2130	BR/W	BR/W	BR/W	3
7030	SMITH	2140	BR/W	BR/W	BR/W	3

X PLUS ONE (CONT)

7060	GADE	1000	BR/W	BR/W	BR/W	2
5243	HENTZE	1010	ALPHA	BR/W	BR/W	2
7034	LINDER	1020	ALPHA	BR/W	BR/W	3
7026	WATER	1030	BR/W	BR/W	BR/W	5
7059	MEYER	1040	ALPHA	BR/W	BR/W	6
7061	LEWIS	1050	ALPHA	BR/W	BR/W	2
7032	VAN ZANDT	2000	ALPHA	BR/W	BR/W	2
5246	SCHURGEL	2010	ALPHA	BR/W	BR/W	4
7038	WILSON	2020	ALPHA	BR/W	BR/W	2
5245	SCHERER	2030	ALPHA	BR/W	ALPHA	2
7041	KESSELMAN	2040	BR/W	BR/W	ALPHA	3
7040	HELM	2050	ALPHA	BR/W	ALPHA	2
7027	CALLIE	2100	ALPHA	ALPHA	ALPHA	2
7023	LEDFMAN	2110	BR/W	ALPHA	ALPHA	2
7058	KESSLER	2120	ALPHA	ALPHA	ALPHA	6
7046	STANAGON	2130	ALPHA	ALPHA	ALPHA	5
7023	MORGAN	2140	ALPHA	ALPHA	ALPHA	4

Note 1. 3 hours prior to take-off time.

Item 2. Annex B, Appendix I, Paragraph 6. All B-47 & KC-97 observers will be

thoroughly familiar with and be prepared to utilize the

American Grid System overlay displayed on the W/C Series chart.

AMNDT NO. 1 OPR ORDER 50-1
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upon departure from GOCSE BAY and while operating within areas controlled by GCI units.

Item 3. Appendix V to Annex "B", B-47 Pilots Control Sheet, X + 1 (CST), Callan, change trip # to read 5335.

Item 4. Appendix V to Annex "B", B-47 Pilots Control Sheet, X Day (CST), Perkins, change trip # to read 5301.

WIDE

DISTRIBUTION:
Same as Com Order

OFFICIAL:

W. J. Wilkins
SHEPHERD W. WILKINS
Colonel, USAF
Director of Operations *FW*

AMNDT NO. 1 COM ORDER 50-1
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HEADQUARTERS
301ST BOMBARDMENT WING (M)

OPERATIONS
ORDER
~~PLAN~~
(BOMBARDMENT)
DEPLOYMENT

22

NUMBER 50-1
DATE 1 May 1954

SECRET

45-424

0156

SECRET

Classification: SECRET
 Authority: Comdr 301BW
 Name: Smith
 Date: 1 May 1954

HEADQUARTERS 301ST BOMBARDMENT WING (M)
 Barksdale Air Force Base, Louisiana
 12007, 1 May 1954

OPERATION ORDER)

SERIAL NO. 50-1)

DEPLOYMENT OPERATIONS "TWIN VICTORY"CHART OR MAP REFERENCES: As required.TASK ORGANIZATIONS:

Headquarters Squadron	Maj E. P. Bowman
32nd Bombardment Squadron	Lt/Col C. L. Lovell
352nd Bombardment Squadron	Lt/Col W. B. Colson
353rd Bombardment Squadron	Lt/Col H. L. Gandy
301st Air Refueling Squadron	Lt/Col B. L. Siddin
301st A & E Maintenance Squadron	Maj A. A. Biretta
301st Field Maintenance Squadron	Lt/Col J. O. Oldson
301st Periodic Maintenance Squadron	Lt/Col D. I. Youn
301st Medical Group	Col G. F. Nease

1. GENERAL SITUATION: A requirement exists for exercising the NEAC staging bases and determining the validity of planning factors presently in use by Headquarters S/C GROB.

a. Intelligence:

- (1) Enemy Forces: Reference HQS S/C Brief Number 158, 10 October 1953, as amended.
- (2) Maps and Charts: As required for planning and navigational

OPR ORDER 50-1
 Page 1 of 10 pages

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SECURITY INFORMATION
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2D AF BARKSDALE AFB, LA. JUNE 51

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purposes.

b. Friendly Forces:

- (1) MATS: Provide necessary air rescue facilities.
- (2) NWC: Provide necessary base facilities and POL support at GOOSE BAY AB and HARMON AFB during the period of this exercise.
- (3) AMC: Provide salvage team at LINSTONE AFB, ME.
- (4) Eighth Air Force:
 - (a) Plan and publish SAC OBOE Operations Order 50-1 outlining simulated strike mission from staging base indicated.
 - (b) Launch simulated strike mission from staging bases.
 - (c) Deploy Class "L" operational control teams to HARMON AFB and GOOSE BAY AB.
 - (d) Establish a Class "X" operational control team at each 8th Air Force Base involved in this exercise.
- (5) Fifteenth Air Force:
 - (a) Deploy units as follows:
 - 22nd Bomb Wing and 1RS to GOOSE BAY AB.
 - 320th Bomb Wing B-47 aircraft to LINSTONE AFB.
 - 320th and 49th Air Refueling Squadrons to HARMON AFB.
 - (b) Make available the 90th Air Refueling Squadron, presently in place at HARMON AFB, for participation in this exercise as required.
 - (c) Establish Class "X" operational control teams at each Air Force Base involved in this exercise.
- (6) SAC OBOE:

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2D AF BARKSDALE AFB, LA, JUNE 51

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- (a) Assume operational control and direct execution of tasks assigned to SAC Forces engaged in this exercise and staging from the SAC OBOE Area.
- (b) Designate Task Force Commander at GOOSE BAY AB and HAWKON AFB to exercise control over all SAC activities at those bases in connection with this exercise.
- (c) Organize a data recording team in the SAC OBOE Area similar to that used on Operations "High Gear".

(7) 4th Air Division:

- (a) Supervise and monitor the execution of the 301st Bomb Wing, and 3d Strategic Support Squadron deployment and/or mission as outlined herein.
- (b) Establish Class "X" operational control team at BARKSDALE AFB in accordance with 217 Operations Plan 41-54.
Commander BARKSDALE AFB will be SAC Senior Controller.
- (3) 305th Air Base Group: Provide facilities and service required to support 301st Bomb Wing during this exercise.
- (9) 26th Weather Squadron: Provide personnel and equipment to support this exercise in accordance with Annex "D", "Administration and Logistics".

2. MISSION: Aircraft from designated units of this command will deploy to pre-strike staging bases indicated and launch a simulated strike, from NEIC Bases as directed by Comdr SAC OBOE. At completion of air refueling, strike aircraft will attack targets in areas of interest to ADC and return to home bases.

SECRET

3. TASK FOR SUBORDINATE UNITS:

- a. Headquarters Squadron, 301st Bomb Wing: Deploy personnel and equipment in accordance with Annex "D", "Administration and Logistics".
- b. 32nd Bombardment Squadron:
 - (1) Deploy 11 aircraft and crews to GOCSE B/Y /B in accordance with Annex "B".
 - (2) Deploy support personnel and equipment in accordance with Annex "D", "Administration and Logistics".
- c. 352nd Bombardment Squadron:
 - (1) Deploy 12 aircraft and crews to GOCSE B/Y /B in accordance with Annex "B".
 - (2) Deploy support personnel and equipment in accordance with Annex "D", "Administration and Logistics".
- d. 353rd Bombardment Squadron:
 - (1) Deploy 11 aircraft and crews to GOCSE BAY AB in accordance with Annex "B".
 - (2) Deploy support personnel and equipment in accordance with Annex "D", "Administration and Logistics".
- e. 301st Air Refueling Squadron:
 - (1) Deploy 15 aircraft and crews to GOCSE B/Y /B in accordance with Annex "B".
 - (2) Deploy support personnel and equipment in accordance with Annex "D", "Administration and Logistics".
 - (3) Be prepared to deploy 8 KC-97 type aircraft 24 hours in advance of execution order.

SECRET

- c. 301st F & B Maintenance Squadron: Provide personnel and equipment to support this exercise in accordance with Annex "D", "Administration and Logistics".
- d. 301st Field Maintenance Squadron: Provide personnel and equipment to support this exercise in accordance with Annex "D", "Administration and Logistics".
- e. 301st Periodic Maintenance Squadron: Provide personnel and equipment to support this exercise in accordance with Annex "D", "Administration and Logistics".
- i. 301st Medical Group: Deploy personnel and equipment in accordance with Annex "D", "Administration and Logistics".
- x. General Instructions:
- (1) This order is effective for planning purposes on receipt. Operations directed herein will be implemented without warning, commencing during the period 7 - 11 May 1954.
 - (2) Y Day will be a calendar day, GMT, designated in the Execution Order. For planning purposes, schedules contained herein are based on execution order being issued at 1200G on Y Day. Execution Order will contain necessary instruction for
 - (3) Implementation Measures:
The execution order to be received by this headquarters will read essentially as follows: "FLICOM _____ WILL HOUSE". Execute 217 Operations Order 50-1 and 110 OCEC Operations Order 50-1. Y Day is (Day, Month, Year). Adjust all schedules as follows: Add (or subtract) _____ Hours.

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SECURITY INFORMATION

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- (4) Aircraft will depart home station per instructions contained in Annex "B".
- (5) Aircraft running lights will remain on during all night phases of this exercise.
- (6) In the event of unforeseen emergency this entire exercise will be terminated by use of code word "Drumeting". In this event all aircraft will return to home base. Aircraft launched from pre-strike staging base will, in emergency, be recalled to same staging base by use of code word "Tolline". If code word "Tolline" is used, deployment phase of exercise will be allowed to progress as scheduled.
- (7) No F-47 post-strike staging bases are involved, since aircraft will post-strike stage at home base.
- (8) No WFI support will be provided. Necessary airlift support will be provided by Strategic Support Squadrons.
- (9) Trip numbers assigned to this Wing will be:
F-47 aircraft - 5200 through 5299
WC-97 aircraft - 5370 through 5399
- (10) Fourth crew position may be utilized on all F-47 aircraft enroute to pre-strike staging base only.
- (11) All tactical aircraft participating will be in full combat configuration.
- (12) RIE: No release will be made unless specifically directed by Comdr RIE.
- (13) The 301st Bomb Wing will receive WGM credit for participation

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Page 6 of 10 pages

SECURITY INFORMATION

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in this exercise.

(14) Reports:

- (a) Headquarters 2/3 will be an information address on all reports originated from this wing.
 - (b) For Development and Redeployment Phases: As outlined in S/C Regulation 55-11 dated 3 November 1952, Inclosures 6 and 9. Position reports per Inclosure 6 to be normal OIA position reporting procedures within FI, and per procedures (10) outside the FI.
 - (c) Reembark aircraft engaged in flights of simulated combats will comply with reporting procedures required by Paragraph I, S/C Regulation 55-11. In operating regular missions, the following code pages will be used in lieu of capsule nomenclature:
 - (1) 157 (150-07)
 - (2) 158 (110-07)
 - (3) 0001 (150-07)
 - (d) Headquarters 2/7 will be information address on all combat reporting required by S/C OIC's Operation Order 50-1.
- (15) Forward Base for deployment will be 00037 BLY/1.
- (16) Complete survival equipment will be carried by all combat crew members.
- (17) S/C security passes will accompany all personnel for access to flight line and classified areas at Steving Base.
- (18) Navigation and Performance: (See Appendix I, to Annex "B").

SECRET

- (19) Crews deploying will simulate the pick up of capsules for their own unit and two additional capsules each for delivery to 7th AFPS located at GOOSE BAY AB.
- (20) Aircraft will deploy with a full combat ammunition load of 700 rounds.
- (21) Deployment of additional personnel in both B-47 and KC-97 aircraft will be as directed in Annex "D".
- (22) Special Weapons:
- a. The following equipment will be aboard each aircraft upon departure:
- 1 T-18 and T-19 will be installed and checked with a T-23.
 - 2 CF 609 pull out (break away) cables will be installed.
 - 3 Model 40-50 sway braces installed.
 - 4 Arming control installed in rear position.
 - 5 U-2 bomb rack in forward position.
 - 6 C-9 hoist complete with function boxes and cables.
 - 7 "Y" type power cables and 1 set of K-2 slings.
- (23) Combat crews scheduled will have a qualified bomb commander.
- (24) One officer from each crew will be designated as a capsule courier.
4. ADMINISTRATION AND LOGISTICAL MATTERS: (Ref Annex "D").
5. COMMAND AND COMMUNICATIONS:
- a. Command:
- (1) Commander, S/C will command all units.

SECRET

- (2) Commander, 21F will command appropriate forces under deployment.
 - (3) Commander, SAC OBCE will command all forces landing at NWC bases.
 - (4) Command Posts:
 - (a) Commander, 21F: BARKSDALE AIR FORCE BASE.
 - (b) Commander, GOOSE BAY SAC TASK FORCE: GOOSE BAY AB, LABRADOR.
 - (c) Commander, 301st Bomb Wing: BARKSDALE AIR FORCE BASE
 - (d) Commander, 301st Task Force: GOOSE BAY AB, LABRADOR
- b. Communications: (Ref Annex "C").

TADE

Annexes

- A - Intelligence (Criticd)
- B - Operations
- C - Communications
- D - Administration and Logistics
- E - Special Weapons

Distribution:

Comdr SAC - 2 copies
Comdr NWC - 2
Comdr 21F - 2
Comdr 81F - 2
Comdr SAC OBCE - 2
Comdr MLTS - 2
Comdr 4th Adiv - 2
Comdr 805 ABG - 2
Comdr 388F - 3
32 B.S. - 15
352 B.S. - 15
353 B.S. - 15
301 MRS - 15
301 A&E - 1
301 Per Maint - 1
301 Fld Maint - 1
301 Mod Gp - 1
300 - 1
300 - 2

SECURITY INFORMATION

SECRET

2D AF BARKSDALE AFB, LA, JUNE 51

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SECRET

OFFICIAL:

William
WILLIAM V. MILWID
Colonel, USAF
Director of Operations

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SECURITY INFORMATION

SECRET

2D AF BARKSDALE AFB, LA JUNE 51

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SECRET

HEADQUARTERS 301ST BOMBARDMENT WING (H)
Barksdale Air Force Base, Louisiana
1200Z, 1 May 1954

ANNEX "B" TO OPERATION ORDER)

NUMBER 50-1)

DEPLOYMENT

OPERATIONS

1. BRIEFING - CRITIQUE:

a. General: (Operation Orders 50-1, Deployment and Strike).

(1) B-47 Crews:

Date - 5 May 1954 Place - 353rd Bomb Sq Time - 1400 hours.

(2) KC-97 Crews:

Date - 5 May 1954 Place - 301st Air Refueling Sq Time - 0730 hours.

b. Specialized:

(1) B-47 Crews (Completed prior to General Briefing).

(2) KC-97 Crews - At discretion of Squadron Commander.

c. Support Personnel:

(1) Personnel Deploying by unit and/or SSS airlift will be briefed by Squadron Commander.

(2) Aircraft Commanders will brief support personnel on emergency procedures.

d. Critique: To be announced.

e. Final Weather Briefing: Three hours prior to T/O.

2. AIRCRAFT DEPARTURE SCHEDULE:

a. B-47 aircraft:

X / 1 - 17

X / 2 - 17

ANNEX "B" OFR ORDER 50-1 SECURITY INFORMATION
Page 1 of 4 pages

SECRET

2D AF BARKSDALE AFB, LA. JUNE 54

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- b. KC-97 Aircraft:
 - 6 May 1954 - 8
 - X Day - 4
 - X + 1 - 3
- c. B-47 aircraft will be dispatched to GOOSE BAY AB, with take-off of first aircraft at 0300Z on X + 1 and 2 respectively. Aircraft will depart with 10 minute separation between aircraft arriving at GOOSE BAY during the period of 0730Z - 1000Z each day.
- d. KC-97 aircraft will depart at the following intervals:
 - (1) Eight aircraft airborne so as to arrive at GOOSE BAY AB during the period 1200Z through 1350Z, 6 May 1954.
 - (2) Four aircraft airborne on X Day within 6 hours after receipt of execution order.
 - (3) Remaining 3 tankers will depart individually on X + 1 so as to arrive at GOOSE BAY AB between twenty-seven and thirty hours after receipt of execution order.
 - (4) Tanker aircraft unable to meet departure schedule will take-off as soon as possible thereafter.
- 3. Upon completion of exercise and release by Commander S.C. COLE, all aircraft remaining at staging bases return to home base.
- 4. Minimum fuel reserves for B-47 aircraft upon arrival over GOOSE BAY AB will be 20,000 pounds.

ANNEX "B" OF ORDER 50-1
Page 2 of 4 pages

SECURITY INFORMATION
SECRET

2D AF BARKSDALE AFB, LA, JUNE 51

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SECRET5. B-47 Weather Minimums:

a. For arrival at staging base:

- (1) Destination: 1500 feet, 3 mile visibility.
- (2) Alternate: 3000 feet, 5 mile visibility.

b. For take-off from staging base:

Station minimum or 500 feet, 1 mile visibility, whichever is higher.

6. CLEARANCES AND TRAFFIC CONTROL:

- a. Flight plans for aircraft of this wing will be filed for routes and altitudes to Forward Staging Base.
- b. Mass flight plans for return from staging base to home base will be coordinated with and approved by appropriate traffic control agencies prior to deployment. In the event approval for mass flight is not received aircraft will be dispatched on individual clearance. This applies particularly to departures from stations outside ZI.
- c. Military necessity is authorized for clearance purposes from home station to forward base only.
- d. The full wing altitudes have been coordinated with CMI by SAC Headquarters, however, block altitudes have not been requested by S.G.

B-47 Aircraft - 33,000 feet

KC-97 Aircraft - 11,000 feet

7. EMERGENCY BASES:Runway Length

LAKE CHARLES AFB	10,500 ft.
LOCKBOURNE AFB	10,500 ft.
DCW AFB	7,000 ft.
LINESTONE AFB	10,000 ft.

8. SPARE AIRCRAFT UTILIZATION:

ANNEX "D" CFR ORDER 50-1
Page 3 of 4 pages

SECURITY INFORMATION

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20 AF BARKSDALE AFB, LA, JUNE 51

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a. E / 1 and 2 Deployment:

- (1) Two spare aircraft and crews will be provided, in addition to the seventeen aircraft scheduled. These aircraft and crews will be as follows:

(a) E / 1:

Swanson - A/cft #7046

Morgan - A/cft #7023

(b) E / 2:

Hodge - 7056

Carter - 7039

- (2) Priority utilization of spare crews and aircraft:

- (a) If aircraft requires replacement spare aircraft will be utilized by primary crew.

9. LESSING: Squadron responsibility.

10. TRANSMITTION: Line Letter Pool, Ext 892.

W. DE

Appendices

- I - Navigation & Performance
- II - Route and Maps
- III - Code Words and Call Signs
- IV - Pilots Control Sheets

Distribution:

Same as Opr Order

OFFICIAL:

SHEPHERD W. WILKINS
Colonel, USAF
Director of Operations

ANNEX "B" OPR ORDER 50-1
Page 4 of 4 pages

SECURITY INFORMATION
SECRET

20 AF BARKSDALE AFB, LA, JUNE 51

0170

SECRET

HEADQUARTERS 301ST BOMBARDMENT WING (L)
 Barksdale Air Force Base, Louisiana
 1200Z, 1 May 1954

APPENDIX I TO ANNEX "B" (C)

OPERATION ORDER 50-1)

DEPLOYMENT

NAVIGATION AND PERFORMANCEPART I. NAVIGATION:1. B-47 & KC-97 ROUTE:

From BAFB	True Course	Distance	Total Distance
To CINCINNATI, OHIO	048	596	596
To ELI, NY	063	392	988
To MONTPELIER, VT	055	226	1214
To MESAUD ISLE, ME	053	241	1455
To GOOSE BAY	037	494	1949

2. B-47 Master Navigation & Performance Plans will be distributed during flight planning phase. The plans are based on the following:
 - a. No wind condition.
 - b. Constant altitude of 33,000 ft for the purposes of air traffic control.
 - c. Aircraft equipped with and without external fuel tanks.
3. 301st Air Refueling Squadron Staff Navigator & Performance Engineer will complete Master Plans as concerns KC-97 aircraft.
4. Where applicable all crews will accomplish at least one night celestial navigation mission.
5. MAPS & CHARTS:
 - a. V-30 Series 12, 21 & 22
 - b. LR Charts 11, 12, 21, 22, 21S (2) & 12S
 - c. RC - 2271 & 2277

SECURITY INFORMATION

APPENDIX I ANNEX "B" OPR ORDER 50-1

Page 1 of 3 pages

SECRET

2D AF BARKSDALE AFB, LA. JUNE 51

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SECRET

A. EMERGENCY AIRFIELDS:

a. CANADA & NEWFOUNDLAND

ANTWERP (D. W. 1)	7,000 FT
QUINCY	8,600 FT
HARVARD	10,000 FT
REDFIELD	6,000 FT

PART II - PERFORMANCE:1. MINIMUM FUEL RESERVE:

- a. B-47 aircraft upon arrival at End Cruise altitudes over GOOSE BAY AB, 20,000 ft.
- b. KC-97 aircraft upon arrival at End Cruise altitudes over GOOSE BAY AB, three hours cruising with normal engine configuration plus a 600 gallon landing reserve.

2. <u>B-47 LANDING WEIGHTS:</u>	<u>With Drop Tanks</u>	<u>Without Drop Tanks</u>
Basic Wt	82000	82000
Drop Tanks	1530	- - -
Oil	423	423
Crew	800	800
Arms	448	448
3 (Sim. Cops)	210	210
Spare Crew Parachute	26	26
Raft	54	54
F. Aid Kits	20	20
Baggage	<u>200</u>	<u>200</u>
Minimum Ldg. Wt.	85711	84181

APPENDIX I ANNEX "B" CFR ORDER 50-1
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Fuel	<u>84,289</u>	<u>95,819</u>
Static Gross Wt	170,000#	170,000#
Start & Taxi	<u>4,000</u>	<u>4,000</u>
Take-off Gross Wt.	166,000#	166,000#

NOTE: Down load Ctr main tank to effect desired Fuel Load.

3. B-47 MINFLY DATA:

Runway Length Available	10000 Ft
Crossure Altitude	167 Ft
QNT	92° F
Take-off Gross Wt.	166000#
Critical Field Length	10000 Ft
Take-off ground Roll (6 Eng)	8670 Ft
Take-off speed	148 K
Critical Eng. Failure Speed	120 K
Line Speed at 2500'	86 K
Line Speed at 5000'	122 K

4. KC-97 AIRCRAFT LOADING: (As directed by 301st Bomb Wing Logistical Annex).

5. KC-97 MINFLY DATA: (As presented in the 301 Air Refueling Squadron Flt. 57).

WIDE

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HEADQUARTERS 301ST BOMBARDMENT WING (..)
Barksdale Air Force Base, Louisiana
1200Z 1 May 1954

APPENDIX III TO AMNEX "W" TO
OPERATIONS ORDER NUMBER 50-1
DEPLOYMENT

CALL SIGNS

1. Call signs initially assigned each bomber unit will be retained throughout the exercise. A call sign will be designated for tanker forces refueling a specific bomber unit. Although the composition of the tanker force may change from day to day, this call sign will be used throughout the exercise.
2. Call Sign:
 - a. 301st Bomb Wing - "FULL HOUSE BOMB."
 - b. The following call signs are designated for tanker aircraft refueling the specified bomb wing and will be used in all communications with CAA while in a cross flight segment.
 - 22nd Bomb Wing - FULL HOUSE CDDA
 - 66th Bomb Wing - FULL HOUSE CACIVALL
 - 301st Bomb Wing - FULL HOUSE BARRON
 - 320th Bomb Wing - FULL HOUSE WOOTEN
 - c. Call sign for 301st tanker aircraft deployment to GOOSE BAY AB and return flight to BARKSDALE AFB will be FULL HOUSE BOMBY.
 - d. These call signs will be expanded as necessary for consecutive missions of a unit by using phonetic alphabet; i.e. 301st Bomb Wing on X - Day would be designated FULL HOUSE BRAVO etc.

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APPENDIX IV AMNEX "D"
OPR ORDER 50-1
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HEADQUARTERS 301ST DEPLOYMENT GROUP ()
Barksdale Air Force Base, Louisiana
12003 1 Apr 1954

ANNEX IV TO ANNEX "B"
TO OPERATIONS ORDER 50-1
DEPLOYMENT

PL-17 TIMES ONE FOUR

PL-17 TIMES ONE FOUR

PL-17 TIMES ONE FOUR

<u>NAME</u>	<u>AFSC</u>	<u>CLASS</u>	<u>PL-17</u>	<u>PL-17</u>	<u>PL-17</u>
DOUGLAS	7037		5369	2130	33
FAY	5251		5371	2110	33
HOOPER	7010		5309	2120	33
HEWITT	7035		5366	2130	33
ZUMER	7035		5353	2140	33
KING	7044		5305	2150	33
LEWIS, L.	7050		5264	2200	33
HELDEN	7053		5338	2210	33
KLING	5251		5362	2220	33
DOCK	7019		5307	2230	33
PLATT	7012		5330	2240	33
WILSON	5255		5350	2250	33
FRANKS	7022		5300	2300	33
COURTNEY	7018		5329	2310	33
FRANKS	7021		5353	2320	33
TAMBO, R.	7024		5310	2330	33
SHAW	7030		5327	2340	33

ANNEX IV TO ANNEX "B"
TO OPS ORD 50-1
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NO OF FULL HOUSE REPS. BY VO

<u>NAME</u>	<u>AGE</u>	<u>CALL SIGN</u>	<u>TIME</u>	<u>T/O</u>	<u>MIN T/O</u>	<u>HR</u>
SMITH	7080		5332	2100		33
JONES	5013		5306	2110		33
LEWIS	7031		5336	2120		33
TAYLOR	7026		5331	2130		33
WALKER	7059		5308	2140		33
WELLS	7061		5361	2150		33
WATSON	7032		5330	2200		33
SCHEIDT	5246		5302	2210		33
WILSON	7025		5350	2220		33
SMITH	5245		5323	2230		33
SMITH	7011		5300	2240		33
SMITH	7010		5268	2250		33
SMITH	7027		5336	2300		33
SMITH	7028		5304	2310		33
SMITH	7033		5365	2320		33
SMITH	7016		5011	2330		33
SMITH	7023		5357	2340		33

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KC-97 PILOTS CENTRAL SHEET
REPLACEMENT

FORCE FULL HOUSE DRAIN L.H.

<u>DEL DAY</u>	<u>ACFT CALLER</u>	<u>ACFT</u>	<u>CALL SIGN</u>	<u>TRIP #</u>	<u>T/C</u>	<u>AWT/A</u>	<u>ALT</u>
5 Day	RAX	2857		5385			131
5 Day	MULLEN	2853		5371			131
5 Day	COOLEY	2861		5304			131
5 Day	SULLIVAN	2863		5394			131
5 Day	LEPTICK	2864		5373			131
5 Day	WISNER	2859		5338			131
5 Day	BRANN	2873		5399			131
5 Day	KIMPTWICK	2646		5370			131
X DAY	DAVIS	2867		5393			131
X DAY	ZIMNICK	2863		5387			131
X DAY	HARRIS	2859		5364			131
X DAY	DUNSHOPE	2876		5396			131
X / 1	PATTERSON	2874		5372			131
X / 1	ACKERMAN	2870		5306			131
X / 1	MUSHING	2871		5392			131

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APPENDIX IV TO ANNEX "A"
TO OIS ORD 50-1
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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1200Z, 1 May 1954

ANNEX "C" TO OPERATIONS ORDER)

NUMBER 50-1)

DEPLOYMENT

COMMUNICATIONS

1. SAC CEI, JANAFs, ACPs, SACDAL, AFSAL 5104, Inclosure 6 to SAC Reg 55-11, 3 November 1953, and pertinent Radio Facility Charts apply except as modified herein.
 2. Visual identification, recognition and IFF will be in accordance with SAC CEI 2407.3
 3. Communications Control Stations will be:
 - a. Deployment phase (When operating in Gander CAC/FIR)

Harmon Airways	Primary
Goose Airways	Secondary
 - b. Deployment phase (When operating in New York CAC)

Andrews Airways	Primary
Kindley Airways	Secondary
- NOTE: Other AACS stations may be contacted as an alternate to the above stations, but every effort must be made to contact primary or secondary station when under ICAO Oceanic Control.
4. Emergency procedures will be in accordance with ACP 130, 135, JANOP 300 and Radio Facility Charts.
 5. Call Signs: Appendix 3 to Annex "E". This Operations Order applies.
 6. Navigation aids will be as listed current Radio Facility Charts.

ANNEX "C" TO OPR ORDER 50-1

DEPLOYMENT

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20 AF BARKSDALE AIR LA. 100-9

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7. UHF Channelization for all aircraft will be in accordance with SAC CEI figure 11-7.
8. VHF Channelization for KC-97 Aircraft will be in accordance with SAC CEI figure 11-4.
9. HF Instruction:
 - a. B-47 aircraft will be channelized in accordance with SAC CEI figure 11-13.
 - b. KC-97 Aircraft will be channelized as prescribed by the Comdr, 301st ARS.
 - c. HF Back up for VHF/UHF Air-Air Communications 4724.5 KC/S.

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SHERMAN W. WILKINS
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ANNEX "C" OPR ORDER 50-1
DEPLOYMENT
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20 AF BARRSDALE AFB LA NOV 52

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1200Z, 1 May 1954

ANNEX "D"

TO

OPERATIONS ORDER 50-1

"LOGISTICS"

(Issued Under Separate Cover)

SECURITY INFORMATION

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HEADQUARTERS 301ST BOMBARDMENT TBN (M)
Barksdale Air Force Base, Louisiana
1200Z 1 May 1954

ANNEX "B" TO
OPERATIONS ORDER 50-1
DEPLOYMENT

SPECIAL TASKS

1. The 301st ABE Squadron will prepare each aircraft as follows:
 - a. T-23 checks performed.
 - b. CF-609 cables installed.
 - c. Model LC-60 sway braces installed.
 - d. U-2 hook rack installed in forward position.
 - e. Arming Control in rear position.
 - f. C-9 hoist installed and operational.
 - g. "Y" type covercable and one set of K-2 slings aboard each aircraft.
2. Each tactical squadron will appoint a Traffic Control Officer to report to the Bomb Control Point four hours prior to the first scheduled take-off on X plus one and X plus 2.
3. Each Aircraft Commander and co-pilot will require a letter of introduction authorizing him to accept nuclear components.
4. The number and type capsules indicated below will be delivered to the aircraft on the ramp at PARKSHAM AFB by the Air Base Group in accordance with the following schedule. (See Note 1)

ACFT NO.	ACFT CG DR	CAPSULE* DELIVERY TIME	TYPE CAPSULE (PT)	TYPE CAPSULE (SEC)	TYPE CAPSULE (SEC)	TYPE RAD DEF EQUIP (SEE NOTE 2)
<u>X DAY (CST)</u>						
7037	DOUGLAS*	1900	BRVO	BRVO	BRVO	1
5251	F-4Y	1910 "	BRVO	BRVO	BRVO	2

ANNEX "B" TO
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ACFT NO.	ACFT CO DR	CAPSULE DELIVERY TIME	TYPE CAPSULE (P.I.)	TYPE CAPSULE (SEC)	TYPE CAPSULE (SEC)	TYPE AND DEF BRIT (SEE NOTE 2)
7019	HOLTON	1920	GCT	B WVO	B WVO	4
7035	KESTING	1930	"	ALPHA	B WVO	2
7025	AUBER	1940	"	ALPHA	B WVO	5
7044	KRIG	1950	"	ALPHA	B WVO	1
7050	RAYON, D.	2000	"	ALPHA	B WVO	1
7053	HENDERSON	2010	"	ALPHA	B WVO	1
5251	NELSON	2020	"	ALPHA	B WVO	1
7049	BLOCK	2030	"	ALPHA	B WVO	ALPHA
7042	MATT	2040	"	ALPHA	B WVO	ALPHA
5256	VERSON	2050	"	ALPHA	B WVO	ALPHA
7022	PERKINS	2100	"	ALPHA	ALPHA	ALPHA
7048	COURTNEY	2110	"	ALPHA	ALPHA	ALPHA
7021	BARBER	2120	"	ALPHA	ALPHA	ALPHA
7036	TAYLOR, P.	2130	"	ALPHA	ALPHA	ALPHA
7030	SMITH	2140	"	ALPHA	ALPHA	ALPHA
<u>X MIS ONE (COP)</u>						
7060	GALDE	1900	"	B WVO	COCA	B WVO
5243	HINTZ	1910	"	B WVO	COCA	B WVO
7034	LINDER	1920	"	B WVO	COCA	B WVO
7026	PLATE	1930	"	B WVO	COCA	B WVO
7059	MEYER	1940	"	B WVO	COCA	B WVO
7061	LEWIS	1950	"	B WVO	COCA	B WVO
7032	VAN ZANDT	2000	"	B WVO	COCA	B WVO

ANNEX "E" TO
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ACFT CO DR	ACFT CO DR	CAPSULE DELIVERY TIME	TYPE CAPSULE (MIN)	TYPE CAPSULE (SEC)	TYPE CAPSULE (SEC)	TYPE AND DEF EQUIP (SEE NOTE 2)
5246	SCHLEGEL	2110 GCT	DLVO	COCA	DLVO	4
7238	ILSON	2120 "	DLVO	COCA	DLVO	2
5245	SCHLEGEL	2130 "	DLVO	COCA	DLVO	2
7241	KASSELMAN	2140 "	DLVO	COCA	DLVO	3
7240	HELES	2150 "	DLVO	COCA	DLVO	2
7227	GALLUM	2100 "	DLVO	COCA	DLVO	2
7226	LEDEMAN	2110 "	DLVO	DLVO	DLVO	2
7250	KESSLER	2120 "	DLVO	DLVO	DLVO	6
7246	SCHLEGEL	2130 **	DLVO	DLVO	DLVO	5
7223	J.B.S.	2140 **	DLVO	DLVO	DLVO	4

* 3 hours prior to take-off time.

** Alpha may be used.

5. Either the aircraft Commander or the co-pilot may sign for the capsules. All capsules will be transferred over to the AFIS at the forward base, in accordance with AFM 67-1.
6. Radiological defense equipment will be delivered to the personal equipment section. The personal equipment sections will issue the equipment to the combat crews.

NOTE 1: The first twelve capsules will be empty 2112 carrying cases.

The remainder will be boxes simulating capsules, but will be marked ALPHA, DLVO or COCA type. The active material container will be removed from its frame on the first 2112 carrying case delivered to each aircraft and stowed to the IPI tool box.

One 2112 carrying case will be placed in each ATO compartment and tied down. The frame of the first carrying case should also

be placed in the ATO compartment. When boxes are used as simulated capsules, one box should be stowed and tied down in each ATO compartment.

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OFS C.D. 50-1
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Pages

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- NOTE 2: Type 1 - 1 each AN/PDR 1-1B; 1 each 50R self reading desinator;
3 each DT-60's.
- Type 2 - 1 each AN/PDR T-1B; 1 each 10R self reading desinator;
3 each DT-60's.
- Type 3 - 1 each AN/PDR 27; 1 each 200R self reading desinator;
3 each DT-60's.
- Type 4 - 1 each AN/PDR 27; 1 each 200R self reading desinator;
3 each DT-60's.
- Type 5 - 1 each GI 2610; 1 each 200R self reading desinator;
3 each DT-60's.
- Type 6 - 1 each Victorson 247; 1 each 200R self reading desinator;
3 each DT-60's.

TIME

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OFFICIAL:

S. J. Wilkins
S. J. WILKINS
Colonel, USAF
Director of Operations

ANNEX "E" TO
OPS ORD 50-1
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HEADQUARTERS
301ST BOMBARDMENT WING (M)

OPERATIONS
ORDER
-PLAN-
(BOMBARDMENT)
STRIKE

25

NUMBER 50-1

DATE 1 May 1954

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Classification: SECRET
 Authority: Comdr 301BW
 Name: Comdr 301BW
 Date: 4 May 54

HEADQUARTERS 301ST BOMBARDMENT WING (C)
 Darksdale Air Force Base, Louisiana
 1200Z, 1 May 1954

OPERATION ORDER)

NUMBER 50-1)

STRIKE

FULL HOUSECHARTS AND MAP REFERENCES: As Required.TASK ORGANIZATIONS:

Headquarters Squadron	1st Lt E.L. Bowman
32nd Bombardment Squadron	Lt/C 1 C.L. Lowell
352nd Bombardment Squadron	Lt/C 1 W.D. Gilsen
353rd Bombardment Squadron	Lt/C 1 H.L. Gandy
301st Air Refueling Squadron	Lt/C 1 D.L. Sjodin
301st W & E Maintenance Squadron	1st Lt A.M. Dirotta
301st Field Maintenance Squadron	Lt/C 1 J.C. Oldsen
301st Periodic Maintenance Squadron	Lt/C 1 D.I. Yous
301st Medical Group	C 1 G.W. Neuce

1. GENERAL SITUATION: A requirement exists to exercise the Northeast Air Command staging bases, and to determine the validity of planning factors presently in use by the command. A majority of the units involved will stage bombardment and tanker crews through bases as indicated. All units will fly a simulated strike mission under the realistic conditions of gross weight and timing. Targets have been designated in areas of interest to ADC.

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 Page 1 of 7 pages

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- a. Intelligence: See Annex "A".
- b. Friendly Forces:
 - (1) MARS: Provide air rescue facilities. Dumbo aircraft will orbit in each air refueling area during the refueling period.
 - (2) NEMC: Provide necessary base facilities and ICE support at CASE BAY during this exercise.
 - (3) Fourth Air Division: (Ref Operation Order 50-1, Deployment).
- 2. MISSION: Bombardment aircraft will launch simulated strikes from NEMC bases, air-refueling as required, and landing at post-strike bases.
- 3. TASK FOR SUBORDINATE UNITS:
 - a. Headquarters Squadron: Provide personnel as required to support this exercise as directed in Annex "D" (Deployment).
 - b. 32nd Bombardment Squadron:
 - (1) Provide aircraft and crews as required in Annex "D".
 - (2) Provide personnel as required by Logistics Annex to Operation Order 50-1 (Deployment).
 - c. 352nd Bombardment Squadron: Same as 3b above.
 - d. 353rd Bombardment Squadron: Same as 3b above.
 - e. 371st Air Refueling Squadron:
 - (1) Provide aircraft and crews as required in Annex "D".
 - (2) Provide personnel as required by Logistics Annex to Operation Order 50-1 (Deployment).
 - (3) Will provide a task force commander, to control refueling in designated refueling area.
 - f. Supporting Squadrons: Listed under Task organizations, will be the same as 3e.

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x. General Instructions:

- (1) This order is for planning purposes and is effective upon receipt. Operations directed herein will be implemented without warning, commencing during the period 7 - 11 May 1954. Mission planning, General Briefing, target study and preparation of flight plans will be accomplished prior to, 7 May 1954.
- (2) The unclassified code name for this operation is "Full House". All communications will include this code name.
- (3) Aircraft running lights will remain on during all night phases of this exercise.
- (4) Information will be available to ADC regarding routes and timing throughout the exercise to allow maximum training by ADC units.
- (5) In the event of unforeseen emergency, this exercise will be terminated by use of the code word "Drawstring". In this event, all aircraft will return to home base. Aircraft launched from pre-strike starting base will, in emergency, be recalled to same starting base by use of code name "Towline". If this code word is used, deployment phases of mission will be allowed to progress on schedule.
- (6) Fourth crew position on B-47 aircraft will not be utilized during strike missions.
- (7) NO: No release will be made referring this exercise unless specifically directed by Commander, Strategic Air Command.
- (8) B-47 Weather Minimum:
 - (a) For arrival at Staging Base:

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- 1 Destination: 1500 feet, 3 mile visibility
 - 2 Alternate: 3000 feet, 5 mile visibility
- (b) For take-off from starting base:
Station minima or 500 feet, 1 mile visibility, whichever is higher.
- (9) Each unit will be responsible for preparation and submission of its own combat mission reports from home base and from the starting base.
- (10) During this exercise, no aircraft will descend lower than 2500 feet above the highest terrain within 50 miles of course over land, or within 100 miles of expected landing points except for take-off and landing.
- (11) All navigational devices will be used throughout all phases of this exercise to insure safety of crews and aircraft.
- (12) Radar observers on aircraft equipped with navigational radar will monitor all landings.
- (13) Minimum Fuel Reserves:
 - (a) B-47 Home station: 10,000 pounds.
 - (b) KC-97:
 - 1 Destination GOCSE BAY AB - three hours and thirty minutes (3:30) cruising with normal configuration.
 - 2 At any other destination: In accordance with AFR 60-16.
- (14) Climatic data for GOCSE BAY AB:
Maximum mean temperature - 47°F
Minimum mean temperature - 29°F

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Prevailing wind direction - NNE

Average Wind Speed - 8.5 MPH

- (15) Routes of this Wing's strike missions, only, are unclassified.
- (16) Squadron Commanders will assure that maximum training requirements are accomplished for aircraft returning from forward base on other than a planned strike mission.
- (17) The following maximum static gross weights will apply:
B-47 Aircraft: Maximum with full internal fuel load.
KC-97 Aircraft: 175,000 pounds.
- (18) Special Weapons:
 - (a) The simulated capsule will be delivered to the aircraft by the AFPS two hours prior to scheduled take-off time. The first four capsules will be empty M102 carrying cases; the remainder will be boxes simulating capsules. The capsule can be signed for by either the Aircraft Commander or the Pilot. Transfers will be in accordance with AFM 67-1. The crews receiving M102 carrying cases will remove the active material container from the frame and strap it to the IPI tool box. The frames will be placed aboard the aircraft, the M102 carrying cases will be turned in at BARKSDALE AFB. The crews receiving the boxes (simulated capsules) can store the boxes anywhere on the aircraft, and it is not necessary to turn them in at BARKSDALE AFB.
 - (b) All radiological defense equipment will be turned in to Personal Equipment at BARKSDALE AFB upon completion of mission.

4. ADMINISTRATION AND LOGISTICS MATTERS:

- a. Funding Serial Number CM-55 will apply to all units.

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b. Logistics: (Ref Annex "D", Deployment Order 50-1).

5. COMMAND AND COMMUNICATIONS:

a. Command:

(1) Commander, SAC CPOE will assume command of B-47 and KC-97 forces when passing through 70 degrees west longitude and will retain command until KC-97 forces pass through 70 degrees west enroute to home stations and B-47 forces reach "H-Hour", Control Point.

(2) Command Posts:

(a) Commander, SAC CPOE: CARSWELL AFB until 14 hours after dispatch of execution order; LIEBORN AFB subsequent to this time until completion of exercise.

(b) Commander, GOOSE BAY SAC Task Force: GOOSE BAY AB, LABRADOR.

(c) Glaciera Control: BARKSDALE AFB, LOUISIANA.

b. Communications: (Ref Annex "C").

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Annex

A - Intelligence
B - Operations
C - Communications
D - Administration and Logistics

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SHERMAN W. WILKINS
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OPR ORDER 50-1
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HEADQUARTERS 31ST AIR DIVISION (M)
Barksdale Air Force Base, Louisiana
12000 1 May 1954

ANNEX "A" TO

OPERATIONS ORD 5-1

INTELLIGENCE1. INTELLIGENCE SUMMARY:a. General Situation:

Significance of the mission is as stated in the Operations Order.

b. Enemy Order of Battle:

- (1) See Appendix 1 for Air Order of Battle of the Air Defense Forces.
- (2) See Appendix 2 for Air Order of Battle of the Air Defense Forces.

c. Capabilities of Enemy Forces:

- (1) Fighters: ALC fighter aircraft types include F-94, F-89 and F-86D all-weather jet interceptors (AI equipped); F-86, F-84 and F-80 jet fighters (non-AI equipped); and F-51 reciprocating engine fighters. Augmentation Force fighters include F-84, F-86, F-80 and F-51 aircraft. US Navy types include F2H, F3H, F4U, all of which may be AI equipped; and F6F, F7E, F4F and F9F. A-1F types include B-66, B-71, Vengeance and GB-1's.
- (2) Radar: ALC has demonstrated an early warning detection range up to 200 nautical miles on joint ALC-SAC exercises. Detection range along the coastal areas have exceeded the range along the US-Canadian border. For planning purposes, a range of 200 nautical miles along the coastal area, and 100 miles elsewhere, is considered acceptable as an average, having a reasonably high percentage of

ANNEX "A" TO
OPS ORD 5-1
Page 1 of 8 Pages

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reliability. Ground Control Intercept radars now consist of several F-7B types as well as some GCE-5s and GCE-6a. GCI radars also fulfill the CI function. Present AI radar equipment consists of the A-1 and AN/APG-33, AN/APG-37 and AN/APG-31.

2. INTELLIGENCE DATA BASE:a. Essential Elements of Information:

- (1) General: As covered by the pertinent required reports of SAC manuals 55-8, 51 and 53 and AF Memos 200-2 and 200-3.

b. Means of Obtaining Information:

- (1) Interpretation of cockpit crews immediately after the mission by intelligence officers and staff specialists.

c. Reports and Distribution:

- (1) Black altitude reservations - A priority message will be dispatched to Commander, 21st Air Force, from Commander, 31st Bomb Wing (), prior to departure from Burbank station and not later than 3:00 PM PST advising that GAA and DDT approval has been secured for the black altitude reservations to be used by strike and refueling aircraft from GCEB BAH AF 3 SE.
- (2) Bombardment Mission Reports:
- (a) SAC Burbank Station 55-11, dated 3 May 53, Incls 6 and 9. Incl 6, Position Reports, and Incl 9, Bombardment Reports, will be submitted for the Deployment and Redeployment Phases.
- Position reports per incl sure 6 to be normal GAA position reporting procedures within EI and per procedure AIA outside the EI. Incl 9 FLICOM messages will not have SAC Controller, OPOE as an addressee. All FLICOM messages for OPOE will be

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addressed to Comdr SAC OTOE; FLICOM messages for SAC Controller will be addressed to Comdr H2d Bomb Wing (C). FLICOM messages will contain Comdr 8AF, CA. SWELL AFB, TEXAS; Comdr SAC OTOE, LI ESBONE AFB, TX.; and Comdr 2AF DL SSBMIB AFB, LA. as additional addressees on messages submitted within 14 hours after receipt of execution order. Comdr 8AF, CA. SWELL AFB, TEXAS will be added as an additional addressee on FLICOM messages submitted subsequent to 14 hours of receipt of execution order until completion of the mission.

(1) SAC Annual ST-21 Reports Required:

<u>Code No.</u>	<u>Title</u>	<u>Distb Code</u>
F-1	Mission Planning Report	A
F-2	Pre-Mission Report	A
F-10	Departure Report	B
F-11	Strike Report	A
F-15	Loading Report	B
F-17	Aircraft Commander's Report	A
F-21	Weather Report	A
F-22	Aircraft and Crew Status Report	A
F-23	Initial Energy Section Report	A
F-24	Initial Intelligence Report	A
F-27	Wing Commander's Report	C
F-51	Engineer's Report	A
F-71	Flight Engineer's Report	D
F-81	Simulated Combat Operations Summary	A
F-80	Courier Officer Report	C

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SECRETDepartment and Air Refueling Strike Phase

<u>Distribution Code</u>	<u>Addresses</u>
A*	Action: Comdr SAC & Comdr SAC ODEB, 11 BOSTON AFB, MAINE Info: Comdr 2AF
B*	Action: Comdr SAC & CO B. SAC ODEB Info: Comdr 2AF Comdr 11AC
C	Action: Comdr SAC ODEB Info: Comdr 8AF Comdr 2AF
D	Action: Comdr 8AF Info: Comdr 2AF

(c) SAC Manual 55-8 Par 6a reports required:

<u>Code No.</u>	<u>Title</u>	<u>Dist. Code</u>
1-12	Hot News Report	A
1-23	Lost Aircraft Summary	A
1-35	Initial Report of Enemy Radio and/or Electronic Jamming	A

(d) AF Reg 200-2 WFOB reports are required if applicable.

(e) AF Reg 200-3 GUNIB reports are required if applicable.

* See paragraph 2c (h)(-).

(3) Air Refueling Mission reports:

(a) Weather report: Tanker weather scout aircraft will transmit, in clear language, a weather report upon arrival in refueling area and half hourly thereafter. Reports will be transmitted to Communications Control Station or designated alternate, addressed to "SER. LINES".

(b) Refueling report: After completion of each aerial refueling, tanker will transmit in clear language a refueling report to Communications Control Station. Message will be addressed to

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"SECRET". Any ACG Air/ground station may be used as alternate if required. Text of report: "(Tanker SAC BIL off-loaded (ounds of fuel) to (receiver SAC BIL) at (time)". Add any pertinent remarks to explain status and intentions of unrefueled aircraft.

(c) SAC Manual 55-11, dated 2 Nov 53, Incls 6 and 9. (See instructions under "Standard Mission Reports, paragraph 2c(2)(a).")

(d) SAC Manual 55-8D Reports required:

<u>Code No.</u>	<u>Title</u>	<u>Distrib Code</u>
T-1	Mission Summary Report	A
T-2	Pre-Mission Report	A
T-10	Departure Report	B
T-15	Landing Report	B
T-17	Aircraft Commander's Report	A
T-21	Weather Report	A
T-22	Aircraft and Crew Status Report	A
T-23	Initial Enemy Reaction Report	A
T-24	Initial Intelligence Report	A
T-27	Line Commander's Report	C
T-71	Flight Engineer's Report	B
T-81	Simulated Combat Operations Summary	A

(e) SAC Manual 55-8 Par 6a Reports Required:

<u>Code No.</u>	<u>Title</u>	<u>Distrib Code</u>
T-12	Hot News Report	A
T-20	Lost Aircraft Summary	A
T-35	Initial Report of Enemy Jamming of Airborne Electronic Equip	A

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NOTE: See Postardent Mission Reports, paragraph 2c(2)(b),
for explanation of distribution code.

- (f) AF Reg 200-2 WFOB reports are required if applicable.
- (g) AF Reg 200-3 CIMIS reports are required if applicable.
- (h) Instructions Applicable to Both Postardent and Air Refueling Missions:
 - (a) An In-Flight Interrogation Form for the strike mission will be issued to each Postardent crew before departure from HAF and to each tanker crew for each assigned sortie before take-off at COMB BAYAB. This form will be filled-out while airborne and turned in immediately upon landing. Further interrogation will depend upon the information entered in the form.
 - (b) Preceding report instructions supersede SAC Letter D6004, subject: Contact reports required for Training Missions, 15 April 1951.
 - (c) I-1 and T-1 reports will be submitted prior to the first mission only, unless scheduled delays in execution of subsequent strikes are encountered. If 48 hours due time cannot be met, submit as soon as practicable prior to mission.
 - (d) I-71 and T-71 reports may be submitted at the conclusion of the exercise. Address to Comdr, 8AF and info to Comdr 2AF.
 - (e) All reports with due time of more than 24 hours after end of mission, if Distribution 4, will be addressed to Comdr SAC and Comdr 8AF with info to Comdr 2AF.

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- (f) B-71 reports will be accomplished in accordance with procedures outlined in B-71 Report, SAC Manual 55-88, dated January 1954.
- (g) SAC Manual 55-8, 81 and 82 reports submitted before the wing passes to operational control of Comdr SAC OPOS will include Comdr SAC OPOS as an info addressee.
- (h) ZIMCO reports will identify the missions being reported. The report code number will be suffixed by the date the mission originated. Example: Paragraph 1 of the B-2 report for the X plus 2 mission would read: "1 ZIMCO (cite number) B-2 X plus 2." This instruction will apply to all ZIMCO reports except those transmitted for airframe aircraft.
- (i) ZIMCO messages will not have SAC Controller, OPOS as an addressee.
- (j) An aircraft Commander's Mission Warning Folder will be issued to each aircraft Commander before departure from RAFB.

3. INTELLIGENCE ACTIVITIES:a. Plans and Target Materials:

- (1) An initial pre-target study briefing, at which time the targets will be assigned, will be conducted by the Wing Plans Section. Crews will then proceed to the Wing Target Section where each crew will receive a combat crew mission folder containing the required navigational charts and target materials for accomplishment of its mission. Crew will then return to their respective squadrons for flight planning and target study under the Squadron Observer.

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Appendix I - Air Order of Battle of AEF (.notes in 2 parts)
Appendix II - Land Order of Battle of AEF (.notes in 2 parts)

DISTRIBUTION:

Same as Ops Order

ORIGINAL:

Wilkins
S. W. WILKINS
Colonel, USMC
Director of Operations

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OPERATIONS O DE 50-1
Page 8 of 8 Pages

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HEADQUARTERS 301ST AIR BOMBARDMENT BWS (M)
 Barstow Air Force Base, Louisiana
 1200Z, 1 May 1954

PART II APPENDIX I TO ANEX "A")

OPS ORDER 50-1)

ANNEX FOR PART IDELIVERY AND SERVICE OF APO AIRCRAFTTO THE AIR FORCE
BY THE DIVISION

<u>LOCATION</u>	<u>TYPE AIRCRAFT</u>	<u>TYPE AIRCRAFT</u>
1	16	F-94 B
	18	F-89 C
2	18	F-86 D
	6	F-86 F
3	40	F-86 D
	7	F-86 L
4	18	F-86 F
	36	F-86 D
5	3	F-86 F
	19	F-86 D
6	8	F-86 F
	18	F-86 D
7	7	F-84 C
	17	F-86 D
8	8	F-86 L
	<u>320 AIR DIVISION APO.</u>	
9	20	F-86 F
10	21	F-86 D
	20	F-86 L
11	19	F-86 D
	16	F-51's
12	16	F-86 F
	16	
13		

PART II APPENDIX I TO ANEX "A" TO OPS ORDER 50-1

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<u>LOCATION</u>	<u>NUMBER AIRCRAFT</u>	<u>TYPE AIRCRAFT</u>
14	49	F-80 C
15	44	F-80 C
<u>26TH AIR DIVISION AREA</u>		
16	34	F-86 D
	2	F-84 C
17	41	F-86 D
	6	F-86 L
18	17	F-80 A
	15	F-80 C
19	17	F-84 C
20	17	F-84 C
21	25	F-86 D
22	32	F-84 C
	2	F-84 B
<u>20TH AIR DIVISION AREA</u>		
<u>20TH AIR DIVISION AREA</u>		
23	22	F-84 G
<u>81ST AIR DIVISION AREA</u>		
24	14	F-86 D
	10	F-51's
25	12	F-86 F
	15	F-51 D
26	15	F-86 D
	14	F-51 D
27	18	F-86 D
	12	F-51
TOTAL NUMBER AIRCRAFT	<u>801</u>	

PART II APPENDIX I TO ANNEX "A" TO OPS ORDER 50-1

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HEADQUARTERS 301ST FOR. SUPPORTING (C)
Barksdale Air Force Base, Louisiana
12001, 1 May 1951

PART II APPENDIX II TO A MAX "A")

OPS CENTER

50-1)

LISTED FOR PART I

REMARKS OF AFB 301ST

301ST AIR DIVISION

301ST AIR DIVISION

LOCATION

1

REMARKS

OPS-3, OPS-5

2

OPS-6

3

OPS-7

4

OPS-8

5

OPS-9

6

OPS-3, OPS-4

7

OPS-10

8

OPS-3

9

OPS-3, OPS-5

10

OPS-3, OPS-5

11

OPS-3

12

OPS-3

13

OPS-3

320 AIR DIVISION (RE)

14

OPS-6B

15

OPS-6B

16

OPS-6B

PART II APPENDIX II TO A MAX "A") OPS CENTER 50-1

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WINDON PIERS 301ST BOMBARDMENT WING (H)
Calkedale Air Force Base, Louisiana
1200Z, 1 May 1954

ANNEX "B" TO OPERATION ORDER)

NUMBER 50-1)

STRIKE OPERATIONS

1. BRIEFING AND CRITIQUE:

a. General:

(1) B-47 Crews:

Date - 5 May 1954 Place - 353rd Bomb Sq Time - 1400 hours.

(2) KC-97 Crews.

Date - 5 May 1954 Place - Air 181st Sq Time - 0730 hours.

b. Specialized:

(1) B-47 Crews (Completed prior to General Briefing).

(2) KC-97 Crews - (Immediately after General Briefing).

c. Critique. To be announced.

d. Final Weather Briefing: Three hours prior to take-off.

2. Upon receipt of this operation order all tactical units will disseminate to all personnel involved information contained herein. The success of this mission depends largely on a thorough knowledge and understanding of this exercise.

3. GENERAL INFORMATION:

a. Total SAC OBCO effort on X + 1:

B-47 - 60 aircraft

B-36 - 10 aircraft

b. Total SAC OBCO effort on X + 2:

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B-47 - 60 aircraft

B-36 - 20 aircraft

c. Total SAC CMOE effort on X + 3:

B-47 - 16

d. All B-47 aircraft on each strike day will air refuel on a one to one ratio.

e. On X + 4, unit equipment will be loaded on KC-97 aircraft, and redeployed to home base.

f. KC-97 aircraft will, after each sortie, return to their assigned staging base.

g. Crew activity at staging base will be limited to:

(1) B-47 Aircraft:

Refueling aircraft

*Delivery of simulated capsules

Minor maintenance

Messing - Billposting - Crew Rest

Weather Briefing

(2) KC-97 Aircraft: The above applies except for above * statement.

h. Routes - B-47 Aircraft: (Reference Appendix I).

i. Tactics in accordance with the SAC Tactical Doctrine.

j. Targets and DCZ's: (Reference Appendix II).

k. Bomb Load: None. For simulated-bomb runs, MK 6 bombing tables will be used.

l. Cameras: Radar scope will be installed and scope photos will be accomplished in accordance with the SAC Tactical Doctrine and SAC

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Manual 50-13.

- e. Altimeter Setting: 29.92 for both B-47 and KC-97 aircraft except for traffic while holding, approaches and landings.

4. SPECIAL INSTRUCTIONS:

- a. Aircraft within each Screen on X + 1, X + 2 and X + 3 will take-off at one minute interval with no separation between Screens other than the normal one minute between aircraft.
- b. Flight planning for B-47 and KC-97 aircraft will be based on a minimum fuel reserve of:
 - B-47 - 10,000 pounds.
 - KC-97 - 3 hours, 30 minutes
- c. Efforts:
 - (1) B-47 aircraft failing to complete refueling will obtain a new clearance and proceed to briefed landing base by the most direct route commensurate with fuel reserves required at landing base.
 - (2) The third strike effort will consist of the aborts from the X + 1 and X + 2 plus the four primary scheduled crews.
- d. Tanker crews will make every effort, consistent with crew safety, to return to their assigned deployment base. Should circumstances require landing at alternate base, ground time will be held to a minimum.
- e. Air Refueling Squadron crews will be prepared to execute any of the refueling missions launched from GOCSE BY I/E.
- f. Plans will be prepared for each tanker crew by the Air Refueling

ANNEX "B" OF ORDER 50-1
Page 3 of 6 pages

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Squadron with information to meet requirements for each orbit assigned GOOSE BAY AB units.

9. Tanker Routes and Altitudes:

(1) Routes: Direct from starting base to orbit unless otherwise directed.

(2) Altitudes to GOOSE BAY AB Orbit: (See Appendix I to Annex "B").

10. ALTERNATE AIR/CL EMERGENCIES: (Reference Appendix I to Annex "B").

11. HOUSING, FEEDING AND TRANSPORTATION: 1301st Rechargement Wing control team will meet each landing aircraft with detailed instruction on the above.

12. CLEARANCES:

a. Form 125, Form 328, Landing List and Flight Plan will be filed at Base Operations for each aircraft.

b. Flight plans of receivers and tanker aircraft will include the following information in the remarks section:

(1) Refueling Area - Width and length of area, defined by coordinates if necessary.

(2) Circle radius of tanker refueling area.

(3) Statement that actual refueling area will be entered and conducted under VFR or 500 feet on top conditions.

(4) Flight plans for strike missions will be submitted prior to 6 May 1954 for JPTC approval.

(5) Reporting check points will be specified every 400 nautical miles for B-47 aircraft and every 200 nautical miles for conventional aircraft.

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13. GENERAL OPERATIONAL INFORMATION: Information will be disseminated during the Weather Briefing at Forward Base.
14. COMI Stations assigned in the pilot's control sheet will be utilized as follows: Pilots when within communicating distance of UNDEVELOPED FUEL, will request information on expected delay and if a delay is necessary due to traffic Lead aircraft will request clearance for flight to proceed to COMI holding fix as indicated. The Lead will request holding altitudes with at least 1000 feet separation, and expected departure time from holding fix to UNDEVELOPED FUEL. All aircraft will use a standard 1st instruction if weather necessitates stacking over UNDEVELOPED FUEL.
15. VC-02 aircraft traffic control will be as follows for each day of operations:
- First Force will return immediately after refueling to COMI.
 - Second Force will, after completion of six refueling, continue on the refueling course for 10 minutes or for 12 $\frac{1}{2}$ minutes after the First Force has departed refueling area for staging base, whichever is greater.
 - Third Force will follow instruction as indicated in paragraph above with reference to Second Force.

NOTE

Appendix:

- Navigation & Performance
- Target Assignments & Plans
- Routes Plans
- Air Refueling
- Code, Code Words & Call Signs
- Pilots Control Sheet

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Distribution:
Per Ops Order

OFFICIAL:

M. J. [unclear]
Colonel, USAF
Director of Operations

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HEADQUARTERS 31ST AIR REFUELMENT WING (A)
 Maxwell Air Force Base, Louisiana
 1200Z, 1 May 1954

APPENDIX I TO ANNEX A)

OPERATION ORDER 50-1)

STRIKE

NAVIGATION AND PERFORMANCE

PART I - NAVIGATION

1. Master Navigation and Performance Flight Plans have been completed. The plans include routes, altitudes, Mach number (and/or true airspeeds) and are based on the following factors:
 - a. No wind
 - b. Optimum altitudes except for coll deviations. Base altitude for coll 36,000 ft.
 - c. Highest aircraft in coll formation.
 - d. Aircraft equipped without external tanks.
 - e. Constant true airspeed of 430 knots except for penetration from "H" Hour point to target at 470 knots.
2. Assigned crews will accomplish navigation plans to the extent that only final winds and temperatures are needed to complete the plans at the Forward Staging Base.
3. All timing is based on the Master "H" Hour control time of 0037Z X / 2, X / 3, and X / 4. Take-off times will be adjusted as directed by Commander SIOGAVE.

Planned B-47 Take-off Times (G.T.):

<u>STRIKE DAY</u>	<u>FORCE</u>	<u>TAKEOFF TIME</u>
X / 1 and X / 2	FULLH USE DEAR MIPA	1959
X / 1 and X / 2	FULLH USE DEAR DRW	2004
X / 1 and X / 2	FULLH USE DEAR GCA	2014
X / 3	FULLH USE DEAR MIPA	2005

APPENDIX I TO ANNEX B TO OPERATION ORDER 50-1
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4. There are no airborne control times. Once airborne forces will fly briefed routes and airspeeds.
5. Climb, assembly, simulated IPI, Formation and cell structure will be in accordance with S.C. Tactical Doctrine.
6. Cell formation will be in at H-Hur Control Point and will be continued to the Initial Point. Bomb runs and withdrawals will be individual flights.
7. Radar controlled procedure turns will be utilized to make and briefed true courses.
8. A night celestial mission will be flown by all crews beginning as soon as possible after the target to be terminated enroute to REMUSABLE P.
9. Refueling Data:

a. All 371st Strike aircraft will refuel as follows:

<u>STRIKE SQUADRON</u>	<u>ORIGIN</u>	<u>CALIBRE</u>	<u>TIME GUAGE/ALTITUDE</u>	<u>TRANSFER QUANTITY</u>
X / 1, 2, 3	BRNW	57-40N 55-50W	35/27,000 ft	22,000 lbs

- b. Rendezvous and refueling will be in daylight and will be accomplished in formation. The rendezvous will be a standard tail chase. Tankers will report GUAGE TIME approximately one hour prior to the B-47 Force and should arrive at the orbit 15 minutes early. Tankers may orbit the assigned rendezvous point or any effect a collision course rendezvous. Both tanker Lead and B-47 Lead shall have rendezvous equipment operating 30 minutes prior to the ETA at the orbit point.
- c. Electronic rendezvous code settings and air refueling communications (Reference Annex C)

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d. Air Refueling Forwarding Speeds:

X # 1, 2 and 3 Begin 190K End 210K

10. CHARTS AND CHARTS:

- a. V 30 Series - 11, 12, 21 and 22.
- b. L1 Charts - 11, 128, 21 Sheet 1 and 2.
- c. B Charts - 2201, 2207, and 2203.

11. SEE GEOMETRY FILES:CANADA AND GUYANA

ARGENTIA, WFLD	6700 ft
GARDNER, WFLD	6600 ft
HARPER, WFLD	12000 ft
MONTGOMERY (D. WALL)	7000 ft
GREENWOOD, N.S.	8000 ft
STONEY, N.S.	7000 ft
H. SA. SSMAN, CHLD	6500 ft

UNITED STATES

DCM AFB, ILLINOIS	7000 ft
ARMYVILLE AFB, ILLINOIS	7000 ft
LOCKPORT, AFB, OHIO	10500 ft
SELFIDGE AFB, ICH.	8200 ft
TINNEY, AFB, CALIF.	7800 ft

NOTE #1 - KC-97 AIRCRAFT:

1. The 31st Air Refueling Squadron will prepare primarily to execute refueling operations in support of 31st Strike aircraft at Orbit Point.

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RAVO on X plus 1, 2 and 3. Dependent upon the existing operational situation, 31st tankers may be required to support refueling operations as required at any of the orbits listed below:

<u>ORBIT</u> <u>POINTS</u>	<u>GMT</u> <u>DELIMITED</u>	<u>A/R</u> <u>LC (Degrees)</u>	<u>MINIMUM CFT-</u> <u>LOAD CAPABILITY</u>	<u>OUTBOUND</u> <u>ROUTE ALT.</u>
ALFA	61 18N 52 40E	295	30,600 lbs	7000-9000
BRAVO	57 40N 55 50E	235	22,000 lbs	9500-11500
CHARLIE	60 55N 60 10E	326	30,200 lbs	7000-9000
DELTA	61 40N 71 30E	293	32,000 lbs	6500-8000
ECHO	60 00N 68 20E	325	30,000 lbs	10500-12000
FOXTROT	62 50N 70 20E	285	32,000 lbs	8500-10000

2. Geographical points designated above will be the departure point for air refueling operations enroute to the next turning point in the applicable I-47 route. Tanker aircraft will make every effort to maintain this course throughout refueling operations.
3. Unless directed otherwise at time of execution, tanker routes will be direct from GOGEB BAY RD to the Orbit point, and from the end air refueling point to GOGEB BAY via the outbound route.
4. Tanker aircraft will proceed to their orbit points at altitude as given in paragraph 1 above, climbing to the air refueling altitude of 20,000 feet at the orbit point.

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TO OPERATIONS ORDER 50-1
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5. KC-97 aircraft will return from the refueling process as follows:

a. DRW Orbit Point.

- (1) First flight will return to G-4 SE AIRBASE without delay upon completion of refueling. These altitudes will be assumed immediately upon turn to inbound heading: Acft 1 - 5,500 ft, Acft 2 - 6,500 ft, Acft 3 - 7,500 ft, Acft 4 - 8,500 ft, Acft 5 - 9,500 ft and Acft 6 - 10,500 ft.
- (2) Second flight will continue the air refueling heading for ten minutes after completion of refueling or twelve and one half minutes after the first flight has turned to an inbound heading whichever is longer. Then assume following altitudes upon turning to an inbound heading: Acft 1 - 11,500 ft, Acft 2 - 12,500 ft, Acft 3 - 13,500 ft, Acft 4 - 14,500 ft, Acft 5 - 15,500 ft and Acft 6 - 16,500 ft.
- (3) Third flight will continue outbound heading for twenty minutes after refueling is completed or twelve and one half minutes after the second flight has turned to an inbound heading whichever is longer assuming the following altitudes upon turning to an inbound heading: Acft 1 - 14,000 ft, Acft 2 - 14,500 ft, Acft 3 - 15,000 ft, Acft 4 - 15,500 ft, Acft 5 - 16,000 ft and Acft 6 - 16,500 ft.

b. IFA Orbit Point.

- (1) Same procedure as at the DRW area except for these altitudes:
 - (a) 1st flight - Acft 1 - 11,000 ft, Acft 2 - 11,500 ft, Acft 3 - 12,000 ft, Acft 4 - 12,500 ft, Acft 5 - 13,000 ft and Acft 6 - 13,500 ft.

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- (b) 2nd Flight - Acft 1 - 14,000 ft, Acft 2 - 14,500 ft,
Acft 3 - 15,000 ft, Acft 4 - 15,500 ft, Acft 5 - 16,000 ft and
Acft 6 - 16,500 ft.
- (c) 3rd Flight - Acft 1 - 14,000 ft, Acft 2 - 14,500 ft,
Acft 3 - 15,000 ft, Acft 4 - 15,500 ft, Acft 5 - 16,000 ft and
Acft 6 - 16,500 ft.

c. CCG Orbit Point.

- (1) First flight continues the outbound heading for ten minutes after refueling is completed then turns to an inbound heading assuming the following altitudes: Acft 1 - 11,000 ft, Acft 2 - 11,500 ft, Acft 3 - 12,000 ft, Acft 4 - 12,500 ft, Acft 5 - 13,000 ft and Acft 6 - 13,500 ft.
- (2) Second flight will continue the outbound heading for twenty minutes after refueling is completed or twelve and one half minutes after preceding flight has turned inbound whichever is longer. Inbound altitudes will be: Acft 1 - 14,000 ft, Acft 2 - 14,500, Acft 3 - 15,000 ft, Acft 4 - 15,500 ft, Acft 5 - 16,000 ft and Acft 6 - 16,500 ft. Descending to these altitudes immediately upon turning to the inbound heading.
- (3) Third flight will continue outbound after completing refueling for thirty minutes or twelve and one half minutes after second flight has turned inbound whichever is longer. Inbound altitudes assumed on turn to inbound heading: Acft 1 - 14,000 ft, Acft 2 - 14,500 ft, Acft 3 - 15,000 ft, Acft 4 - 15,500 ft, Acft 5 - 16,000 ft and Acft 6 - 16,500 ft.
- (4) All aircraft within a flight will set altimeters at the direction of the flight leader while still in formation.

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5. (5) Each flight leader will call Goose Control prior enter that area to obtain further clearance and altitude blocks for his flight.
- (6) Planned Tanker Take-off Time (no wind) All times GMT:

<u>TANKER FORCE</u>	<u>STRIKE DAY</u>	<u>TAKE-OFF</u>	<u>ETA ORBIT TANKER FORCE</u>	<u>ETA ORBIT B-47 FORCE</u>
FULLHOUSE PARROT ALFA	X / 1 & 2	1857	2030	2047
FULLHOUSE PARROT BRAVO	X / 1 & 2	1902	2035	2052
FULLHOUSE PARROT COCA	X / 1 & 2	1912	2045	2102
FULLHOUSE PARROT ALFA	X / 3	<u>2015</u>	<u>2103</u>	<u>2120</u>

PART III - PERFORMANCE

1. The following maximum static gross weights will apply:
 - a. B-47 aircraft: Maximum with full internal fuel load.
 - b. KC-97 aircraft: 175,000 lbs
2. Minimum fuel reserves for aircraft upon arrival over destination at end of cruise will be as follows:
 - a. B-47 aircraft: 10,000 pounds
 - b. KC-97 aircraft: Three hours plus thirty minutes cruising with normal engine configuration plus a 600 gallon landing reserve.
3. For planning purposes following climatic data is furnished.
 - a. Goose Bay: 7 - 11 May

Maximum temperature (Peak Temp. Daylight)	60° F
Maximum Mean Temperature (Avg 24 hours)	47° F
Minimum Mean Temperature (Avg 24 hours)	29° F
No Wind Runway Conditions	

APP I ANNEX "B" OPR ORDER 50-1

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SECRET4. F-47 AT GLETF LANDING:

	<u>WITH DUMP TANKS</u>	<u>WITHOUT DUMP TANKS</u>
BASIC WEIGHT	82000	82000
DUMP TANKS	1530	-----
OIL	423	423
C.S.	600	600
A. EQUIPMENT	446	448
1 (SER. G.P.)	70	70
S.A. M. P. EQUIP.	26	26
WEIGHT	51	51
WEIGHT AND KITS	20	20
PACKAGE	<u>200</u>	<u>200</u>
WEIGHT INCLUDING WEIGHT	75371	83041
FUEL (6.1)	<u>39466</u>	<u>39466</u>
GROSS WEIGHT	174837	173307
STARTING WEIGHT	<u>4000</u>	<u>4000</u>
TAKE-OFF GROSS WEIGHT	178837#	169307#

5. F-47 SUMMARY DATA:

WING LENGTH	9,504 ft
PRESSURE ALTITUDE	SEA LEVEL
QFT	600 F
TAKE-OFF GROSS WEIGHT	170,000#
CRITICAL FIELD LENGTH	0,600 ft
CRITICAL ENGINE FAILURE SPEED	126 knots
TAKE-OFF SPEED	150 knots

APPENDIX I TO ANNEX "B"
TO OPERATIONS ORDER 57-1
Page 8 of 10 Pages

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TAKE-OFF DISTANCE (6 Engines)	7400 ft
LINE SPEED @ 2500'	96 Knots
LINE SPEED @ 4000'	131 Knots

NOTE: 1000' overrun available

6. KC-97 AIRCRAFT LANDING:

BASIC WEIGHT	89,700
CH	1,230
CREW	1,925
EMERGENCY EQUIPMENT	600
FUEL (FOR KC-97 CONSUMPTION)	<u>36,545</u>
TOTAL WEIGHT & FUEL WEIGHT	130,000
IFR FUEL:	
115/145 TH TANKS	8,100
J1-4 WING TANKS	<u>23,900</u>
TAKE-OFF GROSS WEIGHT	162,000 lbs

NOTE: ALL KC-97 AIRCRAFT WILL UTILIZE THE ABOVE DATA REGARDLESS OF DAY OR NIGHT ASSIGNMENT.

7. KC-97 AIRCRAFT MINIMUMS:

MINIMUM AVAILABLE	8500'
PRESSURE ALT	SEA LEVEL
QNT	60°F
TAKE-OFF GROSS WEIGHT	162,000 lbs
DISTANCE TO CLEAR 50' OBSTACLE	6500'
GROUND ROLL	5200'
BRKING DISTANCE (BRAKES & WHEELS)	2550'
TOTAL MINIMUM REQUIRED (DAY)	7750'

NOTE: 1000' (VENUE) AVAILABLE

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3. Master Navigation and Performance Flight Plans will be distributed during flight planning periods. Individual flight plans will be computed using the master plans for necessary coordination of routes, altitudes and airspeeds.

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1200Z, 1 May 1954

APPENDIX II TO ANNEX "E"

OPERATION ORDER 50-1

TARGET PLANS
and
CREW ASSIGNMENT

APP II ANNEX "E"
OPR ORDER 50-1
STRIKE

SECRET

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SECRETTARGET TASK FORCE FULL HOUSE BEAR BRAVO

1. Target	Target Task Force Identifier *	DGZ	Crew Assignment and Formation Position
Montreal	E-201	E	Krig (NCA)
		G	Taylor, D. (DNCA)
		D	Henderson
		H	Nelson
		B	Brock

2. Strike Day: X /1

3. Target Route: From Goose Bay AP

To 57-40N 55-50W	Bravo	Air Refueling Orbit
To 62-00N 49-45W	Sam	Nav Check Point
To 60-00N 44-50W	Uncle (1)	Nav Check Point
To 52-30N 55-45W	Zebra (1)	Nav Check Point
To 50-10N 63-30W	Hotel (1)	H - HOUR * HCF - H / 00:00
To 46-50N 71-20W	Item	IP
To Montreal	Tango	Target
To Owensboro		Nav Check Point
To Barksdale AFB, La.		Landing Base

SECRETTARGET TASK FORCE FULL HOUSE BEARALFA and COCA

1. Target	Target Task Force Identifier	DGZ	Crew Assignment and Formation Position	
			ALFA	COCA
Pittsburgh	E - 71	D	Douglas (NCA)	Fratt (NCA)
		A	Fry (DNCA)	Pearson (DNCA)
		F	Horton	Perkins
		C	Kesting	Courtney
		E	Zuber	Farrar
2. Strike Day:	E / 1			
3. Target Route:	From Goose Bay AB			
To	57-40N 55-50W	Bravo	Air Refueling Orbit	
To	62-00N 49-45W	Sam	Nav Check Point	
To	60-00N 43-55W	Uncle (2)	Nav Check Point	
To	52-00N 55-45W	Zebra (2)	Nav Check Point	
To	50-12N 61-12W	Hotel (2)	H - Hr - HCP ALFA H / 00:00 COCA H / 00:15	
To	42-10N 76-50W	Item	IP	
To	Pittsburgh, Pa.	Tango	Target	
To	Barksdale AFB, La.		Landing Base	

APP II ANNEX "B" OPR ORDER 50-1
S.F.I.K.E.
Page 2 of 5 pages

SECRET

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SECRETTARGET TASK FORCE FULL HOUSE BEARBRAVO

1. Target	Target Task Force Identifier	DGZ	Crew Assignment and Formation Position
Flint	E - 32	D	Lewis (NCA)
Bay City	E - 10	B	Van Zandt (NCA)
Flint		C	Schlegel
Bay City		A	Wilson
Flint		A	Scherer

2. Strike Day: X / 2

3. Target Route: From Goose Bay AB

To 57-40N 55-50W	Bravo	Air Refueling Orbit
To 52-00N 49-45W	Sam	Nav Check Point
To 60-00N 43-55W	Uncle (2)	Nav Check Point
To 52-00N 55-45W	Zebra (2)	Nav Check Point
To 51-15N 61-55W	Hotel	H - Hr HCP - H / 00:00
To 45-55N 81-00W	Item	IP
To Bay City and Flint	Tango	Target
To Barkadale AFB, La.		Landing Base

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SECRETTARGET TASK FORCE FULL HOUSE BEARALFA and COCA

1. Target	Target Task Force Identifier	DGZ	Crew Assignment and Formation Position	
			<u>ALFA</u>	<u>COCA</u>
Milwaukee	E - 57	C	Gonde (NCA)	Kasselman (NCA)
Milwaukee		D	Hintze (DNCA)	Helms (DNCA)
Kenosha	E - 43	C	Lander	Callam
Milwaukee		B	Frater	Lindeman
Kenosha		A	Meyer	Kessler

2. Strike Deg: X / 2

3. Target Route: From Goose Bay AF

To 57-40N 65-50W	Bravo	Air Refueling Orbit
To 62-00N 49-45W	Sam	Nav Check Point
To 60-00N 74-50W	Uncle (1)	Nav Check Point
To 58-30N 55-25W	Zebra (1)	Nav Check Point
To 50-35N 64-20W	Hotel	H - Hr - MCP ALFA H / 00:00 COCA H / 00:15
To 49-10N 85-35W	Item	IF
To Milwaukee and Kenosha	Tango	Target
To Barksdale AFB, La.	Landing Base	

APP II ANNEX "B" OPR ORDER 50-1
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Page 4 of 5 pages

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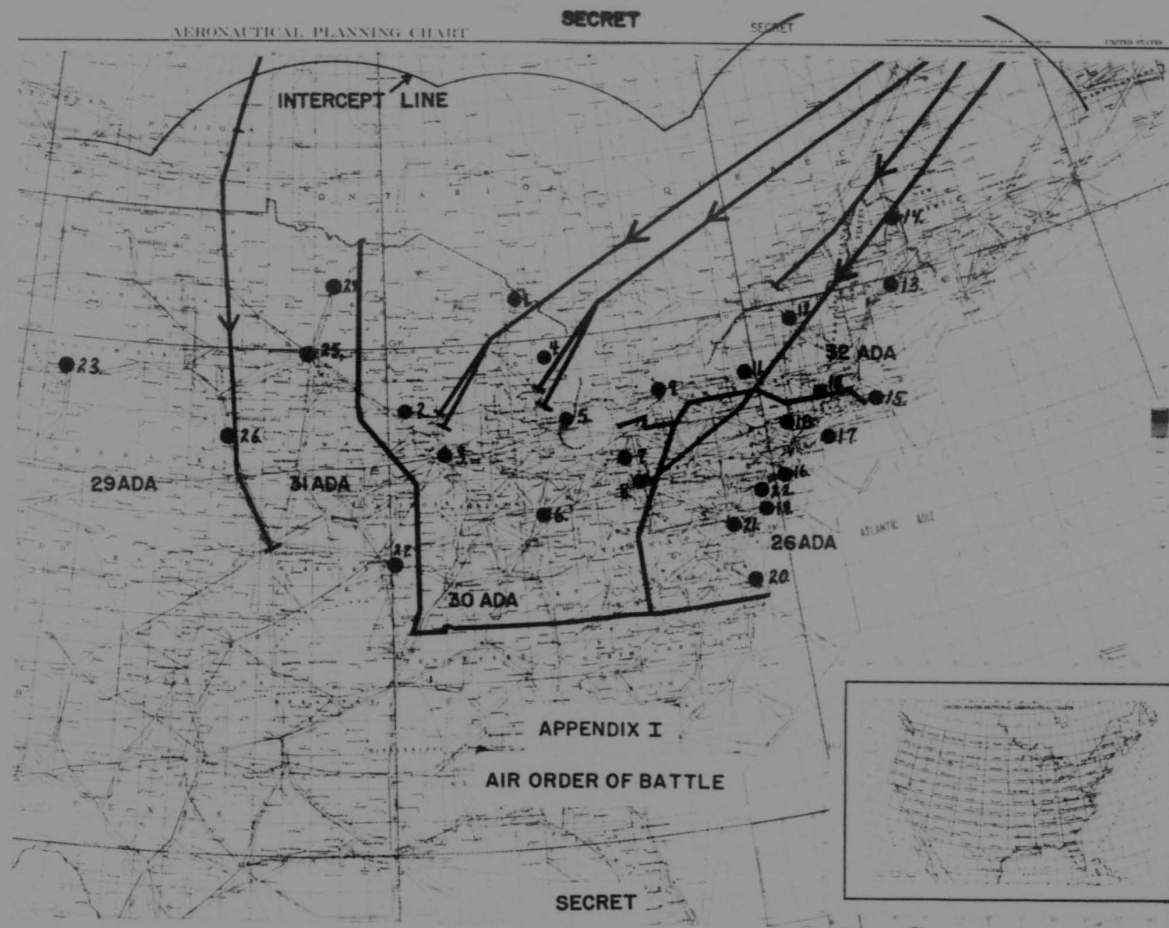
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SECRETTARGET TASK FORCE FULL HOUSE PLANALFA

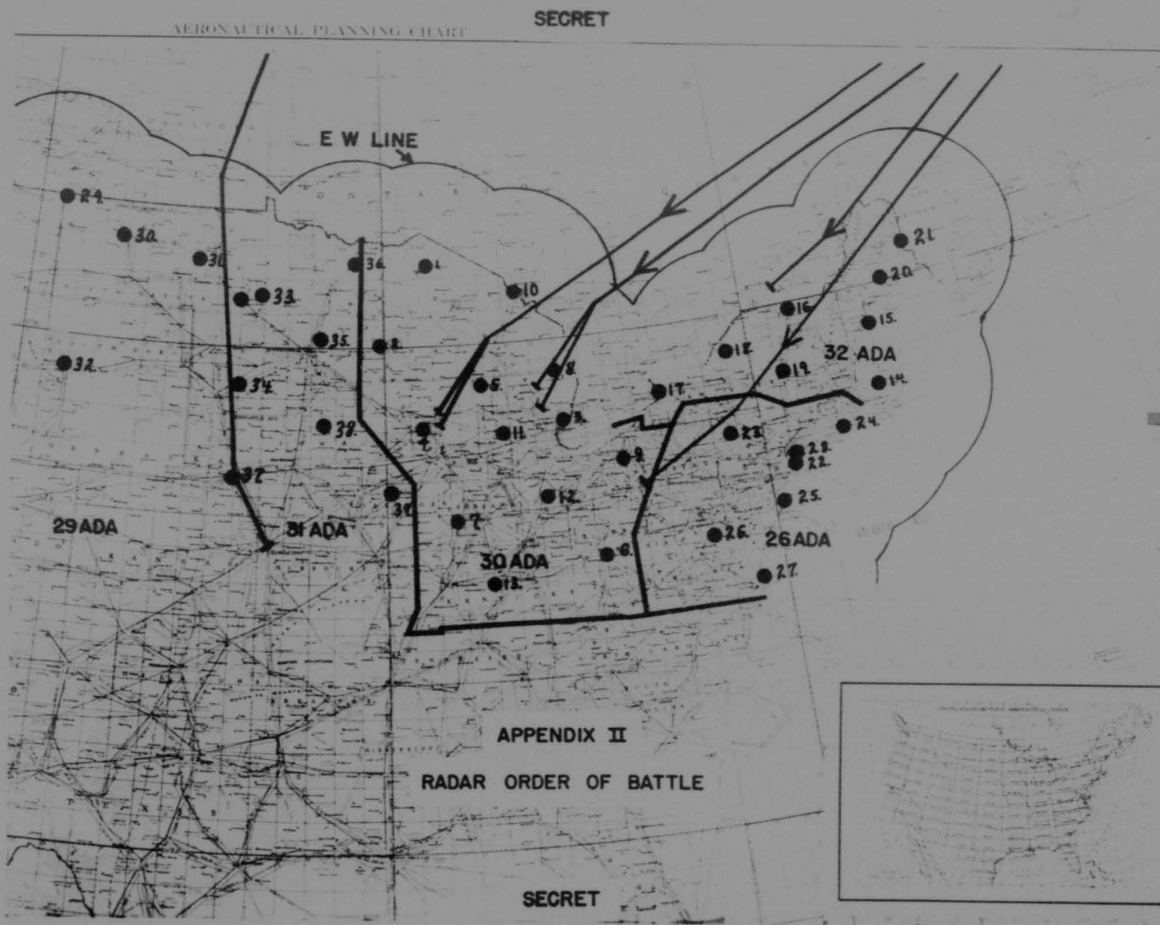
- | 1. Target | Target Task Force Identifier | DGZ | Crew Assignment and Formation Position |
|-----------|------------------------------|-----|--|
| Milwaukee | E - 57 | C | Taylor, P. (NCA) |
| Milwaukee | | D | Shaw (DNCA) |
| Kenosha | E - 43 | C | Swanngen |
| Milwaukee | | B | Moore |
2. Strike Day: X / 3
3. Target Routes: From Goose Bay AB
Same as Y / 2, ALFA and COCA Route.

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SECRETHEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1200Z, 1 May 1954

APPENDIX IV TO ANNEX "B" TO)

OPERATION ORDER 50-1)

STRIKE

AIR REFUELING1. GENERAL INFORMATION:

- a. Commander Air Refueling Squadron will designate a task force commander, to fly and control refueling operations in designated air refueling area.
- b. Where possible, tanker aircraft will be dispatched to refuel B-47 aircraft of their assigned bombardment wing.
- c. Air Refueling Squadrons supporting this operation are:

301st AFS	26th AFS	90th AFS
22nd AFS	68th AFS	320th AFS
91st AFS	47th AFS	

2. TANKER CHECKPOINTS:

a. AFS	61-40N	52-47W
*WFLD	57-47N	55-50W
COOC	60-53N	68-10W
DELT	61-40N	71-30W
BOHC	60-20N	68-00W
RKHT	62-50N	77-20W
GOLF	43-57N	60-08W

*Indicates primary air refueling orbit.

- b. The geographical point designated will be a departure point used by tanker aircraft on refueling course to next check point.

3. TACTICS:

- a. Each tanker flight will depart with a minimum of five primary and one

APPENDIX IV ANNEX "B" OPR ORDER 50-1
Page 1 of 2 pages**SECRET**

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spare tanker.

- b. Tankers will fly a tactical type formation with the spare tanker stacked to the right (Reference S.C. Tactical Doctrine).

4. RENDEZVOUS:

- a. A trail chase type rendezvous will be accomplished in accordance with the S.C. Tactical Doctrine (Day-Light Mass Air Refueling).
- b. Receiver aircraft will establish communication as soon as possible and in no case will this contact be less than 10 minutes out of orbit point. This is to assure the tanker force departs the orbit point at least 3 minutes prior to the receiver force ETL.
- c. Only the tanker and receiver lead will effect a rendezvous to avoid saturation of radar scopes.
- d. Rendezvous electronic settings and communications are as outlined in Annex 404.

5. ALTITUDE: 20,000 feet, 29.92 pressure.

6. RECEIVER MASS ASSIGNMENT:

ORIG orbit - 22,000 pounds

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HEADQUARTERS 371ST AIRCRAFT WING (C)
 Barksdale Air Force Base, Louisiana
 1200Z, 11 Nov 1954

APPENDIX V TO ANNEX "B" (A)

OPERATION ORDER 57-1)

SIGNALS

CODE, CALL LETTERS AND CALL SIGNS

1. CODE:

- a. The following code is to be used by all aircraft to report aircraft status prior to landing. Status report will be included in the initial contact with control tower.

(1) F-47 Aircraft:

(a) Basic Aircraft Status

- 1 ALP - In commission
- 2 MRA - Minor maintenance required
- 3 MAJ - Major maintenance required

(b) K-System Status

- 1 KNE - In commission
- 2 KA - Minor maintenance required
- 3 KMBE - Major maintenance required

- (c) Example: F-47 reporting to GAGE tower: This is AF 7001 (S.C. B.I.), status as follows: "MRA - KNE", would indicate that minor maintenance is required and that K-System is in commission.

(2) KC-97 Aircraft:

(a) Basic Aircraft Status

- 1 ALP - In commission

APPENDIX V ANNEX "B" OPER. ORDER 57-1
 Page 1 of 3 pages

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2 BRAVO - Minor maintenance required

3 COCO - Major maintenance required

(b) IFR Equipment

1 ONE - In commission

2 TWO - Minor maintenance required

3 THREE - Major maintenance required

(c) Navigational Radar:

1 DELTA - In commission

2 ECHO - Minor maintenance

3 FOXTROT - Major maintenance required

4 GOLF - Not installed

(d) Rendezvous equipment:

1 FOUR - In commission

2 FIVE - Minor maintenance required

3 SIX - Major maintenance required

(e) Example: COCO tower, this is AF 7271, status as follows:

AF - ONE - ECHO - FOUR. This report would indicate that the basic airplane, IFR equipment and rendezvous equipment are in commission, and that navigational radar requires minor maintenance.

2. CODE WORDS:

BISMARK - Level Off

GARAGE - Start Climb

HOG - Request ETA

SCOOTER - Start Descent

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CONDITION BANJO - Malfunction Radar
RACE CARD - Right Turn
LAME DUCK - Left Turn
BIRDGE NESTER - Night or IFR Penetration Cell
BIRDGE DELTA - Day VFR Penetration Cell
BIRDGE WHISKY - Night or weather route call
HOT SHOT - Acceleration (Special Tactics)
COOL DOWN --Deceleration (Special Tactics)

3. CALL SIGNS:

a. For each Bombardment unit of this exercise

371st BW FULL HOUSE BEAR

68th BW FULL HOUSE LION

22nd BW FULL HOUSE TIGER

320th BW FULL HOUSE RABBIT

42nd BW FULL HOUSE COY

b. Tanker aircraft will use the following call signs when refueling these

B-47 striking forces:

371st BW - FULL HOUSE PARROT

68th BW - FULL HOUSE CARDINAL

22nd BW - FULL HOUSE CROW

320th BW - FULL HOUSE ROOSTER

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APPENDIX V ANNEX "B" OPR ORDER 50-1
Page 3 of 3 pages

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APPENDIX VI TO ANEX "B" TO)

PLATE CONTROL SHEET *
STRIVE ON X + 1WE/BOM/STERS 301ST BOMBARDMENT FG
Barksdale Air Force Base, La.
12007, 1 May 1954

OPERATION ORDER 50-1)

STRIVE									
L/O	Left #	Unit	S-T/O	Alt T/O	IR Orbit	Tot	DCZ	Holding	Conl
FORCE FULL HOUSE BEAR ALM									
DOUGLAS	7027		1959		BEAVC	PITTSBURG	D	MONICE	
BOY	5254		2000		BEAVC	PITTSBURG	F	MONICE	
HORTON	7019		2001		BEAVC	PITTSBURG	E	MONICE	
WESTING	7035		2002		BEAVC	PITTSBURG	C	MONICE	
ZUBER	7025		2003		BEAVC	PITTSBURG	E	MONICE	

FORCE FULL HOUSE BEAR BEAVC

FRIG	7044		2004		BEAVC	MONTREAL	F	SHREVEPORT	
TAYLOR D	7050		2005		BEAVC	MONTREAL	G	SHREVEPORT	
HENDERSON	7053		2006		BEAVC	MONTREAL	D	SHREVEPORT	
NELSON	5251		2007		BEAVC	MONTREAL	H	SHREVEPORT	
BECK	7049		2008		BEAVC	MONTREAL	H	SHREVEPORT	

FORCE FULL HOUSE BEAR GCGA

LEATE	7042		2014		BEAVC	PITTSBURG	D	TEXARKANA	
LEARMAN	5256		2015		BEAVC	PITTSBURG	F	TEXARKANA	
LEBKINS	7022		2016		BEAVC	PITTSBURG	E	TEXARKANA	
QUINNNEY	7048		2017		BEAVC	PITTSBURG	C	TEXARKANA	
PARRAR	7021		2018		BEAVC	PITTSBURG	E	TEXARKANA	

STRIVE:

TAYLOR, J.	7036						X + 1 TCTS	ALL DCZ	
SHAT	7030						X + 1 TCTS	ALL DCZ	

* Unclassified when detached from the operation order.
APPENDIX VI ANEX "B" OR ORDER 50-1
Page 1 of 3 pages

PILOTS CONTROL SHEET *
STRIKE ON X + 2

<u>1/0</u>	<u>1cft #</u>	<u>1cft</u>	<u>S-T/O</u>	<u>1/1 T/O</u>	<u>1/0 Orbit</u>	<u>Tot</u>	<u>DCZ</u>	<u>Holding Cntrl</u>
<u>FORCE FULL HOUSE BEAR AIR</u>								
OCARD	7060		1959		BEAUC	MILWAUKEE	C	MONTROE
HINTZ	5243		2000		BEAUC	MILWAUKEE	D	MONTROE
LANDER	7034		2001		BEAUC	KNOXSH	C	MONTROE
FRATER	7026		2002		BEAUC	MILWAUKEE	B	MONTROE
MEYER	7059		2003		BEAUC	KNOXSH	F	MONTROE
<u>FORCE FULL HOUSE BEAR BEAUC</u>								
LEWIS	7060		2004		BEAUC	ALINT	D	SHREVEPORT
VAN ZANDT	7032		2005		BEAUC	EVY CITY	F	SHREVEPORT
SCHROEDER	5246		2006		BEAUC	ALINT	C	SHREVEPORT
WILSON	7028		2007		BEAUC	EVY CITY	F	SHREVEPORT
SCHWARTZ	5245		2008		BEAUC	ALINT	F	SHREVEPORT
<u>FORCE FULL HOUSE BEAR COCA</u>								
KESSELMAN	7041		2014		BEAUC	MILWAUKEE	C	TEXARKANA
HOLMS	7040		2015		BEAUC	MILWAUKEE	D	TEXARKANA
CALLAN	7027		2016		BEAUC	KNOXSH	C	TEXARKANA
LINDEMAN	7023		2017		BEAUC	MILWAUKEE	B	TEXARKANA
KESSELMAN	7052		2017		BEAUC	KNOXSH	F	TEXARKANA

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STATES:

STANLON 7046
MORGAN 7023

Y + 2 TGT'S ALL DCZ
Y + 2 TGT'S ALL DCZ

* Unclassified when detached from operation order.

A. F. DIV VI ANNEX "B" CR. ORDER 50-1
Page 2 of 3 pages

0239

PILOTS CONTROL SHEET *
STRIVE ONLY + 3

<u>L/C</u>	<u>Left #</u>	<u>Call Sign</u>	<u>S-T/O</u>	<u>Adj T/O</u>	<u>L/O Orbit</u>	<u>Tot</u>	<u>PGT</u>	<u>Cont</u>
<u>POLOS FULL HOUSE DEAR ALFA</u>								
TAYLOR E.	7036		1959		DRAW	MILWAUKEE	C	SHEPHERD
SHAF	7030		2000		DRAW	MILWAUKEE	D	SHEPHERD
SWANSON	7046		2001		DRAW	MILWAUKEE	C	SHEPHERD
MOORE	7023		2002		DRAW	MILWAUKEE	B	SHEPHERD

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* Unclassified when detached from operation order.

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APPENDIX VI ANNEX "B" OPERATION ORDER 50-1
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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1200Z, 1 May 1954

ANNEX "C" TO OPERATIONS ORDER)

NUMBER 50-1)

STRIKE

COMMUNICATIONS

1. General:

- a. SAC CEI, JANAPS, ACPs, SACDAL, AFSAL 5104, Inclosure 6 to SAC Reg 55-11, 3 November 1953, and pertinent Radio Facility Charts apply except as modified herein.

2. UHF Instructions:

- a. Channelization of UHF Radio set for B-47's:

<u>Channel</u>	<u>Freq.</u>	<u>Use</u>
1	236.6	Control tower (Primary)
2	275.8	Control tower (Secondary)
3	233.8	Control tower (Navy Primary)
4	257.8	Control towers (Civil all mil aircraft)
5	255.4	INSAC (Airways reporting below 17,200)
6	301.4	CAA Centers (Airways Reporting above 17,200)
7	228.5	Air Refueling Rendezvous
8	*	Air Refueling Operations
9	298.9	Bomber Common NEAC
10	293.7	SAC Common NEAC
11	321.0	Bomber Common ZI
12	311.0	SAC Common ZI
13	344.6	Pilot to Forecaster

ANNEX "C" TO OPR ORDER 50-1
STRIKE

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14	305.4	UHF/DF
15	363.8	Approach Control
16	270.6	GCA (Air Force at Navy Base)
17	335.8	GCA (Air Force Search Control)
18	364.2	GCI Common
GUARD	243.0	Military Emergency

* See Para 2c.

b. Channelization of KC-97's w/b IAW SAC GEI FIG 11-7.

c. UHF Frequencies to be used for refueling:

<u>ORBIT</u> <u>AREA</u>	<u>FLT</u> <u>NO</u>	<u>INITIAL</u> <u>CONTACT</u>	<u>UHF</u> <u>REFUEL</u>	<u>FORMATION</u> <u>POSITION</u>
BRAVO	1	228.5	238.1	1
	2	293.3	238.8	2
	3	228.5	254.5	3
			261.2	4
			288.0	5

d. All aircraft will monitor 298.9 (Bomber Common) from end refueling to entry into US for the purpose of relaying HF traffic of 68th Bomb Wing aircraft to appropriate station.

3. HF Instructions:

- a. Position reporting will be in accordance with procedure Alfa. No military addresses will be required on position reports. Normal CAA, DOT, ADIZ, CADIZ and ICAO reporting procedures apply.
- b. Strike Reports (B-11) will be submitted in accordance with SAC Manuel 55-8A. Address for Strike report is "SEAPLANE."
- c. B-12 Hot News report and B-14 Aircraft distress reports will be sent (if applicable).

ANNEX "C" TO OPR ORDER 50-1
STRIKE
Page 2 of 5 pages

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- d. Air refueling report: After completion of each air refueling the tanker will transmit in clear language a refueling report to Communications Control Station. Message to be addressed to "Sea-plane" and will contain "Call sign offloaded lbs of fuel to bomber call sign at time and any pertinent remarks to explain status and intentions of unrefueled aircraft."
- e. HF Channelization for B-47 Aircraft will be in accordance with SAC CEI figure 11-13.
- f. HF Channelization for KC-97 Aircraft will be as follows:

<u>Channel</u>	<u>Freq</u>	<u>Use</u>	<u>Channel</u>	<u>Freq</u>	<u>Use</u>
1	12755	Mil Airways	6	3452.5	Mil Airways
2	3023.5	Trw Common	7	6730.5	Mil Airways
3	6440	Trw Common	8	4724.5	Inter Plane
4	4220	Mil Airways	9	11228	Mil Airways
5	6475	Mil Airways	10	8364	Mil Emergency

- g. Backup for UHF/UHF air/air comm will be 4724.5 KCS.
4. VHF Channelization for KC-97 aircraft w/b IAW SAC CEI 2109.4b fig 11-4.
5. Communications Control Stations.
- a. In NEAC Area
- | | |
|----------------|-----------|
| Harmon Airways | Primary |
| Goose Airways | Secondary |
- b. East of 90 degrees West longitude
- | | |
|-----------------|-----------|
| Andrews Airways | Primary |
| Harmon Airways | Secondary |
- c. West of 90 degrees West longitude to 110 degrees West.
- | | |
|------------------|-----------|
| Offutt Airways | Primary |
| Carswell Airways | Secondary |

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d. Frequencies for airways stations can be found in appropriate Radio Facility Charts.

6. Electronic Rendezvous Settings

<u>FLITE NO</u>	<u>APN-76</u>		<u>APN-12</u>		<u>APN-11</u>
	<u>XMIT</u>	<u>REC</u>	<u>XMIT</u>	<u>REC</u>	
1	5	7	7	5	2-1
2	6	8	8	6	1-3
3	4	6	6	4	2

7. Security, Recognition, and Identification.

a. Communications security will be observed and no clear text transmissions will be made that would reveal unit designation or locations, aircraft type or nature of mission.

b. Visual identification, recognition and IFF will be in accordance with SAC CEI 2407.3 and SAC Reg 55-23.

8. Emergency procedure will be in accordance with ACP 130, 135, JANOP 300 and Radio Facility Charts.

9. Navigation Aids:

a. Radio Ranges and Racons

<u>Station</u>	<u>Range</u> <u>Freq</u>	<u>Call</u> <u>Sign</u>	<u>Racon</u> <u>Ident</u>	<u>Freq</u>
Goose, Lab	257 KC/S	YR	2-1-2-1	9310 MC/S
Presque Isle, Me	388 KC/S	PQI		
Limestone, Me	335 KC/S	LIZ	1-2-1-1	9310 MC/S
Stephenville Ernest Harmon	390 KC/S	JT		

b. HF/DF

<u>STATION</u>	<u>FREQ</u>	<u>CHANNEL</u>
Goose	4220	3
	6475	11

ANNEX "C" OPR ORDER 50-1
STRIKE
Page 4 of 5 pages

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SECRET

Harmon	4220	3
	6475	11
Sondrestrom	4220	3
	6475	11

The above stations furnish bearing on any frequency from 2 to 10 Mags. Request all DF through the air ground stations on the above frequencies.

10. Cross Band Operation: Aircraft will tune OMNI to 121.5 MC for emergency receiver in the event of communication failure during Jet Penetration.

11. Call Signs:

a. Acft. B-47's Full House Bear (Flight Designator)
KC-97's Full House Parrot (Flight Designator)

Ground Sta - Appropriate radio facility chart applies.

WADE

DISTRIBUTION:

Same as OPR ORDER

OFFICIAL:

Sherman W. Wilkins
SHERMAN W. WILKINS
Colonel, USAF
Director of Operations

ANNEX "C" OPR ORDER 50-1
STRIKE
Page 5 of 5 pages

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1200Z, 1 May 1954

ANNEX "D"

TO

OPERATIONS ORDER 50-1

"LOGISTICS"

(Issued Under Separate Cover)

SECRET

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
 Burksdale Air Force Base, Louisiana
 2300Z, 11 May 1954

AMENDMENT NO. 1 TO MAINTENANCE)

PLAN NUMBER 3-54)

1. The following changes to Maintenance Plan 3-54 are made due to changes in operational commitments. This amendment will supersede all of Maintenance Plan 3-54 that is scheduled after 0001 hours 12 May 1954.

a. OVERALL PLAN:

- (1) This amendment will be brief. All general information is published in Maintenance Plan 3-54.
- (2) Commitments for the period 12 May through 4 June 1954 are as follows:
 - (a) 12 May 1954 - Stand-down.
 - (b) 13 May 1954 - 30 B-47 aircraft plus 6 spares.
15 KC-97 aircraft plus 4 spares.
 - (c) 14 May 1954 - 1 B-47 (353d Sqdn) and 1 KC-97 for special mission.
 - (d) 17, 18 & 19 May 1954 - 5 B-47 aircraft per Bomb Sqdn per day.
6 KC-97 aircraft for 301st Air Rflg Sqdn per day.
 - (e) 20 thru 30 May 1954 - Stand-down for B-47 and KC-97 aircraft for TOC's. Each B-47 aircraft must have shakedown flight after completion of TOC.
 - (f) 31 May, 1, 2 & 3 June 1954 - 12 B-47 & 7 KC-97 aircraft each day for "Happy Homer" missions.
 - (g) 4 June 1954 - 15 B-47 & 6 KC-97 aircraft for normal flying.

2. Annex "A", Appendix II, Supply Support:

a. Paragraph 1 a (29) and (30) is changed to read:

(29) 30 May:

0700 - 1600	Complete
1600 - 2400	Limited

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0 2 4 7

(30) 31 May:

0600 - 1800 Complete

1800 - 2100 Limited

b. The following paragraphs are added:

(31) 1 June:

0600 - 0700 Limited

0700 - 1800 Complete

1800 - 2400 Limited

(32) 2 June:

0600 - 0700 Limited

0700 - 1800 Complete

1800 - 2400 Limited

(33) 3 June:

0600 - 0700 Limited

0700 - 1800 Complete

1800 - 2400 Limited

(34) 4 June:

0600 - 0730 Limited

0730 - 1630 Complete

1630 - 2400 Limited

3. Annex "A", Appendix II, Aircraft Ground Refueling:

a. Paragraph 4 a (12) is changed to read:

(12) 14 - 19 May:

0700 - 2400 3 Hydrants.

b. Delete paragraphs 4 a (14), (15) and (16).

c. The following paragraphs are added.

(17) 20 - 30 May:

Limited service, normal hours.

(18) 31 May - 3 June:

0100 - 0600 6 Hydrants.

(19) 4 June:

4. Annex "B", Flight Line Maintenance Requirements:

- a. See attached aircraft flying schedule.
- b. See attached B-47 periodic inspection schedule. KC-97 periodic inspections have been increased to two hundred (200) hour inspection. Therefore, they will be scheduled on a direct contact basis for the balance of May 1954.

5. B-47 Flying Schedule:

a. 32nd Bombardment Squadron:

<u>13 May</u>	<u>14 May</u>	<u>17 May</u>	<u>18 May</u>	<u>19 May</u>	<u>31 May, 1 & 2 June</u>	<u>3 June</u>	<u>4 June</u>
7026	7035	7059	7026	7019	7046	Make-up	7026
7034	7037	5243	7034	7039	7039	for 31	7034
7059	5243	5254	7035	7054	7060	May, 1	7035
5254	7024	7024	7037	7060	7075	and 2	7037
7025	7075	7025		7075	Spares	June	7059
7046		7046		Special	7034		
7019				Weapons	7025		
7039				5243			
7054				5254			
7060				7024			
Spares							
7035							
7037							

b. 352nd Bombardment Squadron:

<u>13 May</u>	<u>14 May</u>	<u>17 May</u>	<u>18 May</u>	<u>19 May</u>	<u>31 May, 1 & 2 June</u>	<u>3 June</u>	<u>4 June</u>
5245	7030	5245	7030	5250	5246	Make-up	7020
5246	7036	5246	7032	5251	5250	for 31	7030
5250	7049	5250	7036	7049	7050	May, 1	7032
5251		5251	7038	7050	7061	and 2	7047
7020		7020	7047	7061	Spares	June	7049
7032				Special	5251		
7038				Weapons	7053		
7050				5245			
7053				7020			
7061							
Spares							
7036							
7049							
7030							

c. 353rd Bombardment Squadron:

<u>13 May</u>	<u>14 May</u>	<u>15 May</u>	<u>17 May</u>	<u>18 May</u>	<u>19 May</u>	<u>31 May 1&2 Jun</u>	<u>3 June</u>	<u>4 June</u>
7041	7042	7058	7022	7041	7056	7057	Make-up	7058
7027	7051		7023	7042	7073	7056	for 31	7073
7057	7023		7021	7027	7022	7022	May, 1	7023
7056	7048		7028	7057	5256	7021	and 2	7028
7058			5256	7051	7048	Spares	June	7048
7073					Special	7041		
7040					Weapons	5256		
7021					7023			
7028								
5256								
Spares								
7051								
7023								

6. KC-97 Flying Schedule:

<u>13 May</u>	<u>14 May</u>	<u>15 May</u>	<u>17 May</u>	<u>18 May</u>	<u>19 May</u>	<u>31 May</u>
2853	Static Display	2857	2647	2871	2870	2646
2861	Other Stations		2853	2872	2874	2850
2866	2647		2857	2858	2876	2859
2868	2853		2861	2863	2646	2862
2871	2858		2866	2865	2850	2864
2863	2646		2868	2867	2859	2869
2865	2873					2873
2870	Local Flying					Spare
2874	Schedule					2647
Cont'd on	2872					
next page	2867					

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13 May Cont'd

2876
2850
2859
2862
2864
2869
2872 Air Spare
2867 Grd Spare

<u>1 June</u>	<u>2 June</u>	<u>3 June</u>	<u>4 June</u>
2858	2853	2647	2863
2863	2857	2646	2865
2865	2861	2850	2867
2867	2866	2859	2870
2870	2863	2862	2874
2874	2871	2864	2876
2876	2872	2869	
2647 Spare	2873 Spare	2873 Spare	

7. Periodic Inspection Schedule:

<u>Acft No</u>	<u>DOCK #1</u>	<u>Date</u>	<u>Acft No</u>	<u>DOCK #2</u>	<u>Date</u>
7047		12 - 16 May	7056		14 - 17 May
7053		16 - 19 May	7058		18 - 21 May
7061		20 - 24 May	7046		21 - 25 May
5250		24 - 27 May	5251		25 - 28 May
7027		27 - 31 May	7054		28 May - 1 June
7058		31 May - 3 June	7036		1 - 4 June

8. Annex "B", Appendix "IV", Flight Line Work Schedule:

a. See 10 a below.

9. Annex "C", Armament & Electronics Requirements:

a. See 10 a below.

10. Annex "D", Field Maintenance Requirements:

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a. Correct as necessary: The maximum effort mission scheduled for 17 May has been cancelled. Routine training missions will be flown 17 - 19 May. During the period 20 - 30 May, the Armament & Electronic Squadron will complete Spring Time - Fall Time modification to all assigned KC-97 aircraft. On 31 May, 1, 2 and 3 June the 301st Wing will fly operation "Happy Homer" (refer to Operations Order). Starting 4 June routine training missions for the month.

BY ORDER OF THE COMMANDER:

RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

Distribution:
Same as Maint Plan 3-54

AMND NO 1 TO MAINT PLAN 3-54
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0 2 5 2

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

CHANGE NUMBER 1

24 May 1964

MATERIEL DIRECTIVE)
:
NUMBER 18)

SUPPLY

Organizational Clothing and Equipment
(Supersedes Matl Dir #18 dtd 1 Feb 64)

Materiel Directive #18, 12 May 1964 is changed as follows:

4. ACCOUNTING AND ISSUE PROCEDURES:

a. Appropriate entries will be made in Section II of UPRMIS for all items listed in inclosure #1 to this directive.

b. Items designated as arctic issue will be packed and maintained by unit supply sections for long time storage, and will be issued only upon receipt of specific instructions from the Director of Materiel.

Inclosure #1 to Materiel Director #18, 12 May 1964 is changed as follows:

1. Under title SECTION IV UPRMIS (ARCTIC CLOTHING) delete the words "SECTION IV UPRMIS".

BY ORDER OF THE COMMANDER:

OFFICIAL:
Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

25

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3DUS

30 April 1954

SUBJECT: Status of Supply Personnel

TO: Commanders
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. The following information will be forwarded to this Headquarters on all supply personnel not later than 15 May 1954:
 - a. Name, rank and serial number.
 - b. APO.
 - c. Duty Station.
 - d. Foreign Service Selective Date.
 - e. Date scheduled for discharge.
 - f. Date of last court martial.
 - g. Date of last Article 15.
2. This information will be submitted on all personnel in the 64 Career Field.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison
CLARENCE H. GARRISON
Captain USAF
Adjutant

0254

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3DLB

22 April 1954

SUBJECT: Reports of Survey

TO: Commanders
All Squadrons
301st Bombardment Wing (M)
Barksdale Air Force Base
Louisiana

1. Reports of Survey for government equipment lost during the recent
EDY will be processed through the Office of the Director of Material
not later than 20 May 1954.

2. Squadron Commanders will notify all personnel to immediately
report any loss of government property to their Supply Officer so that a
Report of Survey or other appropriate document can be initiated.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison
CLARENCE H. GARRISON
Captain USAF
Adjutant

27

0 2 5 5

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3DML

24 May 1954

SUBJECT: USAF Ammunition Report RCS: 1-AF-316

TO: Commanders
All Squadrons
301st Bombardment Wing (M)
Barksdale Air Force Base
Louisiana

1. It is directed that the total amount of ammunition presently in each Squadron Unit Supply and the amount expended during the past thirty (30) days be submitted to the Wing Logistics Officer NLT 1200 hours, 27 May 1954.
2. Reference is made to AFR 67-79, dated 8 March 1954, for the preparation of this report and the details required. Ammunition codes contained in inclosure one to subject regulation will be used and any item listed in this inclosure either on hand or expended will be included.
3. This report will be prepared monthly, as of the last day of each month and forwarded to the Wing Logistics Officer in sufficient time so as to arrive NLT four (4) working days preceding the last day of the month.

BY ORDER OF THE COMMANDER:

Clarence W. Garrison
CLARENCE W. GARRISON
Captain, USAF
Adjutant

28

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3000

25 May 1954

SUBJECT: Supplemental K-System Procedures (effective 4 June 1954)

TO: Sec Distribution

1. The following K-system starting procedures which insures that take-off will take place in the first timing period will be used when no overflight is accomplished by the observer.

a. After engine start, with engine #6 up to 550 RPM and the alternator on the line, the APS-23 portion of the K-system will be turned on and after the five minute delay, tuned for best reception.

b. The computer function switch will remain in the off position until three to five minutes before take-off. At that time the function switch will be turned directly to track, the Memory Point Switch will be placed in the ON position and after approximately 30 seconds the climb wind placed in the computer.

c. Function Switch to NAV position and set in the field coordinates in Lat and Long dials.

d. Function Switch to STAB until 20 seconds prior to take-off at which time it will be placed in NAV. If the take-off is delayed long enough for more than seven minutes to elapse between take-off time and time the Function Switch was originally moved from the OFF position, the following procedure will be used: At a time less than five minutes prior to take-off the switch will momentarily be turned from STAB to OFF and back to STAB.

2. The above procedure insures that the take-off will take place while the K-system is in the first timing period. In this period the erection system is locked and cannot tumble even though the gyros are not up to speed. At the start of the second timing period which will occur after take-off acceleration takes place, the gyros will start to seek their normal level. The effect of the climb will be the same on the liquid levels in the second or third timing period (300 light on). During the first and second timing period there is no azimuth control of the stabilization unit. Therefore, no fixes or wind runs can be taken until 18 minutes after turn on. The computer and the navigation dials will be operating, however, and indicating positions according to climb wind set in just prior to take-off. The system will become fully operational some time during the climb phase.

3. Authority is 2AFOTS 2947 dated 19 May 1954.

3D00

Subject: Supplemental K-System Procedures (effective 4 June 1954)

4. For further information for accomplishing enflight and inflight check refer to unnumbered instructions, subject: Procedural Guide for Elimination of Non-Essential Maintenance of Bombing Navigation Systems distributed by Director of Material, this headquarters.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison

DISTRIBUTION:
40 - 3B1, 3B2, 3B3
40 - 3D0

CLARENCE H. GARRISON
Captain, USAF
Adjutant

HEADQUARTERS 301ST BOMBARDMENT WING (B)
Barksdale Air Force Base
Louisiana
0200Z 20 May 1954

ANNEX "A" TO OPERATIONS)
ORDER 218-54)

LOGISTICS

Maintenance Plan and Scheduling

1. GENERAL SITUATION:

- a. A commitment has been placed upon the 301st Bombardment Wing and supporting activities, to provide approximately 1900 B-47 and 900 KC-97 flying hours for the month of June 1954. In order to meet this operational requirement, each individual concerned MUST be thoroughly briefed on this complete annex and each supervisor MUST check and recheck his section to insure that each aircraft scheduled is 100% complete in all systems. We must maintain a high standard in each phase of maintenance to produce in-commission aircraft that are capable of completing each mission "as scheduled".
- b. Aircraft flying schedules (See Appendix II and Appendix III of Annex "A") for B-47 and KC-97 aircraft have been coordinated with each squadron operations concerned in an effort to schedule aircraft, by tail number, to the assigned crew. The only deviations from this policy are non-availability of the flight crew due to leave and non-availability of the aircraft due to periodic maintenance inspections.
- c. Special requirements for June include operation "Happy Homer". This operation provides for twelve (12) B-47 aircraft each night 31 May, 1 and 2 June to fly an evaluation mission on San Antonio, Texas. In addition to "Happy Homer" the 352d Bombardment Squadron will furnish ten (10) crews and aircraft SES during the month (See Appendix VI, Annex "A", for

ANNEX "A" TO OPERATIONS ORDER 218-54
Page 1 of 7 Pages

0 2 5 9

SES package). Other special requirements are discussed under each for Subordinate Units.

2. TASK FOR SUBORDINATE UNITS:

a. 32d Bombardment Squadron will provide:

- (1) Four (4) B-47 primary aircraft and three (3) spare B-47 aircraft each night 31 May, 1 and 2 June to participate in operation "Happy Homer". (Reference 301st Bombardment Wing Operations Order 21-54)
- (2) Ten (10) B-47 aircraft to participate in project "Follow Up". This gunnery project will start 15 June and continue thru 15 August. Gunnery missions flown on this project will be combined with normal training missions. All maintenance records pertaining to this project will be coordinated by the Wing Gunnery Officer. (Reference Appendix VII, Annex "A")
- (3) Eight (8) B-47 aircraft for periodic inspection during June. (Reference Appendix IV, Annex "A")
- (4) Two (2) B-47 aircraft for special weapons loading with type II configuration.
- (5) Four (4) B-47 aircraft for ground gunnery training. These aircraft will be equiped with guns, ammunition and external power units.
- (6) Ninety-six (96) B-47 aircraft for normal crew flying missions not including "Happy Homer". (See Appendix II, Annex "A")
- (7) Eight (8) flight tests for B-47 periodic inspections. (Reference Appendix II, Annex "A")
- (8) Maintenance personnel and equipment to accomplish 1 through 7 above.

b. 352d Bombardment Squadron will provide:

- (1) Four (4) B-47 primary aircraft and three (3) spare aircraft each night 31 May through 3 June to participate in operation "Happy

- Homer". (Reference 301st Bombardment Wing Operations Order 21-54)
- (2) Five (5) B-47 aircraft for periodic inspection.
 - (3) Ten (10) B-47 aircraft for SES at Tucson Arizona between 7 June and 30 June. (Reference Appendix VII of Annex "A" for personnel and aircraft schedule. Aircraft schedule also indicated in Appendix II.)
 - (4) One (1) B-47 aircraft for special mission to Rapid City 14 to 17 June. Aircraft configuration type IV with type II aboard. Maintenance personnel will accompany aircraft.
 - (5) Four (4) B-47 aircraft for special weapons loadings. Bomb bay with type II configuration.
 - (6) Five (5) flight test crews for B-47 periodic inspections. (Reference Appendix II, Annex "A")
 - (7) Forty-seven (47) B-47 aircraft for crew training missions not including SES, "Happy Homer", and special mission aircraft.
 - (8) Maintenance personnel and equipment to accomplish 1 through 7 above.
- c. 353d Bombardment Squadron will provide:
- (1) Four (4) B-47 aircraft primary and three (3) spare B-47 aircraft each night 31 May through 3 June to participate in operation "Happy Homer". (Reference 301st Bombardment Wing Operations Order 21-54)
 - (2) Seven (7) B-47 aircraft for periodic maintenance inspections.
 - (3) One (1) B-47 aircraft for special mission to Limestone 22 June thru 25 June. Bomb bay special loading type IV with type II aboard.
 - (4) Seven (7) flight test crews for periodic inspections. (Reference Appendix II, Annex "A")

- (5) Eighty-one (81) aircraft for crew flying training not including special mission aircraft.
 - (6) Seven (7) B-47 aircraft for special weapons loadings. Bomb bay configuration, type II.
 - (7) Maintenance personnel and equipment to accomplish 1 thru 6 above.
- d. 301st Air Refueling Squadron will provide:
- (1) Seven (7) KC-97 aircraft each night 31 May thru 3 June to participate in operation "Happy Homer".
 - (2) Two (2) KC-97 aircraft and crews on standby throughout June to provide special mission airlift, except 22 thru 29 June.
 - (3) Ten (10) KC-97 aircraft on 5 June to support 68th Bombardment Wing on maximum effort mission.
 - (4) Seven (7) KC-97 aircraft for periodic maintenance inspections.
 - (5) Seven (7) KC-97 flight test crews.
 - (6) Twenty-two (22) KC-97 aircraft and maintenance teams to Maxwell AFB 22 thru 29 June for special mission.
 - (7) Sixty (60) KC-97 aircraft for aircrew training not including "Happy Homer", support of 68th Bombardment Wing, operation Maxwell, or two (2) standby aircraft.
 - (8) Maintenance personnel and equipment to accomplish 1 thru 7 above.
- e. 301st Armanent & Electronics Maintenance Squadron will provide:
- (1) Personnel and spares to accompany 352d Bomb Squadron to SES.
(Reference Appendix VI for personnel package)
 - (2) Every effort to maintain a 100% in commission status for ALL scheduled aircraft.
 - (3) Maintenance cycle specialist for ALL post flight aircraft.
 - (4) Adjust work schedule to provide adequate specialist coverage for:

- (a) Flight line aircraft.
- (b) Dock aircraft.
- (c) 3d Strategic Support Squadron.
- (d) Base Flight aircraft.
- (e) Transient aircraft.

NOTE: This coverage will be on a twenty-four (24) hour basis with the peak load to be in conjunction with Appendix V of Annex "A".

(Flight Line Work Schedule)

- (5) Pre-issue stock levels for aircraft as listed in (4) above, except transient aircraft.
 - (6) Specialist Dispatch on work order basis from Maintenance Control Unit.
 - (7) Compass swings for 301st Bombardment Wing aircraft as required. (Reference Appendix XI for Compass Base schedule.)
 - (8) Necessary personnel, tools, and spares to support all requirements as scheduled for June plus other parent wing responsibilities and outstanding TOC's as scheduled.
- f. 301st Field Maintenance Squadron will provide:
- (1) Personnel and spares to accompany the 352d Bomb Squadron to SCS. (Reference Appendix VI for personnel package)
 - (2) Twenty-four (24) hour support of all aircraft on this station other than 376th Bombardment Wing. Assistance will be given the 376th Bombardment Wing only in instances above their capabilities.
 - (3) Personnel, tools, and spares to support schedules as outlined in Appendices II, III, IV, V, VI, VIII, X and XI of Annex "A".
 - (4) Maximum in commission rate of ALL assigned power units and air compressors.

(5) Support for completion of TOC's as scheduled by the Maintenance Control Unit.

g. 301st Periodic Maintenance Squadron will provide:

- (1) Supervision of the Wash Rack. Individual organizations will be responsible for those areas as assigned in Appendix X of this Annex; however, the 301st Periodic Maintenance Squadron will have overall responsibility of that area. Request for use of Wash Rack facilities will be made by telephone to the 301st Maintenance Control Unit, extension 707.
- (2) Personnel, tools, and equipment to perform twenty (20) periodic inspections on B-47 aircraft.
- (3) Personnel, tools, and equipment to perform seven (7) periodic inspections on KC-97 aircraft.

h. 805th Air Base Group will provide:

- (1) Supply support required for 1900 B-47 flying hours and 900 KC-97 flying hours during the month of June plus requirements of Base Flight, transient aircraft, and 3rd Strategic Support Squadron. (Reference Appendices I, II, III, IV, VI, VII, IX, and X, this Annex)
- (2) Transportation as required. (Reference Appendix I, this Annex)
- (3) Refueling pits, 115/145 octane and JP4 as outlined in Appendix I, this Annex.
- (4) Messing facilities on twenty-four (24) hour basis staffed to meet peak loads. (Reference Appendices II, III, IV, and V)
- (5) Refueling trucks for 91 and 115/145 gasoline and JP4 on an "on call" basis.

3. GENERAL INSTRUCTIONS:

- a. Transportation: The present vehicle assignments in some cases does not meet the needs of maintenance activities. Each tactical squadron is assigned only one (1) radio vehicle while specialist dispatch of AFB and Field Maintenance have only five (5) pick-up trucks assigned each. In the event a tactical squadron vehicle is on "dead line" the Maintenance Control Unit will pull specialist vehicles for the tactical squadron until their vehicle is repaired or replaced. This is not a perfect solution, but a stop gap to a bad situation.
- b. Hydrant Refueling: Major W.L. Abbott, of Quality Control, was assigned project to determine a plan to comply with safety directives pertaining to aircraft refueling. This plan will be tried on aircraft returning from operation "Happy Honor". If successful this plan, or a modification thereof, will be published as a standard within this wing.
- c. Dock Schedule: It is expected that a 200 hour periodic inspection for B-47 aircraft will become effective during June. This wing will complete inspections as scheduled and definitely not plan an 200 hour inspection until 1 July 1954.
- d. The functions, schedules, and responsibilities of all maintenance and support personnel are covered in detail in the following Appendices:
 - I - 805th Air Base Group
 - II - B-47 Aircraft Schedule
 - III - KC-97 Aircraft Schedule
 - IV - Dock Schedule
 - V - Flight Line Work Schedule
 - VI - SES Package (Personnel)

VII - Special Weapons and Gunnery
VIII - KC-97 Special Mission
IX - Base Flight
X - Wash Rack
XI - Compass Rose
BY ORDER OF THE COMMANDER

DISTRIBUTION:
1cy 300
3cy 300
1cy 3DOP
3cy 30LARS
3cy 32d BS
3cy 352d BS
3cy 353d BS
3cy FLS
5cy FLS
5cy ACE
10cy 3DM
5cy 805 DM
1cy 805 CO
1cy 4DM
4cy 301st Historian
100cy 301st CR of Maint
1cy 300 Spec Weapons
5cy 2AFSG
10cy 376th EW
5cy 805th Base Flt
4cy 805th Supply Sqdn
10cy of App IX to 2AF Scheduling Sect
4cy of App X to 3665

Charles D. Huchler
CHARLES D. HUCHLER
Major, USAF
Actg Chief of Maintenance

ANNEX "A" TO OPERATIONS ORDER 218-54
Page 7 of 7 Pages

0266

HEADQUARTERS 301ST DEPARTMENT WING (1)
Barksdale Air Force Base, Louisiana
0200Z 28 May 1954

APPENDIX I TO ANNEX "A"
of
OPERATIONS ORDER 218-54

BASE SUPPORT REQUIREMENTS FOR MAINTENANCE ACTIVITIES

1. Mission for the 805th Air Base Group:
 - a. To provide logistical support required to provide 1900 B-47 and 900 KC-97 flying hours during the month of June 1954.
 - b. To provide logistical support required to provide 1450 flying hours for Base Flight aircraft during the month of June 1954.
 - c. To provide logistical support required to provide 600 flying hours for 3rd Strategic Support Squadron.
 - d. To determine adequacy of AIA Depot supply support in connection with parent wing maintenance responsibilities.
2. Supply:
 - a. The large number of aircraft involved, and the number of scheduled flights for each aircraft, greatly increases the importance of supply functions. The overall success of this month's operation will depend largely on the supply support rendered by Base Supply activities. The importance of rapid and accurate supply response and immediate delivery service cannot be over emphasized.
 - b. Base Supply activities:
 - (1) Complete and/or limited supply support will be required on the dates and times indicated below:

1 - 2 June	0600-2100 complete support
3 - 30 June (except Sundays)	0600-1230 complete support

APPENDIX I TO ANNEX "A"
OPERATIONS ORDER 218-54
Page 1 of 4 Pages

3 - 30 June 1230-1800 limited support
 1800-0600 Standby only
Sundays Standby only

- (2) To furnish aircraft spares for:
 - (a) Ten (10) B-47 aircraft TDY to Tucson Arizona 7 - 30 June.
 - (b) Twenty-two (22) KC-97 aircraft TDY to Maxwell AFB 24-29 June.
- (3) To furnish special assistance for project "Follow-Up". See Appendix VII, this Annex.
- (4) Limitations: Bomb and ammunition loading will be in accordance with SAC Manual 20-1.
 - (a) The ABE Squadron supervision section will coordinate with the Limitations Section on exact loading times. At least twenty-four (24) hours notice will be given by the ABE Squadron.

3. Transportation:

a. Air:

- (1) Cargo type aircraft, airlift will be coordinated by Gladwin Control.

b. Ground:

- (1) Vehicles assigned the maintenance activities is not considered adequate to meet all flight line needs. In view of this, every effort should be made by the Base Motor Pool to replace any vehicle "dead lined" for normal maintenance.

4. Aircraft refueling requirements:

a. JP-4 fuel:

- (1) Base Flight has a requirement for one (1) hydrant twenty-four (24) hours a day, seven (7) days a week.
- (2) 301st Bombardment Wing requirements:

- (c) Refueling: 1 - 3 June 2130 - 0300 4 hydrants
0600 - 2130 3 hydrants
4 - 30 June 0600 - 2400 3 hydrants
(except Saturdays and Sundays)

- (b) One (1) F-6 unit to "top off" as required on an call basis.
- (c) Defueling: One (1) refueling pit will, at all times, have an open capacity to defuel aircraft. The refueling pit may be replaced by two (2) empty F-6 units.

b. 115/145 Gasoline:

- (1) Refueling - 301st and Base Flight:
- (a) Two (2) hydrants for normal refueling. 0600 to 2400 hours daily, except Saturday and Sundays.
- (b) One (1) hydrant on standby twenty-four (24) hour each day, seven (7) days a week.
- (c) One F-6 unit "ON CALL" basis for transient aircraft and "Topping Off" use as required.
- (2) Defueling - One (1) refueling pit or two (2) F-6 units will be available at all times for defueling purposes.
- (3) The importance of aircraft servicing is paramount with limited refueling capabilities. It is recommended that the Base Director of Material make a daily report to Maintenance Control Unit of the availability of refueling and defueling capabilities.
- (4) Crash and fire fighting facilities will be briefed and on standby in the refueling area. These units will handle normal ramp spraying requirements in the event of fuel overflow and will be alert for any emergency requirements.

5. Messing facilities: Planned in accordance with present 0600 - 1230, 1230 - 1800, and 1800 - 2400 hours, six (6) days a week maintenance duty schedule. Squadron Commanders will effect necessary coordination with the Base Food Service Supervisor for respective squadron requirements.

BY ORDER OF THE COMMANDER:

Charles D. Bucklinberg
CHARLES D. BUCKLINBERG
Major, USMC
Actg Chief of Maintenance

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APPENDIX I TO ANNEX "A"
OPERATIONS ORDER 218-54
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HEADQUARTERS 301 ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0200Z 28 May 1954

APPENDIX II TO ANNEX "A"
of
OPERATIONS ORDER 218-54

B-47 FLYING SCHEDULE

1. GENERAL.

- a. Aircraft as scheduled in this Appendix will not be replaced or rescheduled in event of ground or air aborts. This applies to all missions other than those directed by higher headquarters.
- b. Aircraft participating in project "RIGHT TURN" will be scheduled on a day to day basis.
- c. There will be no turn-around aircraft other than those aircraft scheduled in 60-9 meetings for two periods of transition.
- d. The aircraft commander will be responsible that a safety officer is present to refuel the aircraft after flight.
- e. Special Weapons aircraft are for ground training and will have type II installations.
- f. Aircraft scheduled for ground gunnery training will be equipped with guns, ammunition and power units. Ref App. VII.
- g. Any sorties cancelled on 3 June as a result of the HAPPY HOMER mission will not be charged to maintenance.
- h. Fuel loads will be as directed by Squadron Operations with exception of special mission aircraft. Special Mission aircraft fuel loads will be available in the Maintenance Control Unit.

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OPERATIONS ORDER 218-54
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2. 32d BOMB SQUADRON

<u>31 May 1, 2 June</u>	<u>3 June</u>	<u>4 June</u>	<u>7 June</u>	
7059	Make-Up	5254	5243	
7054 31st only	Mission	7024	7026	
7060	Plus	7025	7019	
7075	7026	7046	7060	
Spares	7034		7075	
7035	7019			
7037	2343			
7039	5243 Gr Gunnery Training			
<u>8 June</u>	<u>9 June</u>	<u>10 June</u>	<u>11 June</u>	<u>14 June</u>
7026	7035	7046	7026	7026
7034	7059	7060	7034	5243
7037	5243	7075	7037	7025
7025	5254 Early I/O	2343	7059	7039
2343	7024	7054 Test Hop	7039	7060
5254 Gr Gunnery Training				2343
				5254 Test Hop
<u>15 June</u>	<u>16 June</u>	<u>17 June</u>	<u>18 June</u>	<u>21 June</u>
7035	7026	5243	7035	7026
7046	7034	7025	7039	7034
7019	5254	7046	7054	7059
7054	7039	7019	7060	2343
7075	2343 S/M Type II	2343	7075	7037 Test Hop
		7024 Test Hop	7059 Test Hop	
		7035 Gr Gunnery Training		
<u>22 June</u>	<u>23 June</u>	<u>24 June</u>	<u>25 June</u>	<u>28 June</u>
5243	7039	7026	7059	5243
5254	7054	7034	5254	7019
7024	7060	7037	7024	7039
7046	7075	7025	7046	7075
7019	2343	7019	7035 Test Hop	2343
		5243 Gr Gunnery Training	2343 S/M Type II	
<u>29 June</u>	<u>30 June</u>	<u>2 July</u>		
7026	7059	7034 Test Hop		
7035	7024			
7037	7025			
5254	7046			
7054	2343			
7060 Test Hop				

3. 253d Bomb Squadron.

<u>31 May 1, 2 June</u>	<u>3 June</u>	<u>4 June</u>	<u>7 June</u>	<u>8 June</u>
5251	Mission	7047	5251	5225
7032	Make-Up	5250		7032
7049	Plus	7030	7061	7036
7053	7053	7044	2353	7047
Spares	5255	7020 Test		7053
7047	7061	Hop		Above All
7050	7038 Test Hop			Deploy for
7061	2353			SES
7036 Test Hop				7049 Test
2353 S/W Type II				Hop
1st & 2d				
<u>9 June</u>	<u>10 June</u>	<u>11 June</u>	<u>14 June</u>	<u>15 June</u>
7020	7049	5250	7044	5251
7044	7050	7020	2353 Spec	7030
2353 S/W	2353	7047	Mission	7049
Type II		7030 Test	14-17 June	7050
		Hop	Type IV W/	7061 all
			Type II	of the
			aboard	above
				Deploy for
				SES
<u>16 June</u>	<u>17 June</u>	<u>18 June</u>	<u>21 June</u>	<u>22 June</u>
5245	7020	5245	7020	5245
5250	2353 Return	5250	2353	7044
	to BAD			
<u>23 June</u>	<u>23 June</u>	<u>24 June</u>	<u>25 June</u>	<u>26 June</u>
7020	5246	5250	5245	7036
7047	7032	7044	7053	7038
2353	7036		2353	7047
	7047			
	7053			
	All of Above			
	Return from			
	SES			
<u>29 June</u>	<u>30 June</u>	<u>30 June</u>		
5250	5246	5251		
7032	7036	7030		
2353	7047	7049		
7020 S/W	7053 S/W	7050		
Type II	Type II	7061		
		All of		
		Above		
		Return from SES		

4. 353d Bomb Squadron.

<u>31 May 1,2 June</u>	<u>3 June</u>	<u>4 June</u>	<u>7 June</u>	<u>8 June</u>
7041	Mission	7057	7041	7042
7056	Make-up	7058	7057	7058
7022	Plus	7073	7040	7022
5256	7042	7040	7048	7023
Spares	7021	7023	7051 Test	2339 S/W
7058	7028	2339 S/W	Hop	Type II
7051	7048	Type II		
7057				
7027 Test Hop				
31st				
<u>9 June</u>	<u>10 June</u>	<u>11 June</u>	<u>14 June</u>	<u>15 June</u>
7041	7057 Early T/O	7042	7027	7051
7027	7051	7056	7073	7056
7073	7040	7048	7023	7040
5256		2339 S/W	5256	7021
7048		Type II		7028
2339				7057 Test
				Hop
				2339 S/W
				Type II
<u>16 June</u>	<u>17 June</u>	<u>18 June</u>	<u>21 June</u>	<u>22 June</u>
7042	7027	7041	7057	7027
7057	7073	7051	7058	7051
7058	7022	7056	7040	7023
2339	5256	7021	7048	2339 Spec
		7028	7023 Test	Mission 22-
		2339 S/W	Hop	25 Type IV
		Type II		W/ Type II
				board
				7073 S/W
				Type II
<u>23 June</u>	<u>24 June</u>	<u>25 June</u>	<u>28 June</u>	<u>29 June</u>
7041	7057	7027	7056	7057
7056	7058	7051	7073	7058
7028 Early T/O	7040	7023	7022	7040
7073 S/W Type II	7048	2339 Return	7021	7048
	7021 Test Hop	to BAD	2339	
			7028 Test Hop	
<u>30 June</u>	<u>1 July</u>			
7042	5256 Test Hop			
7051				
7023				
2339				

BY ORDER OF THE COMMANDER:

Charles D. Huckleberry
 CHARLES D. HUCKLEBERRY
 Major, USAF
 Actg Chief of Maintenance

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
 Barksdale Air Force Base, Louisiana
 0200Z 28 May 1954

APPENDIX III TO ANNEX "A"
 of
 OPERATIONS ORDER 218-54

KC-97 FLYING SCHEDULE

1. GENERAL:

- a. Aircraft as scheduled in this appendix will not be replaced or re-scheduled in event of ground or air aborts. This applies to all missions other than those directed by higher headquarters.
- b. Two aircraft and flight crews will be on standby at all times for airlift of supplies during the period 31 May to 23 June.
- c. There will be no turn-around aircraft other than those aircraft scheduled in 60-9 meetings for two periods of transition.
- d. The aircraft commander will be responsible that a safety officer is present to refuel the aircraft after flight.
- e. Fuel loads will be as directed by squadron operations with exception of special mission aircraft.

2. FLYING SCHEDULE:

<u>1 JUNE</u>	<u>2 JUNE</u>	<u>3 JUNE</u>	<u>4 JUNE</u>	<u>5 JUNE</u>	<u>7 JUNE</u>
2647	2853	2647	2861	2647	2853
2872	2857	2863	2872	2853	2853
2874	2858	2874	2858	2857	2867
2859	2863	2869	2859	2868	2874
2869	2867	2873	2864	2863	2869
2873	2876			2865	
2861	2862			2867	
				2870	
				2862	
				2869	
				2873	
				2870 Test	
				Hop	

APPENDIX III TO ANNEX "A"
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<u>8 JUNE</u>	<u>9 JUNE</u>	<u>10 JUNE</u>	<u>11 JUNE</u>	<u>14 JUNE</u>	<u>15 JUNE</u>
2857	2647	2853	2857	2868	2647
2876	2868	2872	2874	2872	2853
2859	2858	2867	2876	2858	2865
2864	2870	2859	2864	2870	2867
2873	2874	2869	2873	2859	2869
		2871 Test Hop			2865 Test Hop
<u>16 JUNE</u>	<u>17 JUNE</u>	<u>18 JUNE</u>	<u>19 JUNE</u>	<u>21 JUNE</u>	<u>22 JUNE</u>
2857	2647	2853	2861 Test Hop	2647	2857
2872	2868	2872		2861	2874
2870	2858	2863		2866	2646
2864	2874	2867		2871	2864
2873	2859	2869		2859	

24 - 29 JUNE

All assigned aircraft
for special mission TDY

3. STANDBY AIRCRAFT 31 MAY - 23 JUNE

2861
2866
2646
2850

BY ORDER OF THE COMMANDER:

Charles D. Huckleberry
CHARLES D. HUCKLEBERRY
Major, USAF
Actg Chief of Maintenance

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OPERATIONS ORDER 218-54
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HEADQUARTERS 301ST BOMBARDMENT WING (H)
Barksdale Air Force Base, Louisiana
0200Z 28 May 1954

APPENDIX IV TO ANNEX "A"
of
OPERATIONS ORDER 218-54

INSPECTION SCHEDULE

1. INSPECTION SCHEDULE B-47 AIRCRAFT:

<u>DOCK #1</u>		<u>DOCK #2</u>	
7027	27 May - 31 May	7036	28 May - 1 June
7038	31 May - 3 June	7020	1 June - 4 June
7051	3 June - 7 June	7049	4 June - 8 June
7054	7 June - 10 June	7030	8 June - 11 June
5254	10 June - 14 June	7057	11 June - 15 June
7024	11 June - 17 June	7059	15 June - 18 June
7023	17 June - 21 June	7037	18 June - 22 June
7021	21 June - 24 June	7035	22 June - 25 June
7023	24 June - 28 June	7060	25 June - 29 June
5256	28 June - 1 July	7034	29 June - 2 July
7041	1 July - 5 July	5246	2 July - 7 July

2. INSPECTION SCHEDULE KC-97 AIRCRAFT:

2870	30 May - 4 June
2871	4 June - 9 June
2865	9 June - 15 June
2861	15 June - 19 June

Three (3) additional aircraft will be scheduled at a later date.

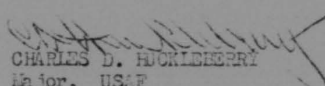
3. WORK SCHEDULE:

PIS 0600 - 1230 daily six (6) days each week.

A&E 1130 - 1800 daily six (6) days each week.

4. This Wing will not enter into 200 hours period inspection for B-47 aircraft before 1 June.

BY ORDER OF THE COMMANDER:


CHARLES D. HUCKLEBERRY
Major, USAF
Actg Chief of Maintenance

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OPERATIONS ORDER 218-54
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HEADQUARTERS 301ST BOMBARDMENT WING, (M)
Barksdale Air Force Base, Louisiana
0200Z 28 May 1954

APPENDIX V TO ANNEX "A"
of
OPERATIONS ORDER 218-54
FLIGHT LINE WORK SCHEDULE

1. GENERAL:

- a. Each organization will plan the working hours of their assigned maintenance personnel. All personnel will be briefed by the engineering officer.
- b. This schedule does not include aircraft away from this station, however, the same planning factors will be used to determine maintenance personnel packages for TDY aircraft.

2. PLANNING FACTORS:

- a. Routine line work will be accomplished between 0600 and 1230 hours daily, six days each week.
- b. Flight Line Maintenance Teams (FLMT) will be provided as necessary for 1200 - 1830 and 1800 - 2400 shifts. The size of the FLMT will depend upon the number of aircraft being flown.
- c. A ground crew assigned to an aircraft will deploy the aircraft on scheduled flight. However, FLMT will meet the aircraft upon return from flight.
- d. A representative from A&E Squadron will meet each landing B-47 aircraft.
- e. Every effort will be made to use this type scheduling of work hours for all types of maintenance personnel for all types of missions.
- f. Maintenance Cycle:
 - (1) FLMT:
 - (a) Meet aircraft.
 - (b) Inspect and change tires.

APPENDIX V TO ANNEX "A"
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(c) Refuel (load at LCU)

(d) Park.

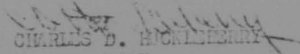
(e) Secure.

(f) Call work orders to A/C.

(2) Scheduled maintenance begins at 0600 hours on the day following the flight. The bulk of work required to have the aircraft in commission will be completed by 1230 hours. In those cases where the work is not completed the Maintenance Officer must insure that personnel are assigned to complete the Maintenance Cycle.

3. It is the responsibility of all maintenance personnel to do their utmost to insure that scheduled aircraft fly as scheduled.

BY ORDER OF THE COMMANDER:


CHARLES D. RICHBERRY
Major, USAF
Actg Chief of Maintenance

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0200Z 28 May 1954

APPENDIX VI TO ANNEX "A"
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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0200Z 26 May 1954

APPENDIX VII TO ANNEX "A"
of
OPERATIONS ORDER 218-54

B-47'S FOR GROUND TRAINING SCHEDULE

Special Weapons and Gunnery

1. GENERAL:

- a. Aircraft as scheduled in this appendix will not be replaced or re-scheduled in the event of an abort. This applies to all training other than that directed by higher headquarters.
- b. Crews to full-fill training periods will be furnished by squadrons as directed by the 301st Bombardment Wing Monthly Ground Training Schedule.

2. TASKS FOR SUBORDINATE UNITS:

- a. The 301st Armament and Electronics Squadron will furnish the necessary supervisors to:
 - (1) Insure that the following items are completed and operational on all scheduled aircraft for special weapons loading.
 - (a) U-2 hook in the forward position.
 - (b) Arming control in the rear position.
 - (c) Model 40-60 sway braces installed.
 - (d) T-23 check performed for T-18 and T-19 and recorded in form 1, part II.
 - (e) U-2 hook operational check.
 - (f) C-9 hoists, junction boxes and cables installed.
 - (g) C-9 hoist operational check.
 - (h) C-9 hoist "Y" type power cable aboard the aircraft.

APPENDIX VII TO ANNEX "A"
OPERATIONS ORDER 218-54
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- (i) Bomb-bay door support cables aboard the aircraft.
 - (j) CF 609 cable installed.
 - (k) T-127, T-21A and T-32 at the aircraft when A23 post loading teams are scheduled for ground training.
 - (l) 28 volts DC power source is at aircraft.
 - (m) K-2 slings aboard the aircraft.
 - (n) Security curtains are aboard the aircraft.
- (2) Insure that the following items are completed and operational on all aircraft scheduled for SES.
- (a) U-2 hook in the forward position.
 - (b) Arming control in the rear position.
 - (c) Model 40-60 sway braces installed.
 - (d) T-23 check performed for T-18 and T-19 and recorded in the form 1, part II.
 - (e) U-2 hook operational check.
 - (f) C-9 hoists, junction boxes and cables installed.
 - (g) C-9 hoist operational check.
 - (h) C-9 hoist "Y" type power cable aboard the aircraft.
 - (i) CF-609 cable installed.
 - (j) Bomb-bay door support cables aboard the aircraft.
 - (k) K-2 slings aboard the aircraft.
 - (l) Security curtains aboard the aircraft.
 - (m) Two straps, to secure capsule to IFI tool box, aboard the aircraft.
 - (n) One T-23 and two spare C-9 hoists per ten aircraft are deployed to Davis Monthan during the period aircraft are TDY.
 - (o) Gunnery Requirements:

1. The A-5 system and guns will be in the best possible condition in all B-47 aircraft.
2. The guns will be harmonized and boresighted in accordance with SAC Regulation 51-24.
3. The A&E Squadron Commander will certify that harmonization has been completed.
4. 200 rounds of 20 MM TFM99 ammunition per gun will be loaded in each can of each aircraft.
5. The ammunition will not be torqued in to the guns until required at Davis Monthan AFB.
6. The guns on aircraft at Davis Monthan AFB will be inspected daily, however, a complete inspection will be required at least 3 hours prior to scheduled take-off on the gunnery sortie.
7. Shop facilities for 20 MM gun maintenance will be available in the 43rd A&E Maintenance Squadron while at Davis Monthan AFB.
8. A-5 maintenance personnel TDY at Davis Monthan AFB will be under the direct supervision of the MCCIC of Gunnery Evaluation, 3906th SES.
2. Weapons and A-5 system personnel will deploy with the following additional tools and equipment:
 - a. One magic wand.
 - b. One each volt-ohm ampmeter.
 - c. One cleaning rod and brush.
 - d. Sufficient patches to clean 20 guns.

- e. Two Cans of Rifle Bore Cleaner
- f. Two Cans of Gun Preservative Oil.
- g. Bolt Unlocking Tool for 20mm Gun.
- h. Spanner Wrench for 20mm Gun.
- i. One firing Pin Contact Remover for 20MM Gun.
- j. Rear buffer wrench for 20mm gun.
- k. Lock nut wrench for 20mm gun.
- l. One spool safety wire.
- m. Cotter keys for 20mm gun and feeder.
- n. Rags necessary to clean 20mm guns.

- (3) Insure that the following items are completed and operational on all aircraft scheduled to deploy to either Minotera or Washmore.
- (a) U-2 hook in forward position.
 - (b) Arming control in rear position.
 - (c) T-25 check performed for T-18, T-19 and T-35 and recorded in the form I part II.
 - (d) U-2 hook operational check.
 - (e) C-9 hoists, junction boxes cables installed.
 - (f) C-9 hoists operational.
 - (g) CF-609 cable installed.
 - (h) The following items stowed aboard the aircraft:
 - 1. CF-707 Cable.
 - 2. Model 50 Sway Braces set.
 - 3. Bomb bay support cables.
 - 4. C-9 hoist "I" type power cable.
- (4) All aircraft scheduled for air to air gunnery will be loaded with either 700 or 200 rounds of TPL-99 20mm ammunition as required.

Gunnery preflight inspections will be accomplished, unless the requirement is waived by Headquarters 2AF.

- (5) All aircraft scheduled for Co-pilots gunnery preflight training will be equipped with the following:
- (a) Operational AFG 32A Radar.
 - (b) Two 20mm guns.
 - (c) 200 rounds of 20mm ammunition per gun for each aircraft.
- (6) Project Follow-UP - Ten B-47 aircraft will be designated as "test fire" aircraft and will be equipped with new chrono guns, fenders and charge. All remaining aircraft will be subject to the project, however they will receive normal maintenance and supply support. The ten (10) aircraft selected for specialized maintenance on the project are as follows:

	type/system		type/system
5243	GE	7026	GE
5254	GE	7034	Crosley
7075	Crosley	7025	GE
7046	GE	7039	GE
7019	GE	7035	GE

Special approval from the Chief of Maintenance must be obtained before changes to this schedule can be authorized. Any substitutions must be of the same type manufacture; ie, GE or Crosley.

- (7) Estimated number of gunnery sorties.
- (a) 1-15 June 54 15 training
 - (b) 15-30 June 54 24 training - 36 follow-up
- (8) Malfunction Analysis must be accomplished on all sorties, however, the malfunction analysis team in the 32nd Bombardment Squadron will be augmented with the following technical representatives:
- (a) WADC One Technical Representative

- (b) Ordnance Two Technical Representatives
 - (c) Crosley Two Technical Representatives
 - (d) General Electric Two Technical Representatives
 - (e) Johnson Farebox One Technical Representative
 - (f) Boeing One Technical Representative
- (9) Harmonization and bore sighting will be accomplished on the A-5 systems of all aircraft scheduled to the decks. Waivers or deviations are not authorized.
- (10) Supply procedures to support project "Follow-Up" will be as follows:
- (a) A&E Squadron will mark all ANFE vouchers with the word "Follow-Up" and notify Base Supply of all voucher numbers designated ANFE. These parts must be "on-hand" not later than 10 June 1954 and installed in the aircraft not later than 15 June 1954.
 - (b) A&E Squadron will inventory bench stock and submit necessary requisitions to Base Supply on the 15 day stock level as recommended in phase I of "Follow-Up". These vouchers will be marked "Phase II, Project", "Follow-Up", and must be submitted not later than 3 June 1954. These parts must be "on hand" not later than 15 June 1954.
 - (c) Base Supply Officer will stock the recommended 30 stock level as outlined in phase I of project "Follow-Up".
 - (d) Normal supply procedures will be used after 15 June 1954.
- b. Tactical Squadron will:
- (1) Furnish equipment from 263 bins as required by the 301st A&E Squadron.

- (2) Monitor and control, issue and receipt of 263 equipment as required by material directives.
- (3) Check aircraft configurations of deploying aircraft to conform with paragraphs 2a (2), 2a (3), 2a (4) and 2a (6) this annex. (Normally this will be accomplished by the aircraft commander)
- (4) Furnish crews for ground training as required by the 301st Bombardment Wing (H) Monthly Ground Training Schedule.

3. MASTER SCHEDULE:

a. Aircraft for Special Weapons loadings:

<u>DATE</u>	<u>AIRCRAFT NUMBER</u>	<u>DATE</u>	<u>AIRCRAFT NUMBER</u>
1	2353	16	2343
2	2353	18	2339
4	2339	22	7073
5	2339	23	7073
9	2353	25	2343
11	2339	29	7080
15	2339	30	7053

b. Aircraft to deploy to SEA.

<u>DATE</u>	<u>AIRCRAFT NUMBER</u>	<u>DATE</u>	<u>AIRCRAFT NUMBER</u>
8	7053	15	5251
"	7246	"	7049
"	7036	"	7069
"	7032	"	7030
"	7033	"	7050

c. Aircraft to deploy for Limestone and Rushmore.

<u>DATE</u>	<u>AIRCRAFT NUMBER</u>
14	2353
22	2339

BY ORDER OF THE COMMANDER:

CHARLES D. HUNTER
Major, USAF
Actg Chief of Maintenance

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OPERATIONS ORDER 216-54
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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0200Z 28 May 1954

APPENDIX VIII TO ANNEX "A"
of
OPERATIONS ORDER 218-54

MAXWELL AFB SPECIAL MISSION

1. OMITTED.

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BY ORDER OF THE COMMANDER:

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HEADQUARTERS 301ST BOMBARDMENT WING (B)
Barksdale Air Force Base, Louisiana
0200Z 20 May 1954

APPENDIX IX TO ANNEX "A"
of
OPERATIONS ORDER 218-54

AIRCRAFT MAINTENANCE SCHEDULE
BASE FLIGHT

1. General:

- a. It was anticipated that planned maintenance could be started in Base Flight during June, however this is impractical due to operations section concern failing to establish any type of operational requirements.
- b. To generate more flying hours per aircraft in base flight is of great concern to each base pilot on this station. By use of a hop-hazard "ON CALL" basis the base flight maintenance activities can generate 1300 hours each month in sustained operation. With proper maintenance planning and operational commitment cooperation the time generated can be increased to 1600 hours each month.
- c. During the month of June Base Flight Maintenance activities will make accurate time studies of the following:
 - (1) Post flight for each type aircraft.
 - (2) Periodic inspection for each type aircraft.
 - (3) Average time for each type specialist by type aircraft. (ie. hydraulic for B-25 thirty work orders, average time 3:00)
 - (4) Manpower utilization.
 - (5) Flying hours lost due to weather, by type aircraft.
 - (6) Refueling time.

The above studies will be cut-off 25 June and the information will be utilized to determine maintenance activities for July.

APPENDIX IX TO ANNEX "A"
OPERATIONS ORDER 218-54
Page 1 of 2 Pages

2. Without operational requirement and planned on inaccurate maintenance factors the following number of aircraft will be furnished daily to operation section concerned:

a. T-33 aircraft

Two (2) for 2AF Flight Dispatch.
Six (6) for Base Flight Dispatch.

b. C-45 aircraft

Five (5) for Base Flight Dispatch.

c. B-25 & B-26 aircraft

Five (5) for 2AF & Base Flight Dispatch.

d. C-47 aircraft

Three (3) for Base Flight Dispatch.

NOTE: C-47 ECM aircraft will be scheduled and maintained by the 376th Bomb Wing.

BY ORDER OF THE COMMANDER:

CHARLES D. HUCKLEBERRY
Major, USAF
Actg Chief of Maintenance

DISTRIBUTION:
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APPENDIX IX TO ANNEX "A"
OPERATIONS ORDER 218-54
Page 2 of 2 Pages

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0200Z 23 May 1954

APPENDIX X TO ANNEX "A"
of
OPERATIONS ORDER 216-54

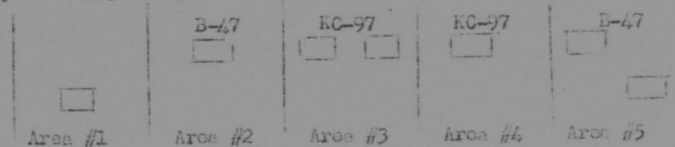
WASH RACK ASSIGNMENT

1. GENERAL:

- a. Scheduling of aircraft to the wash rack will be the responsibility of:
 - (1) Maintenance Control for Strategic Support Squadron and 301st Bombardment Wing aircraft.
 - (2) Base Flight for Base Flight aircraft.
- b. Overall responsibility for the wash rack and surrounding area is assigned to the 301st Periodic Maintenance Squadron.

2. ASSIGNMENT OF WASH RACKS:

- a. Layout: Each block indicates a water hydrant.



- b. Wash rack and responsible area assignments:

- (1)

Area #1	Base Flight
Area #2	301st B-47's
Area #3	301st KC-97's
Area #4	376th KC-97's
Area #5	376th B-47's
- (2) 3rd Strategic Support Squadron aircraft washing commitment requires a maximum of two aircraft per week, therefore, will be scheduled into KC-97 slots by the 301st Maintenance Control Unit.

3. WASH RACK USE:

- a. Use of wash racks in other than normal ABG duty hours (0700 - 1600 daily, five days per week) must be held to an absolute minimum.

APPENDIX X TO ANNEX "A"
OPERATIONS ORDER 216-54
Page 1 of 2 Pages

b. Organizations assigned an area on the wash rack need not coordinate scheduling of aircraft during normal duty hours.

c. A forty-eight (48) hour notice must be given the 301st Maintenance Control Unit for washing aircraft in other than normal duty hours.

BY ORDER OF THE COMMANDER:

[Handwritten Signature]
CHARLES D. HICKLETT
Major, USAF
Actg Chief of Maintenance

DISTRIBUTION:
Same as Annex "A"

APPENDIX X TO ANNEX "A"
OPERATIONS ORDER 218-54
Page 2 of 2 Pages

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HEADQUARTERS 301st BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0200Z 28 May 1954

APPENDIX XI TO ANNEX "A"
of
OPERATIONS ORDER 218-54

COMPASS ROSE

1. General.

- a. Plans for construction of a second Compass Rose at Barksdale have been turned down by higher headquarters due to a critical parking problem at this station.
- b. A survey has been conducted by the 301st A & B Squadron for scheduling the use of the Compass Rose and is published in this Appendix as S.O.P. for this station until such time as space is available for construction of a second Compass Rose.
- c. Night compass swinging is feasible and will be utilized as desired by each organization concerned.

2. Schedule.

Monday and Wednesday - 301st Bomb Wing

Tuesday and Friday - 376th Bomb Wing

Thursday - Base Flight

Saturday and Sunday are open to eliminate backlogs. Use of the compass rose for these two days, or any part thereof, can be arranged through the 301st Wing Maintenance Control Unit, Ext. 707.

3. Aircraft requiring use of compass rose are:

301st Bomb Wing - 48 B-47 aircraft

376th Bomb Wing - 50 B-47 aircraft

Base Flight - 37 aircraft of assorted types

APPENDIX XI TO ANNEX "A"
OPERATIONS ORDER 218-54
Page 1 of 2 Pages

4. A & E and Field Maintenance Squadrons will adjust their schedule to comply with the above schedule.

BY ORDER OF THE COMMANDER:

[Signature]
CHARLES D. HUCKLEBERRY
Major, USN
Actg Chief of Maintenance

DISTRIBUTION:
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APPENDIX XI TO ANNEX "A"
OPERATIONS ORDER 218-54
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OPERATION

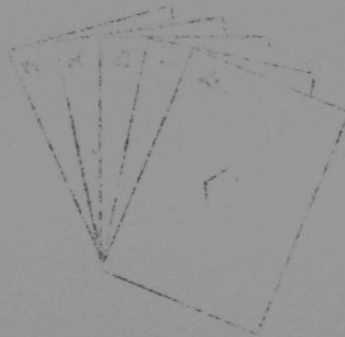
*Historian
4-54*

FULL HOUSE

MAINTENANCE

PLAN

4-54



301st
BOMB WING

0295

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1800Z, 25 April 1954

MAINTENANCE PLAN)

NUMBER 4-54)

TASK ORGANIZATION:

805th Air Base Group	Colonel Sam Smith
Material Task Force, Goose Bay	Lt. Colonel B.S. McCarty
32d Bombardment Squadron	Lt. Colonel C.L. Lowell
352d Bombardment Squadron	Lt. Colonel W.B. Colson
353d Bombardment Squadron	Lt. Colonel H.L. Gandy
301st Air Refueling Squadron	Lt. Colonel L.J. Wright
301st Periodic Maintenance Squadron	Lt. Colonel D.I. Youss
301st Field Maintenance Squadron	Lt. Colonel J.O. Sidson
301st Armament & Electronics Squadron	Major A.A. Biretta

1. GENERAL SITUATION:

- a. A requirement has been placed on the 301st Bombardment Wing (M) to deploy to Goose Bay for the purpose of testing facilities at that station. An additional requirement is to test Air Defense capabilities under simulated combat conditions. This exercise (code FULLHOUSE) is expected to be completed within five (5) days after the order of execution. FULLHOUSE will consist of a series of refueling missions for fifteen (15) KC-97 aircraft and simulated combat missions for thirty-four (34) B-47 aircraft. FULLHOUSE will be a Unit Simulated Combat Mission.
- b. The overall operational timing plan during FULLHOUSE requires complete integration of all aircraft maintenance functions over extremely short time periods. For this reason personnel selected for FULLHOUSE must

MAINTENANCE PLAN NO. 4-54
Page 1 of 7 pages

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be of the highest calibre. They must be thoroughly familiar with the details of this plan and must function as a closely "knit" team of experts during the entire operation. The success of FULLHOUSE depends on the capabilities of the Wing Maintenance activities to produce fully operational aircraft within extremely short time periods.

2. MAINTENANCE MISSION: The 301st Bombardment Wing will provide complete maintenance support required to:

- a. Deploy fifteen (15) KC-97 and thirty-four (34) B-47 aircraft to Goose Bay between 7 and 11 May 1954.
- b. Launch fifteen (15) B-47 and fifteen (15) KC-97 aircraft on a simulated combat mission on E / 1 day.
- c. Launch fifteen (15) B-47 and fifteen (15) KC-97 aircraft on a simulated combat mission on E / 2 day.
- d. Launch four (4) B-47 and four (4) KC-97 aircraft on a simulated combat mission on E / 3 day.
- e. Redeploy fifteen (15) KC-97 aircraft from Goose Bay to Eggersdale AFB on E / 4 day.
- f. A possibility exist that the 301st Wing PRE-STRIKE maintenance teams will furnish complete maintenance support for seven (7) additional KC-97 aircraft during strike missions and redeployment phase of FULLHOUSE.
- g. Complete "Maintenance Cycle" on all redeployment aircraft within thirty (30) hours after landing at Barksdale AFB.

3. TASK FOR SUBORDINATE UNITS:

- a. The 805th Air Base Group will provide:
 - (1) Logistical support as outlined in Annex "A" this plan and Annex

"D" of 301st Bombardment Wing Operations Order 50-1.

b. The Material Task Force, Goose Bay, will provide:

- (1) Omitted. See CBCE (SAC) Operations Order 50-1.

c. The 32d Bombardment Squadron will provide:

- (1) One (1) officer and fifteen (15) maintenance personnel to be organized into PRE-STRIKE Maintenance Teams to participate in operation FULLHOUSE.
- (2) Thirty-five (35) maintenance personnel to be organized into POST-STRIKE Flight Line Maintenance Teams to participate in "Maintenance Cycle" of ALL redeployed 301st Wing B-47 aircraft.
- (3) Necessary tools and equipment for PRE & POST-STRIKE Teams in accordance with 301st Bombardment Wing Operations Order 50-1.

d. The 352d Bombardment Squadron will provide:

- (1) One (1) officer and twenty-four (24) maintenance personnel to be organized into PRE-STRIKE Maintenance Teams to participate in operation FULLHOUSE.
- (2) Thirty-five (35) maintenance personnel to be organized into POST-STRIKE Flight Line Maintenance Teams to participate in "Maintenance Cycle" of ALL redeployed 301st Wing B-47 aircraft.
- (3) Necessary tools and equipment for PRE & POST-STRIKE Teams in accordance with 301st Bombardment Wing Operations Order 50-1.

e. The 353d Bombardment Squadron will provide:

- (1) Thirteen (13) maintenance personnel to be organized into PRE-STRIKE Maintenance Teams to participate in operation FULLHOUSE.
- (2) One (1) officer and forty-five (45) maintenance personnel to be organized into POST-STRIKE Flight Line Maintenance Teams to participate in "Maintenance Cycle" of ALL redeployed 301st

Wing B-47 aircraft.

- (3) Necessary tools and equipment for PRE & POST-STRIKE Teams in accordance with 301st Bombardment Wing Operations Order 50-1.
- f. The 301st Air Refueling Squadron will provide:
- (1) One (1) officer and sixty-one (61) maintenance personnel to be organized into KC-97 PRE-STRIKE Maintenance Teams to participate in operation FULLHOUSE.
 - (2) Fifty-five (55) maintenance personnel to be organized into POST-STRIKE Flight Line Maintenance Teams to participate in "Maintenance Cycle" of fifteen (15) redeployed 301st Wing KC-97 aircraft.
 - (3) Necessary tools and equipment for PRE & POST-STRIKE Teams in accordance with 301st Bombardment Wing Operations Order 50-1.
- g. The 301st Periodic Maintenance Squadron will provide:
- (1) Normal periodic aircraft inspections as indicated in 301st Bombardment Wing Maintenance Plan 3-54.
 - (2) Flight line support, as required, to expediate "Maintenance Cycle" of ALL redeployed 301st Wing aircraft.
- h. The 301st Field Maintenance Squadron will provide:
- (1) One (1) officer and seventy-two (72) maintenance personnel to be organized into PRE-STRIKE Maintenance Teams to participate in operation FULLHOUSE.
 - (2) Two (2) officers and one hundred and seven (107) maintenance personnel to be organized into POST-STRIKE Flight Line Maintenance Teams to participate in "Maintenance Cycle" of ALL redeployed 301st Wing aircraft.
 - (3) Fifteen (15) extra B-47 drag chutes to be manifested and deployed on X / 1 day B-47 aircraft.

(4) Necessary tools and equipment in accordance with 301st Bombardment Wing Operations Order 50-1.

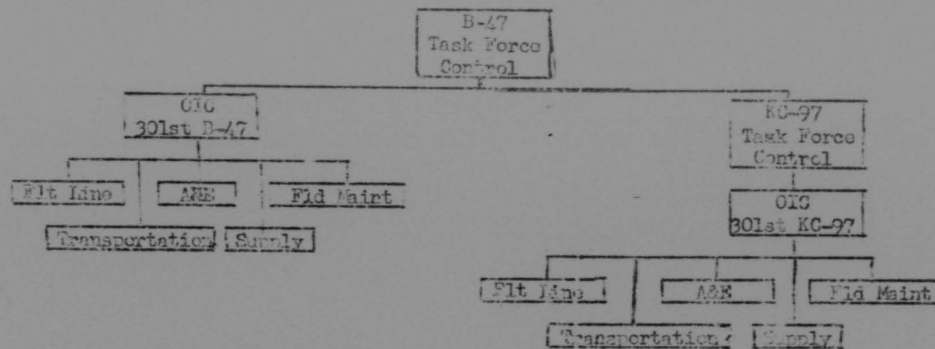
1. The 301st Arrangement & Electronics Squadron will provide:

- (1) Two (2) officers and sixty-four (64) maintenance personnel to be organized into PRE-STRIKE Maintenance Teams to participate in operation FULLHOUSE.
- (2) Two (2) officers and sixty-four (64) maintenance personnel to be organized into POST-STRIKE Teams to participate in "Maintenance Cycle" of ALL redeployed 301st Wing aircraft.

4. GENERAL INSTRUCTIONS:

a. All maintenance personnel selected for participation in operation FULLHOUSE will be organized under the direct control and supervision Task Force Control. Upon completion, personnel will be returned to parent organizations.

(1) PRE-STRIKE Maintenance Teams will be organized under the Task Force Control (Maintenance):



b. All times in this plan will be 3 time unless otherwise indicated.

- c. All maintenance personnel of the 301st Bombardment Wing will be deployed in accordance with 301st Bombardment Wing Operations Order 50-1, Annex "D".
 - d. All, except ALL, B-47 fourth crew members will redeploy to Barksdale AFB via KC-97 aircraft.
 - e. The functions, schedules, and responsibilities of all maintenance and supply personnel assigned to "FULLHOUSE" are covered in detail in the following Annexes:
 - "A" Air Base Group Support
 - "B" Pre-Strike Maintenance Personnel Package
 - "C" Aircraft Flying Schedule
 - "D" Flight Line Maintenance Requirements
 - "E" Field Maintenance Requirements
 - "F" Armament & Electronics Requirements
5. ADMINISTRATIVE AND LOGISTICAL MATTERS:
- a. Omitted.
 - b. Logistical support requirements for Operation "FULLHOUSE" will be in accordance with Annex "A" to this plan and Annex "D" to 301st Bombardment Wing Operations Plan 50-1.
6. COMMAND AND COMMUNICATIONS MATTERS:
- a. Omitted.

BY ORDER OF THE COMMANDER:

for Robert E. Barton
RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

ANNEX:

"A" ABGP Support

MAINTENANCE PLAN NO. 4-54
Page 6 or 7 pages

0301

"B" Pre-Strike Maintenance Personnel Package
"C" Aircraft Flying Schedule
"D" Flight Line Maintenance Requirements
"E" Field Maintenance Requirements
"F" Armament and Electronics Requirements

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3cy 352d BS
2cy 253d BS
4cy 301st Historian
10cy B-47 Team
10cy KC-97 Team

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1800Z, 25 April 1954

ANNEX "A" TO MAINTENANCE)

PLAN NUMBER 4-54)

AIR BASE GROUP SUPPORT REQUIREMENTS FOR MAINTENANCE ACTIVITIES

1. OVERALL TASKS:

- a. To provide logistical support as required to deploy thirty-four (34) B-47 aircraft and fifteen (15) KC-97 aircraft to TDY Station. To support maximum effort missions on X / 1, X / 2, and X / 3. To deploy fifteen (15) KC-97 aircraft to home station.
- b. To determine adequacy of 805th and Goose Bay Air Base Group activities and facilities.
- c. To determine adequacy of FAK, Base and Depot Supply support under simulated combat conditions.

2. SUPPLY:

- a. The extremely close interval of maximum effort missions and the large number of aircraft involved, greatly increases the importance of the supply functions. The overall success of this operation will depend largely on the full time support rendered by the 805th Supply and FAK Sections.

3. TRANSPORTATION REQUIREMENTS:

a. 805th Air Base Group:

- (1) Air: One (1) C-47 cargo type aircraft and crew will be furnished daily to provide airlift support, as required, to expedite supply depot pick-up from 1 May until deployment.

- (2) Ground:

- (a) All vehicles required will be twenty-four (24) hour dispatch

ANNEX "A" TO MAINTENANCE PLAN 4-54
Page 1 of 2 pages

0 3 0 3

to using activity.

- (b) Flight line bus service will be provided twenty-four (24) hours DAILY. Five (5) minute service is required.
- (c) Vehicle requirement as established in Maintenance Plan 3-54 is a MUST.

b. Goose Bay:

(1) Air: Omitted.

(2) Ground:

- (a) All available logistical facilities will be distributed by the Material Task Force. This is not a responsibility of the 301st Bombardment Wing.
- (b) Barksdale drivers license will be used at Goose Bay.

4. AIRCRAFT REPAIRING REQUIREMENTS:

- a. 805th Air Base Group: Normal.
- b. Goose Bay: All available SPR-JP4 trucks and all available 115/145 trucks for twenty-four (24) hour dispatch X through X / 4 days.

5. DINING HALL FACILITIES:

- a. Dining facilities for 260 maintenance personnel will be required twenty-four (24) hours each day.

BY ORDER OF THE COMMANDER:

Richard E. Barton
RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

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ANNEX "A" TO MAINTENANCE PLAN 4-54
Page 2 of 2 pages

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1800Z, 25 April 1954

ANNEX "B" TO MAINTENANCE)

PLAN NUMBER 4-54)

PRE-STRIKE MAINTENANCE PERSONNEL PACKAGE

1. OVERALL PLAN:

- a. Pre-Strike personnel packages for operation FULLHOUSE were planned utilizing overall maintenance timing factors gathered over the past six (6) months in similar operations. Personnel selected for "FULLHOUSE" must maintain an aggressive attitude to cope with the tight maintenance schedule to launch scheduled aircraft at scheduled take-off times. The degree of effectiveness of FULLHOUSE Maintenance Teams will equal the degree of success of the mission.
- b. Appendix "1" of this Annex assigns personnel by name and position to the B-47 Personnel Package.
- c. Appendix "2" of this Annex assigns personnel by name and position to KC-97 Personnel Package.
- d. Appendix "3" is a combined list of all package personnel by organization to which they are normally assigned.

BY ORDER OF THE COMMANDER:

for *Richard E. Barton*
RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance *(19)R*

APPENDICES:

- "1" - B-47 Personnel Package
- "2" - KC-97 Personnel Package
- "3" - Combined Personnel List by Organization

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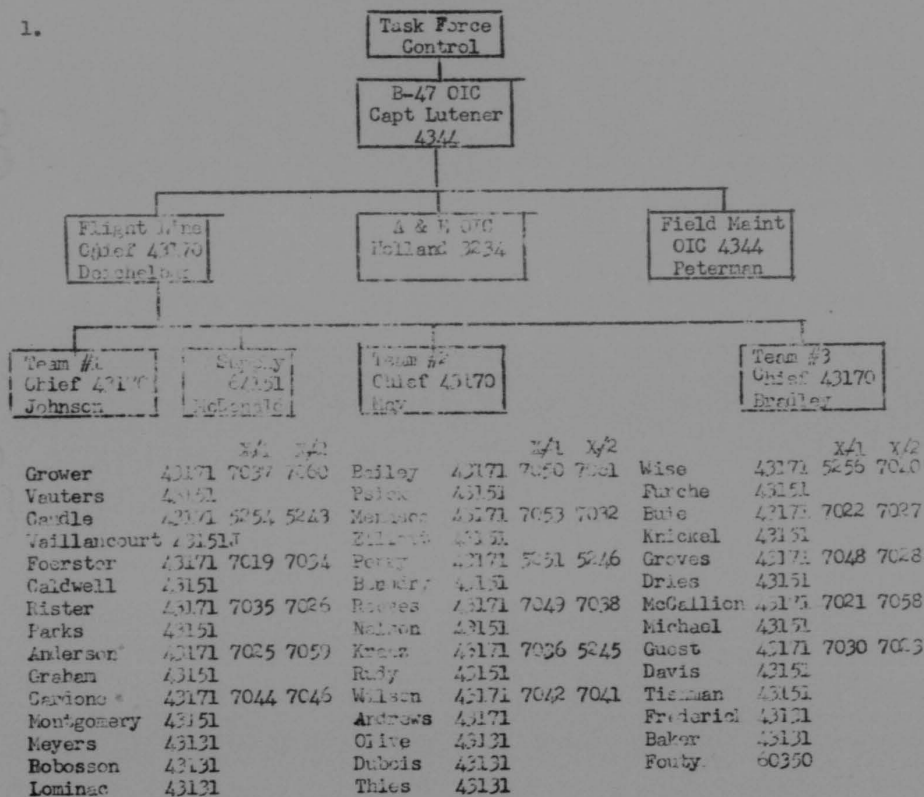
Same and Maintenance Plan

HEADQUARTERS 301ST BOMBARDMENT WING (M)
 Berksdale Air Force Base, Louisiana
 1800Z 25 April 1954

APPENDIX I ANNEX "B" TO)
 MAINTENANCE PLAN NO 4-54)

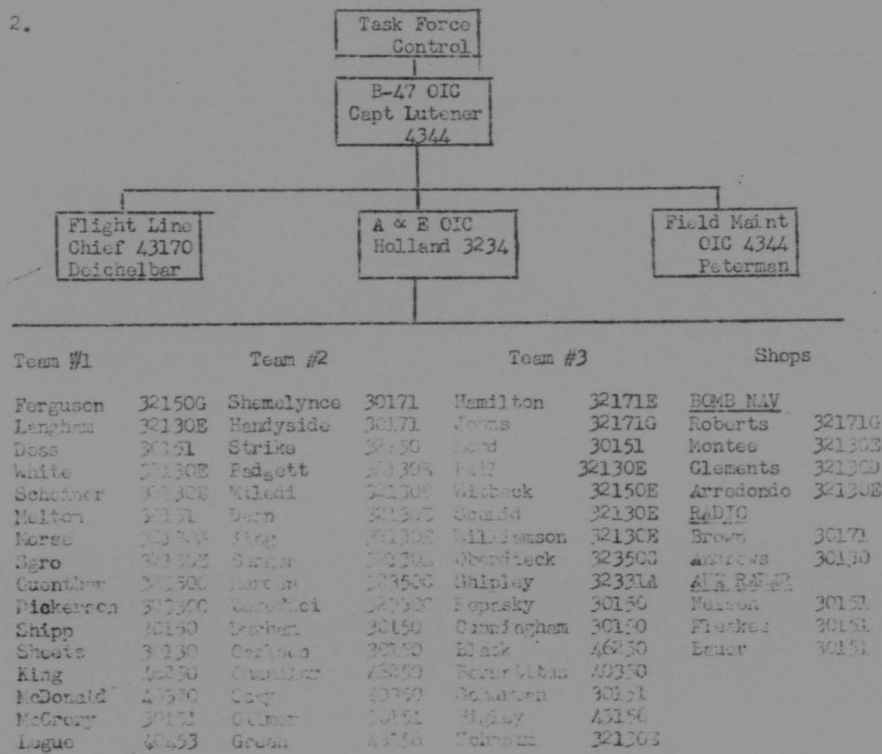
B-47 MAINTENANCE PACKAGE

1.



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 Page 1 of 3 pages

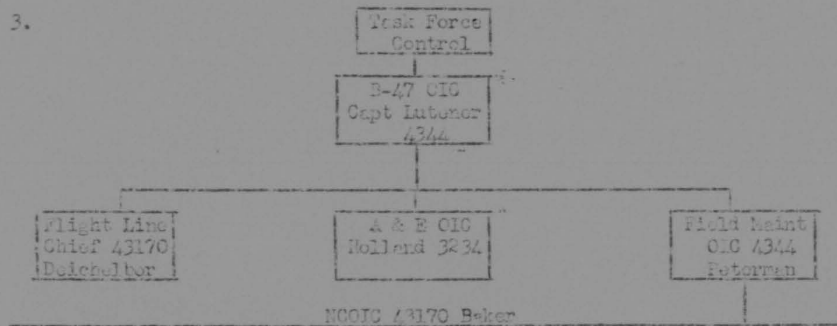
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3.



A/R REPAIR

Lenders 43131J
 Tracey 43131J
 Sandbothe 43131J
 Hudson 43131B
 Engel 43151J

HYDRAULIC

Bankston 42550
 Duron 42550
 Calloway 42530
 Marler 42530
 Wilt 42530

BRAGGANCE

Smith 58150
 Lawley 58130
 Garrett 58130

WELDING

Cliphant 53250

ELECTRIC

Gordin 43154B
 Woodruff 43154B
 Schott 43154B
 Kline 43154B
 Ford 43154B
 Gay 43154B
 Mickiff 52854B

INSTRUMENT

MacGonagal 40453
 Brenwell 43156
 Herrmann 43156
 Moore 43156

ENGINE BUILD UP

Skillen 43133
 Harris 43153
 Davis 43152A
 Bailey 43133
 Fedanz 43152B

GROUND POWER

Martin 47171
 Salmon 47151
 Woodcox 47155

BY ORDER OF THE COMMANDER:

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 PLAN NO 4-54
 Page 3 of 3 pages

Richard E. Barton
 RICHARD E. BARTON
 Lt. Colonel, USAF
 Chief of Maintenance

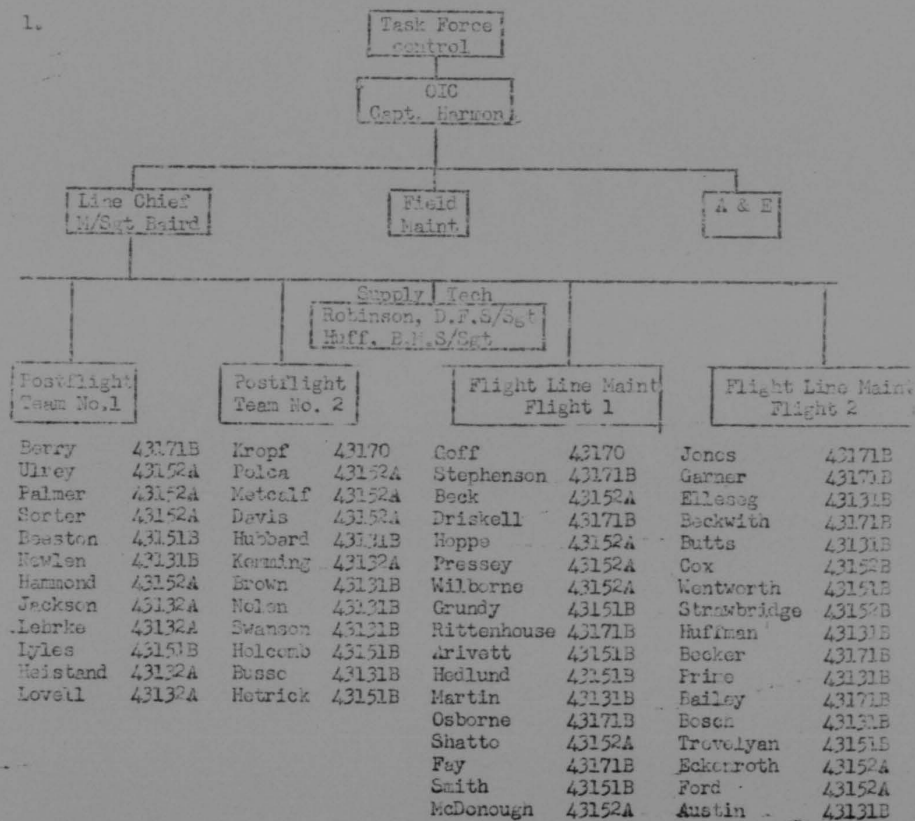
HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1800Z 25 April 1954

APPENDIX II ANNEX "B" TO)

MAINTENANCE PLAN NO 4-54)

HC-97 MAINTENANCE PACKAGE

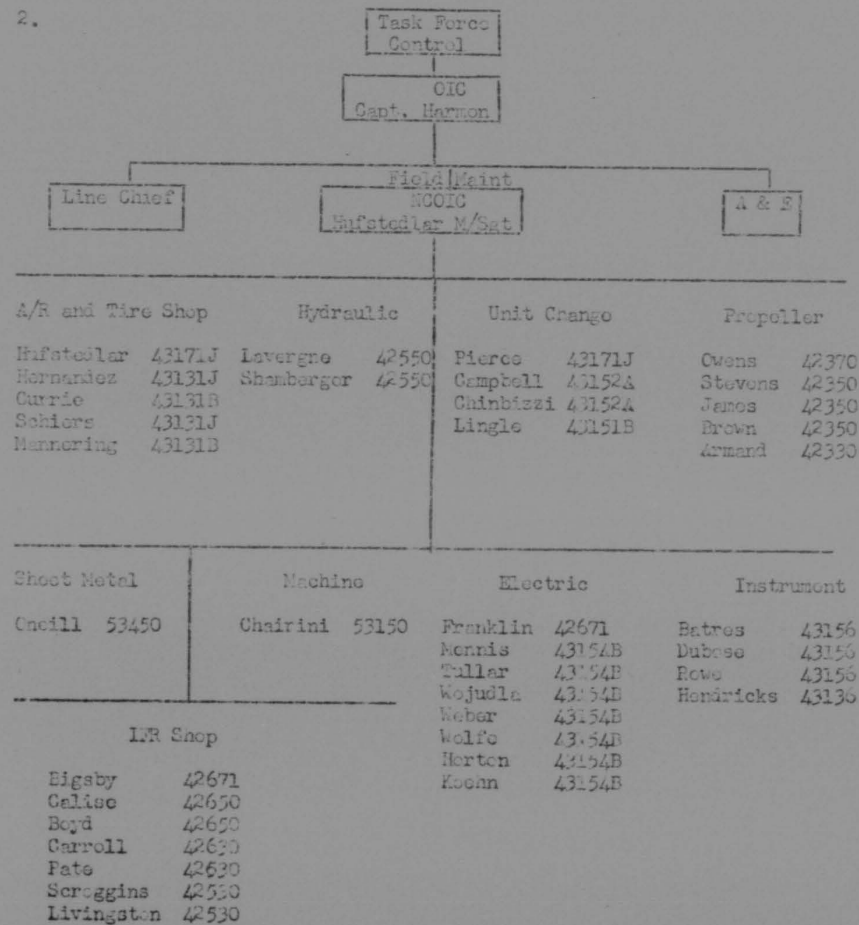
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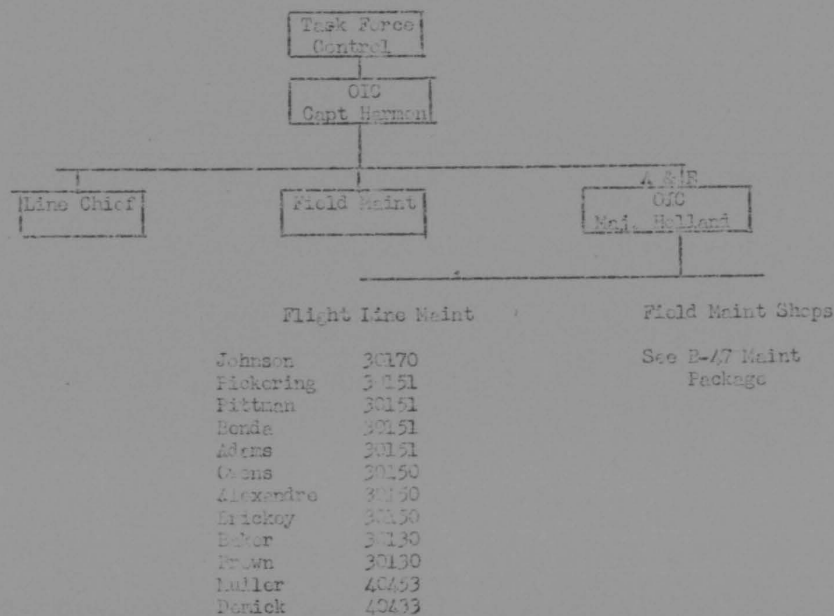
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3.



BY ORDER OF THE COMMANDER

Richard E. Barton
 RICHARD E. BARTON
 Lt. Colonel, USAF
 Chief of Maintenance

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APP II ANNEX "EM" TO MAINT
 PLAN NO 4-54
 Page 3 of 3 pages

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1800Z, 25 April 1954

APPENDIX III ANNEX "B" TO)

MAINTENANCE PLAN NO. 4-54)

COMBINED PERSONNEL LIST BY ORGANIZATION

1. 32nd Bombardment Squadron:

NAME	RANK	AFSN	AFSC
Rister, Donald R.	S/Sgt	16317533	43170J
Anderson, Luther G.	A/1c	25500319	43170J
Gardie, Donald E.	A/1c	18385069	43170J
Fearster, Eugene P.	A/1c	19406959	43170J
Gower, Joe E.	A/1c	18360255	43170J
Parks, Earl D.	A/1c	18434850	43170J
Venters, Donald L.	A/2c	16424445	43170J
Crohan, David L.	A/1c	13466845	43151J
Vaillancourt, Robert L.	A/3c	11261416	43151J
Caldwell, Alden V.	A/1c	14475647	43151J
Stroberg, Richard S.	A/1c	26241324	60390
Pursley, Iano J.	S/Sgt	17276031	64451
Moyers, Gustave A.	A/1c	13466819	43131J
Robosson, Joseph G.	A/2c	12467089	43131J
Lominac, Robert H.	A/1c	16431812	43131J
Bradley, H.W.	T/Sgt	6296086	43170

2. 250th Bombardment Squadron:

NAME	RANK	AFSN	AFSC
Lutener, William I.	Capt	16227A	4344
Deichelber, Alpine H.	M/Sgt	16021710	43170
Johnson, Donald L.	M/Sgt	16036046	43170
May, Charles P.	T/Sgt	38475577	43170
Buty, Homer E.	A/1c	13470273	60390
MacDonald, Gerard A.	A/2c	11250789	64451
Baker, Robert C.	A/3c	15504995	43131
Mansce, Clare D.	A/1c	25413613	43171J
Elliott, Albert E.	A/3c	14488783	43151J
Bailey, Raymond C.	A/1c	14409558	43171J
Psick, Kenneth J.	A/2c	17350036	43151J
Guest, Morris F. Jr.	T/Sgt	32750954	43171J
Davis, Almon L.	A/2c	11246151	43151J
Rivers, Douglas	A/3c	18433689	43131
Cardone, Antonio M.	T/Sgt	12282382	43171J
Montgomery, Robert L.	A/3c	12257395	43151J
Perry, Billy R.	A/1c	18407240	43171J
Beaudry, Lawrence A.	A/3c	12424238	43151J

APP III ANNEX "B" TO MAINT PLAN NO. 4-54
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NAME	RANK	AFSN	AFSC
Kranz, Martin G.	T/Sgt	16300319	43171J
Rudy, James L.	A/2c	17371654	43151J
Reeves, Teddy W.	S/Sgt	17297477	43171J
Nelson, Charles A.	A/2c	19426412	43151J

3. 353rd Bombardment Squadron:

NAME	RANK	AFSN	AFSC
McCollich, Harry J.	S/Sgt	12325014	43171J
Wilson, Hayes S.	T/Sgt	38441243	43171J
Graves, Noble H.	S/Sgt	18374410	43171J
Wick, Everett M.	M/Sgt	38781387	43171J
Davis, F.S.	M/Sgt	3935106	43171J
Michael, Omar G.	A/1c	33977801	43151J
Nickol, Clarence G.	A/1c	18408200	43151J
Davis, Gerald J.	A/1c	12325369	43151J
Furcho, Hugh P.	A/1c	18449487	43151J
Andrews, James J.	A/1c	13400718	43171J
Olivo, Richard S.	A/2c	13442925	43151J
Davis, Ronald S.	A/1c	12325374	43151J
Talbot, Charles G.	A/1c	12342509	43151J

4. 250th Air Refueling Squadron:

Osborne, Harold S.	T/Sgt	15031168	43171B
Shatto, Gary A.	A/2c	12301351	43152A
Driskoll, Richmond B.	S/Sgt	16247238	43171B
Horne, Thomas J.	A/1c	14388332	43152A
Prosser, Edward L.	A/1c	19372860	43152A
Stephenson, Richard T.	S/Sgt	19300295	43171B
Bock, James W.	A/2c	14431378	43152A
Garner, James F.	T/Sgt	14141295	43171B
Elliseg, Joseph E.	A/2c	16419991	43151B
Wilborna, Robert B.	A/1c	18391322	43152A
Grandy, Norman D.	A/1c	16390532	43151B
Becker, Harold P.	S/Sgt	19371409	43151B
Primo, Bernard M.	A/2c	13447383	43151B
Koldlund, Richard J.	T/Sgt	17257150	43152B
Martin, Thomas T.	A/1c	11254090	43151B
Bedwith, Guy M.	T/Sgt	12276489	43171B
Butts, George R.	A/2c	16416921	43151B
Bailey, Charles R.	T/Sgt	18349477	43171B
Bosch, Wilton R. Jr.	A/2c	18419815	43152B
Ribbenhouse, Paul R.	T/Sgt	33325637	43171B
Arivett, Jack B.	A/2c	15555104	43151B
Coz, Billy J.	S/Sgt	17320661	43152A
Withworth, Robert V.	A/1c	12361150	43151B
Trovelyan, Allan W.	A/1c	14411665	43151B
Eckenroth, Doile, J.	S/Sgt	13163666	43152A

<u>NAME</u>	<u>RANK</u>	<u>AFSH</u>	<u>AFSC</u>
Pay, Alvin B.	T/Sgt	17240225	43171B
Smith, James C.	A/1c	33573317	43151B
McDonough, Elmer N.	A/2c	16408046	43152A
Strawbridge, Joe D.	A/1c	14344351	43152A
Huffman, Donald R.	A/2c	19440332	43131B
Ford, Francis W.	S/Sgt	17260752	43152A
Austin, Clarence W.	A/2c	15453882	43131B
Hannon, Carlos B.	Capt		

5. 201st Field Maintenance Squadron:

Peterson, Wayne W.	Capt	A0207050	43171
McIntosh, Joseph P.	M/Sgt	16200190	43179
Eaker, Leo C.	M/Sgt	34500582	43171J
Landers, Billie Jr.	A/3c	14470778	43131J
Tracey, Robert W.	A/3c	13400103	43131J
Memering, William P.	A/3c	17200382	43131J
Schiers, Donald R.	A/2c	17300102	43131J
Hernandez, Francis N.	A/2c	12200534	43131J
Buman, James P.	A/2c	18418861	42530
Bankston, Octavia	A/2c	18150826	42530
O'Connell, Bruce L.	A/3c	15432155	42530
Wilk, Donald D.	A/3c	15479716	42530
Greer, William C.	M/Sgt	34232311	42530
Jones, Leroy	A/1c	14330475	42530
Boon, Roy L.	A/2c	14370884	42530
Collins, Milo A.	A/1c	12300918	42530
Boyd, Robert W. Jr.	A/2c	16500035	42530
Striggins, Leo R.	A/3c	17300581	42530
Church, Frank R.	A/1c	16200168	42530
Marce, Darrell F.	S/Sgt	18000481	43171J
Langlois, Floyd G.	A/2c	14300154	43171A
Radanz, Robert D.	A/1c	14411430	43152A
Skillen, James Jr.	A/3c	12422088	43153
Franklin, William J.	S/Sgt	14344090	43153
Tiller, Roy E.	A/1c	12300170	43153B
Moore, Perril G.	A/1c	17200048	43153B
White, Frank A.	A/2c	15400509	43153B
Eckert, Douglas W.	A/2c	24520777	43153B
Hilton, Andrew J. Jr.	A/2c	14428034	43153B
Wolter, Robert L.	A/2c	17320794	43153B
Wajdala, Robert A.	A/2c	16392287	43153B
McGenesal, William E.	S/Sgt	11151902	40530
Dubona, Lester B.	A/1c	14380010	43153
Rowe, James O.	A/2c	15430679	40530
Hermann, John L.	A/1c	15290035	43153
Smith, Russell H.	S/Sgt	13228042	58130
Lowley, Curtis H.	A/2c	14457948	58130
Corbett, Leroy N.	A/2c	17346516	58130
Oliphant, Virgle V.	A/2c	18274834	53250

<u>NAME</u>	<u>RANK</u>	<u>AFSN</u>	<u>AFSC</u>
O'niell, Roland S.	A/2c	12209548	59450
Chierini, Giacomo C.	A/1c	11232751	53150
Martin, Charles R.	T/Sgt	12137521	47171
Salmon, Otis C.	A/1c	13365785	47151
Woodcox, Jefferson W.	A/3c	12439667	47135
Sandboe, Ronald J.	A/3c	17363480	43131
Hafstedter, Woodrow	T/Sgt	17015027	43132
Hudson, Jim C.	A/3c	14600170	43133
Engel, Walter A. Jr	A/2c	12419476	43134
Currie, Curtis G.	A/3c	14200128	43135
Leverage, Clinton J.	A/1c	18270084	42513
Shenburger, John B.	A/1c	18350115	42513
Marler, Charles C.	A/3c	29310083	42530
Stevens, Francis J.	S/Sgt	28175073	42350
Armand, Horace	A/3c	18370251	42330
Biggsby, Doyle O.	T/Sgt	30265359	42671
Carroll, Lavelle	A/3c	18201001	42630
Pate, Vernon R.	A/2c	18420071	42530
Livingston, Willis L.	A/3c	14466603	42530
Campbell, Winston D.	S/Sgt	14313019	43131
Glinbia, Nathaniel C.	A/2c	15070017	43131
Smiley, George M.	A/1c	13350003	43131
Davis, John R.	A/1c	14370048	43131
Harris, Harold E.	S/Sgt	18190012	43131
Gardner, Joe W.	A/1c	16351139	43131
Schott, William J.	A/2c	27508876	43131
Kline, Alfred E.	A/1c	15400066	43131
Ford, Winston A.	A/2c	15400074	43131
Gay, Richard E.	A/2c	14500084	43131
Midkiff, James E.	A/2c	15450005	43131
Collins, Jack J.	A/1c	15470071	43131
Detras, Jose	S/Sgt	19368048	43131
Henricks, Harold	A/2c	18503855	43131
Frankwell, Henry G.	A/1c	12353404	43156
Moore, Leonard L.	A/2c	23747210	43156

6. 301st Armament & Electronics Squadron:

<u>NAME</u>	<u>RANK</u>	<u>AFSN</u>	<u>AFSC</u>
Johnson, Dean O.	M/Sgt	15331509	30170
Fickering, George D.	A/1c	18385280	30151
Pittman, Marvin D.	A/1c	18391110	30151
Benda, Vernon D.	A/1c	17325822	30151
Adams, Carroll L.	A/2c	18300073	30151
Owens, Joseph J.	A/1c	13393547	30150
Alexandre, Luiz	A/1c	11232808	30150
Brickey, Frank E.	A/1c	13412409	30150
Baker, Jack C.	A/2c	19471966	30130

Brown, Lee C.	A/2c	16404823	30130
Muller, Eugene E.	T/Sgt	12083921	40453
Damick, George L. Jr.	A/2c	16374114	40433

BY ORDER OF THE COMMANDER:

Richard E. Martin
7A- RICHARD E. MARTIN
Lt. Colonel, USAF
Chief of Maintenance

DISTRIBUTION:
Same as Maintenance Plan

APP III ANNEX "B" TO MAINT PLAN NO 4-54
Page 5 of 5 pages

0316

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1800Z 25 April 1954

ANNEX "C" TO MAINTENANCE)

PLAN NUMBER 4-54)

AIRCRAFT FLYING SCHEDULE

1. GENERAL:

- a. The following schedule gives the approximate time of takeoff of each airplane by 24th time and date referenced to "J" day. Any change in execution time will cause all other times to change an exact corresponding amount.
- b. Refer to appendix 1 of this annex for a graphic presentation of the flying schedule.

2. FLYING SCHEDULE - E-47:

- a. E / A (Deploy from Barksdale)

<u>AIRPLANE</u>	<u>TAKEOFF</u>	<u>AIRPLANE</u>	<u>TAKEOFF</u>
7037	0300	7039	0430
5254	0310	7042	0440
7019	0320	5255	0450
7035	0330	7022	0500
7025	0340	7048	0510
7044	0350	7021	0520
7050	0400	7036	0530
7053	0410	7030	0540
5251	0420		

- b. E / F

STRIKE AND RETURN BARKSDALE

- c. E / 2

DEPLOY FROM BARKSDALE

<u>AIRPLANE</u>	<u>TAKOFF</u>	<u>AIRPLANE</u>	<u>TAKOFF</u>
7037	1959	7061	0300
5254	2000	7022	0310
7019	2001	5246	0320
7075	2002	7038	0330
7073	2003	5245	0340
7044	2004	7041	0350
7030	2005	7040	0400
7053	2006	7047	0410
5251	2007	7028	0420
7019	2008	7058	0430
7012	2014	7059	0440
5252	2015	5248	0450
7020	2016	7044	0500
7023	2017	7047	0510
7021	2018	7029	0520
7036	Spare	7042	0530
7030	Spare	7023	0540

d. E / 2

STRIKE AND RETURN BARKSDALE

<u>AIRPLANE</u>	<u>TAKOFF</u>	<u>AIRPLANE</u>	<u>TAKOFF</u>
7061	1959	7041	2004
7032	2000	7040	2005
5246	2001	7027	2006
7038	2002	7028	2007
5245	2003	7058	2008

ANNEX "C" TO MAINTENANCE PLAN NO 4-54
Page 2 of 5 pages

<u>AIRPLANE</u>	<u>TAKOFF</u>	<u>AIRPLANE</u>	<u>TAKOFF</u>
7060	2014	7059	2018
5213	2015	7046	Spare
7034	2016	7023	Spare
7036	2017		

e. E (4)

- (1) Strike with a minimum of four (4) aircraft beginning at 2005 hours. All aircraft up to fifteen (15) which did not make the scheduled strike will participate and return to Barksdale.
- (2) Any aircraft that aborted both the scheduled and the makeup strike will be deployed as directed by the Commander.

3. ENGINE/MAINTENANCE PLAN

a. H (Deploy from Barksdale)

<u>AIRPLANE</u>	<u>TAKOFF</u>
2867	To Be Published Later
2863	"
2861	"
2863	"
2864	"
2859	"
2873	"
2646	"

b. E (Deploy from Barksdale)

<u>AIRPLANE</u>	<u>TAKOFF</u>
2867	As Loaded But No Later Than Ten (10) Hours After "H" Hour.
2863	"

<u>AIRPLANE</u>	<u>TAKEOFF</u>
2869	As Loaded But No Later Than Ten (10) Hours After "H" Hour.
2876	"
2874	"
2870	"
2871	"

c. E / 1

SUPPORT B-47 STRIKE

<u>AIRPLANE</u>	<u>TAKEOFF</u>	<u>AIRPLANE</u>	<u>TAKEOFF</u>
2857	1857	2867	1905
2853	1858	2863	1906
2861	1859	2859	1912
2868	1900	2876	1913
2864	1901	2874	1914
2850	1902		1915
2873	1903	2871	1916
2846	1904		

d. E / 2

SUPPORT B-47 STRIKE

<u>AIRPLANE</u>	<u>TAKEOFF</u>	<u>AIRPLANE</u>	<u>TAKEOFF</u>
2857	1857	2867	1905
2853	1858	2863	1906
2861	1859	2859	1912
2868	1900	2876	1913
2864	1901	2874	1914

<u>AIRPLANE</u>	<u>TAKEOFF</u>	<u>AIRPLANE</u>	<u>TAKEOFF</u>
2862	1902	2870	1915
2873	1903	2871	1916
2046	1904		

e. E + 3

SUPPORT B-47 STRIKE

A minimum of four (4) and a maximum of fifteen (15) aircraft will provide support for a scheduled strike of four (4) B-47's plus up to eleven (11) B-47's that may not have made the scheduled strike

f. E + 4

(1) Aircraft will deploy to Barksdale at the discretion of the
 Base Commander.

BY ORDER OF WING COMMANDER:

Richard E. [Signature]
 RICHARD E. [Name]
 Lt. Colonel, USAF
 Chief of Maintenance

DISTRIBUTION:
 Same as Maintenance Plan

AIRCRAFT FLOW 8

A/C		X + DAY						X + 1																				
A/C NO.		H HOUR																										
		0400	0800	1200	1600	2000	2400	0400	0800	1200	1600	2000	2400															
FOX	857	<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>BAD</p> <p>TO</p> <p>GOOSE</p> </div> <div style="width: 40%; text-align: center;"> <p>P/F 1</p> <p>NO 2</p> <p>RFLG & UNSCH MAINT</p> <p>BAD</p> <p>TO</p> <p>GOOSE</p> </div> <div style="width: 25%; text-align: right;"> <p>RFLG & UNSCH MAINT</p> </div> </div>													857													
MULLEN	853														853													
COOLEY	861														861													
SAMPSON	868														868													
LEFTWICH	864														864													
BOLSTER	850														850													
BROWN	873														873													
KILPATRICK	646														646													
DAVIS	867														867													
ZADNICK	863														863													
HARRIS	859														859													
LONGSHORE	876														876													
PATTERSON	874														874													
AGKEBERG	870														870													
RUSHING	871														871													
DOUGLAS	037														<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"></div> <div style="width: 40%; text-align: center;"> <p>BAD</p> <p>TO</p> <p>GOOSE</p> </div> <div style="width: 25%; text-align: right;"> <p>RFL & UNSCH MAINT</p> </div> </div>													037
FRY	254																											254
HORTON	019	019																										
KESTING	035	035																										
ZUBER	025	025																										
KRIG	044	044																										
TAYLOR D	050	050																										
HENDERSON	053	053																										
NELSON	251	251																										
BROCK	049	049																										
PRATT	042	042																										
PEARSON	256	256																										
PERKINS	022	022																										
COUNTRYEY	048	048																										
FARRAR	021	021																										
TAYLOR P.	036	036																										
SHAW	030	030																										

0322

AFT FLOW & MAINTENANCE TIME PLAN

X + 1 X + 2 X + 3

00 0400 0800 1200 1600 2000 2400 0400 0800 1200 1600 2000 2400 0400 0800 1200 1600

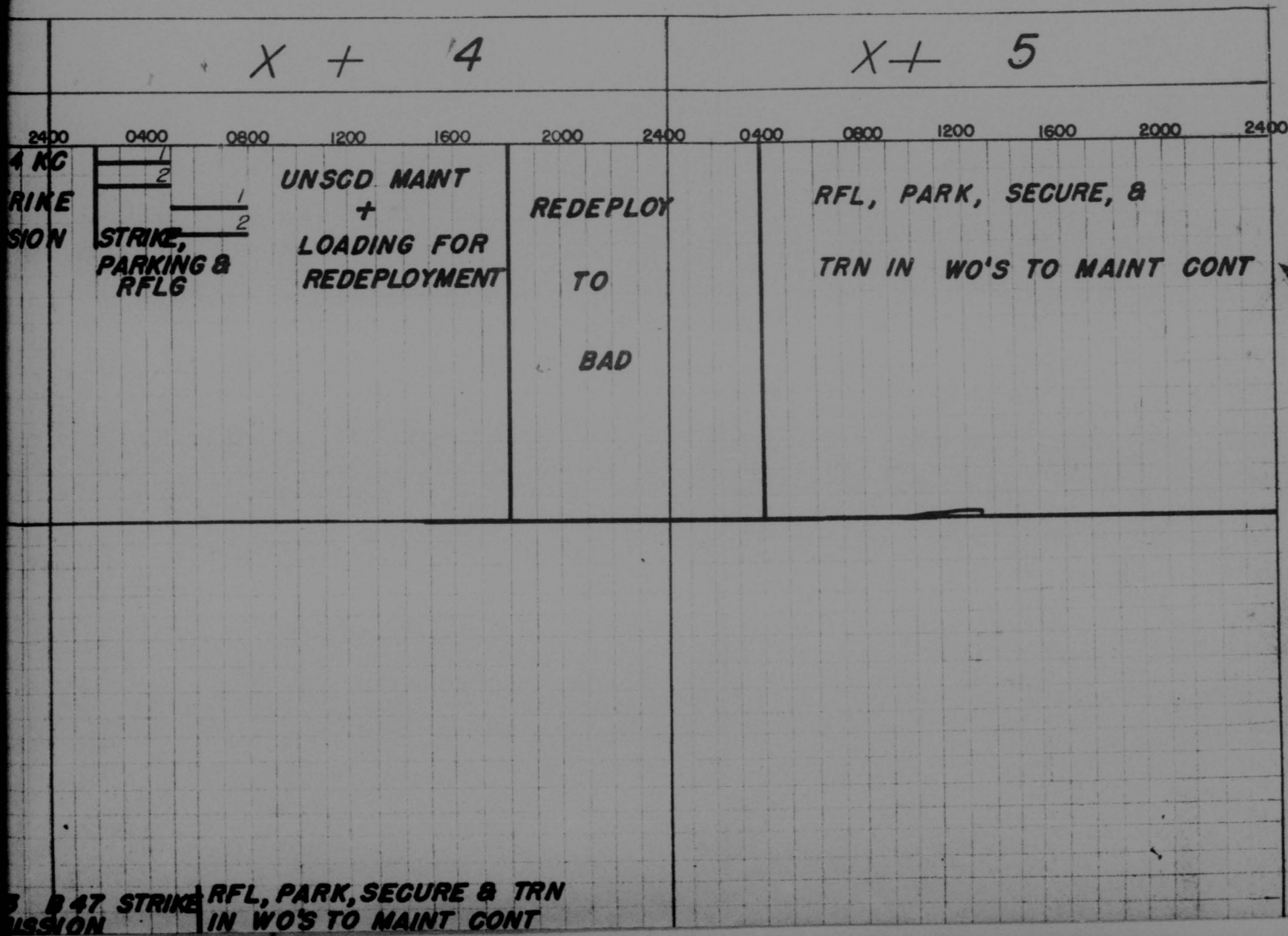
NT		857									857						857
		853									853						853
		861	X+1 15								861						861
		868	KC-97								868	X+2 15 KG					868
		864	STRIKE								864	STRIKE MISS- ION					
		850	MISSION								850						
		873									873						
		646									646						
		867									867						
		863	RFLG & UNSCH MAINT								863						
		859									859						
		876									876						
	874									874							
	870									870							
	871									871							

BAD TO GOOSE (10 MIN INTERVAL)		037															
		254															
		019	X+1														
		035	15 B-47														
		025	STRIKE														
		044	MISSION														
		055															
		053															
		251															
		049															
		042															
		256															
	022																
	043																
	021																

TIME PLAN

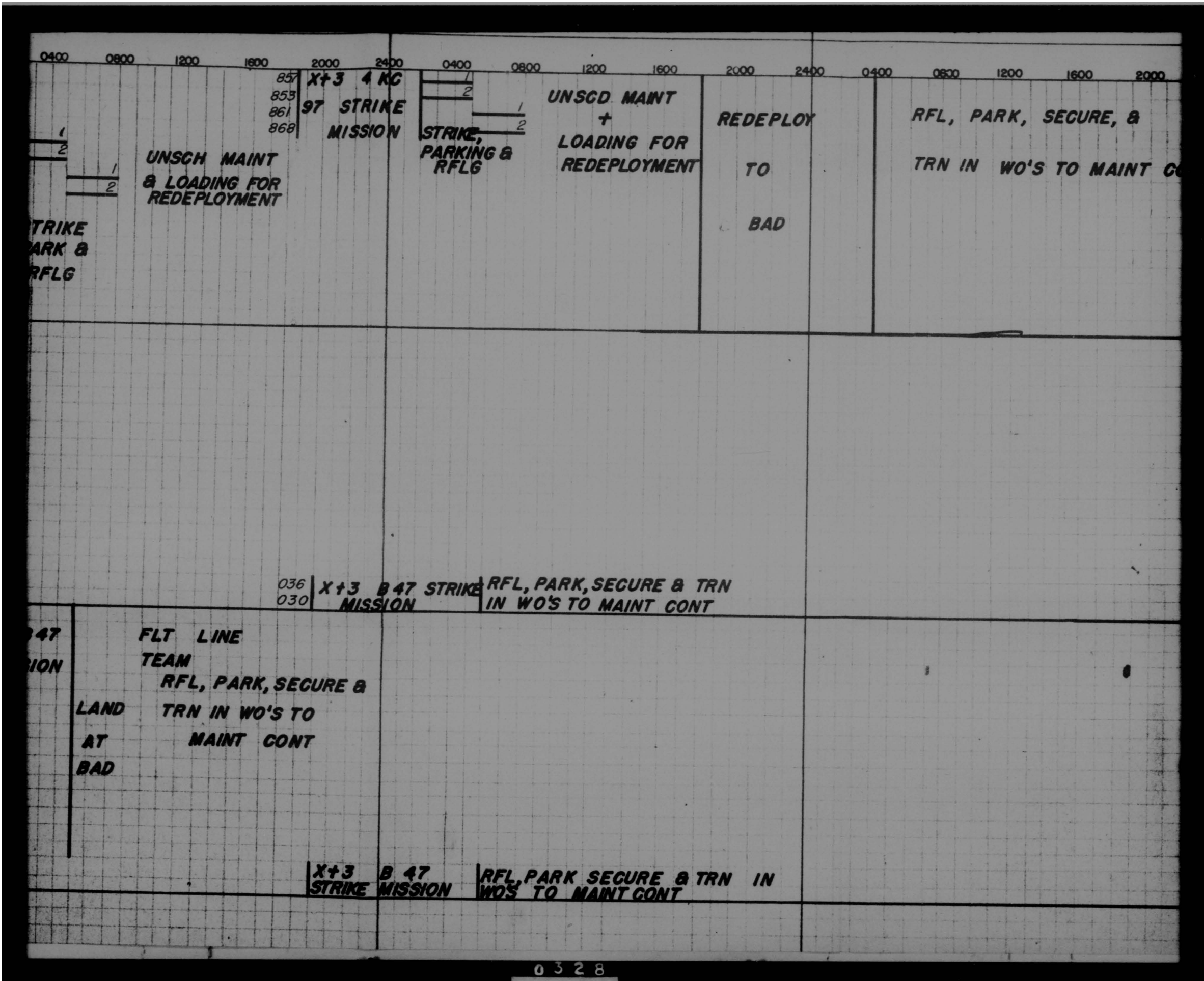
X + 3						X + 4						X + 5							
00	0400	0800	1200	1600	2000	2400	0400	0800	1200	1600	2000	2400	0400	0800	1200	1600			
KC 97					857 853 861 868	X+3 4 KC 97 STRIKE MISSION													
SS-	1 2		1 2				1 2		1 2										
	STRIKE PARK & RFLG			UNSGH MAINT & LOADING FOR REDEPLOYMENT			STRIKE, PARKING & RFLG			UNSCD MAINT + LOADING FOR REDEPLOYMENT			REDEPLOY TO BAD			RFL, PARK, SECURE, TRN IN WO'S TO MAINT			
					036 030	X+3 B47 STRIKE MISSION	RFL, PARK, SECURE & TRN IN WO'S TO MAINT CONT												

0324



0325

A/C NO.		H HOUR											
		0400	0800	1200	1600	2000	2400	0400	0800	1200	1600	2000	
FOX	857												85
MULLEN	853												853
COOLEY	861												861
SAMPSON	868												868
LEFTWICH	864												864
BOLSTER	850												850
BROWN	873												873
KILPATRICK	646												646
DAVIS	867												867
ZADNICK	863												863
HARRIS	859												859
LONGSHORE	876												876
PATTERSON	874												874
AGKEBERG	870												870
RUSHING	871												871
DOUGLAS	037												037
FRY	254												254
HORTON	019												019
KESTING	035												035
ZUBER	025												025
KRIG	044												044
TAYLOR D	050												050
HENDERSON	053												053
NELSON	251												251
BROCK	049												049
PRATT	042												042
PEARSON	256												256
PERKINS	022												022
COUNTNEY	048												048
FARRAR	021												021
TAYLOR P.	036												036
SHAW	030												030
LEWIS	061												061
VAN ZANDT	032												032
SCHLEGEL	246												246
WILSON	037												037
SCHERER	245												245
KASSELMAN	041												041
HELMS	040												040
GALLUM	027												027
LINDERMAN	028												028
KESSLER	058												058
GOADE	060												060
HEINTZ	243												243
LANDER	034												034
PRATER	026												026
MEYER	059												059
SWANAGAN	046												046
MORGAN	023												023



0328

2400 0400 0800 1200 1600 2000 2400 0400 0800 1200 1600 2000 2400

NC
B-52
MISSION

1
2
1
2
STRIKE,
PARKING &
RFLG

UNSCD MAINT
+
LOADING FOR
REDEPLOYMENT

REDEPLOY
TO
BAD

RFL, PARK, SECURE, &
TRN IN WO'S TO MAINT CONT

B-47 STRIKE
MISSION

RFL, PARK, SECURE & TRN
IN WO'S TO MAINT CONT

B-47
MISSION

RFL, PARK SECURE & TRN IN
WO'S TO MAINT CONT

0329

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1800Z 25 April 1964

ANNEX "D" TO MAINTENANCE)

PLAN NUMBER 4-54)

FLIGHT LINE MAINTENANCE REQUIREMENTS

1. OVERALL TASKS:

a. B-47 Aircraft:

- (1) To receive, refuel, park and provide necessary maintenance on seventeen (17) B-47 aircraft on E / 1 in order that all aircraft will be in commission for a strike approximately nine (9) hours after the last aircraft lands.
- (2) To receive, refuel, park and provide necessary maintenance on seventeen (17) B-47 aircraft on E / 2 in order that all aircraft will be in commission for a strike approximately nine (9) hours after the last aircraft lands.
- (3) To provide pre-strike maintenance from time of alert on all aircraft that failed to make the scheduled strike, plus any unused spares, and prepare them for takeoff beginning at 2005 on E / 3.
- (4) To prepare any remaining aircraft for deployment to begin any time after E / 3 as directed by the Task Force Commander.

b. KC-97 Aircraft:

- (1) To receive, park and refuel eight (8) KC-97 aircraft on E / 1.
- (2) To postflight and perform required maintenance on eight (8) KC-97 aircraft on E and return as many aircraft as possible to "in commission" status.
- (3) To receive, park, refuel and perform unscheduled maintenance

ANNEX "D" TO MAINTENANCE PLAN NO 4-54
Page 1 of 4 pages

on seven (7) KC-97 aircraft on E / 1. All fifteen (15) KC-97 aircraft on hand are to be prepared for takeoff beginning at 1857 hours on E / 1.

- (4) To receive, park and refuel fifteen (15) KC-97 aircraft returning from strike support on E / 2.
- (5) To postflight seven (7) KC-97 aircraft and perform maintenance as required to return fifteen (15) aircraft to "in commission" status for takeoff beginning at 1857 hours on E / 2.
- (6) To receive, park and refuel fifteen (15) KC-97 aircraft returning from strike on E / 3.
- (7) To postflight four (4) KC-97 aircraft on E / 3.
- (8) To perform maintenance as required to prepare a minimum of four (4) aircraft for takeoff beginning at 1833 on E / 3 for support of B-47 strike.
- (9) To perform maintenance as required to return "in commission" status a minimum of seven (7) aircraft on E / 3 for redeployment on E / 4.
- (10) To receive, park and refuel a minimum of four (4) aircraft returning from strike support on E / 4.
- (11) To postflight four (4) aircraft on E / 4.
- (12) To perform required maintenance to return fifteen (15) aircraft to "in commission" status on E / 4 for redeployment to Barksdale with takeoff beginning on E / 4 as directed by the Task Force Commander.

2. ORGANIZATION:

- a. The Flight Line Maintenance Sections will be organized as outlined in appendix I and appendix II of annex "B" of this Maintenance Plan.

3. WORK SCHEDULE:

- a. The work schedule for both B-47 and KC-97 Flight Line Maintenance Sections is published in Appendix I and Appendix II of this Annex.

4. AIRCRAFT REFUELING, B-47 AND KC-97:

- a. All refueling will be accomplished by use of single point refueling trucks for B-47 and over the wing trucks for the KC-97 aircraft.
- b. Fuel loads for individual aircraft will be provided the crew chief at the forward base.
- c. All B-47 refueling will be accomplished by use of SRA panels.
- d. Aircraft will be refueled in parking position after necessary tire changes have been completed and after fuel leaks have been repaired. Crew chiefs will make an inspection for fuel leaks and defective tires immediately after the aircraft has taxied into parking position.
- e. Refueling operations will be scheduled by the respective Maintenance Control Unit charged with maintenance of a particular type aircraft.

5. AIRCRAFT STATUS REPORTING:

- a. An aircraft status control team will be established for B-47 and KC-97 operations. The teams will be composed of representatives from Maintenance Control Unit augmented by personnel from the Armament and Electronics branch of the Flight Line Maintenance Section. It will be the responsibility of these teams to meet each landing aircraft of the type for which they are responsible and obtain an accurate status of each aircraft. This status will be relayed as rapidly as possible to the Maintenance Control Unit. The status of each airplane will be recorded by the team in order that work orders issued by the Control Unit can later be verified.

b. Changes in aircraft status will be reported in the following manner:

- (1) Airplane General: The Flight Line Maintenance Officer is responsible for maintaining the current status of each airplane and reporting status changes as they occur to the Maintenance Control Unit.
- (2) The Flight Line Armament and Electronics Officer is responsible for maintaining the current status of each airplane and reporting changes in status as they occur to the Maintenance Control Unit.

6. POWER UNITS:

- a. A proportionate number of available power units will be assigned each Flight Line Maintenance Section.

7. DRAG CHOICES:

- a. Normal. (See Annex "E")

BY ORDER OF THE COMMANDER:

for *Richard E. Barton*
RICHARD E. BARTON
Lt. Colonel, USAF (Capt)
Chief of Maintenance

DISTRIBUTION:
Same as Maintenance Plan

ANNEX "D" TO MAINTENANCE PLAN NO. 4-54
Page 4 of 4 pages

0333

HEADQUARTERS 301ST BOMB REGIMENT WING (H)
Barksdale Air Force Base, Louisiana
1300Z 25 April 1954

APPENDIX I (INTX "D" TO)
MAINTENANCE PLAN NO 4-54)

WORK SCHEDULE -- B-47 MAINTENANCE PACKAGE

1. General:

This work schedule is published as a guide. All times are "Zulu" time and must be adjusted to local times. Refer to Appendix I Annex C for Flow Chart.

2. Work Schedule:

E/1 0800-2030
E/2 0900-2030
E/3 0700-2030
E/4 As necessary to deploy any remaining B-47 Aircraft.

BY ORDER OF THE COMMANDER:

Richard E. Barton
+1
RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

DISTRIBUTION:
Same as Maint Plan

APP I ANNEX "D" TO
MAINTENANCE PLAN NO 4-54
Page 1 of 1 page

0334

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1800Z 25 April 1954

APPENDIX II ANNEX "D" TO
MAINTENANCE PLAN NO 4-54)

WORK SCHEDULE KC-97 MAINTENANCE PACKAGE

1. General:

This work schedule is published as a guide. All times are "Zulu" time and must be adjusted to local time. Refer to Appendix I Annex "C" for flow chart.

2. Work Schedule:

E	0800-2400
E/1	0400-1800
E/2	0200-1800
E/3	0200-1800
E/4	0200-Until Aircraft are deployed.

BY ORDER OF THE COMMANDER:

Richard E. Barton
1-
RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

DISTRIBUTION:
Same as Maint Plan

APP II ANNEX "D" TO
MAINTENANCE PLAN NO 4-54
Page 1 of 1 page

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1800Z 25 April 1954

ANNEX "B" TO MAINT)

PLAN NO 4-54)

FIELD MAINTENANCE REQUIREMENTS

1. OVERALL TASK:

a. To provide full flight line support to:

- (1) Launch three (3) simulated combat missions from Goose Bay on the following schedule:

X/1 15 KC-97 and 15 B-47 Aircraft
X/2 15 KC-97 and 15 B-47 Aircraft
X/3 4 KC-97 and 4 B-47 Aircraft

- (2) To provide Field Maintenance support to:

Deploy 34 B-47 and 15 KC-97 aircraft from Barksdale during the period 7-11 May 1954.

- (3) To re-deploy 15 KC-97 aircraft from Goose Bay at end of FULLHOUSE.

2. GENERAL INSTRUCTIONS:

- a. All times will be ZULA.
- b. The Field Maintenance Squadron will manifest and load fifteen (15) spare B-47 drag chutes, one to each of the first fifteen (15) B-47 aircraft to deploy on FULLHOUSE.
- c. Maintain, inspect, service and dispatch all ground powered equipment to 301st Wing Aircraft.
- d. Pick up, repack and deliver drag chutes as required.
- e. Assist A & E Section in off loading three (3) J-47 engines and accessories from air lift aircraft.

ANNEX "B" TO MAINT PLAN 4-54
Page 1 of 3 pages

0336

- f. Dispatch specialist as in accordance with S.C Manual 66-12 plus special instructions contained herein.
- g. Due to the short ground periods of all aircraft special emphasis should be placed on flight line specialist work. Shop work will be limited due to facilities.

3. ORGANIZATIONAL

- a. The Field Maintenance Section will be divided into a B-47 package and a KC-97 package. See Annex B of this plan for detailed breakdown.

4. SPECIAL PROCEDURES AND REQUIREMENTS

- a. Tire Changes: Each maintenance package will have a tire change crew and each will be fully equipped with necessary tools and built up wheels to expedite necessary changes. Teams will be dispatched to aircraft parking areas prior to arrival of aircraft. Tire changes will be made prior to aircraft refueling. Aircraft arrival schedule is as follows:

E-1	8 KC-97 Aircraft
E/1 0400-0600	7 KC-97 Aircraft
E/1 0700-1200	15 B-47 Aircraft
E/2 0500-0700	15 KC-97 Aircraft
E/2 0700-1200	15 B-47 Aircraft
E/3 0400-0600	15 KC-97 Aircraft
E/3 0700-1200	4 B-47 Aircraft

- b. Drag chute pick up, repack and delivery: the Field Maintenance section will be responsible for the pick up, repack and delivery of all B-47 drag chutes. The aircraft arrival schedule listed in paragraph 3a above is also applicable for drag chute pick up schedules.

(1) Drag chute will be released in designated "Drag chute jettison area" on run-up aprons adjacent to up-wind end of the runway.

(2) Repack requirements

E/1	17 drag chutes
E/2	17 drag chutes
E/3	4 drag chutes

- (3) Drag chute delivery requirements: Repacked drag chutes will be delivered to the flight line maintenance office at the times and in the quantities listed below:

E/1 1630 17 drag chutes
 E/2 1630 17 drag chutes
 E/3 1630 4 drag chutes

- c. Engine Build up and Unit Changes: The three (3) J-47 Engines arriving on X/1 will be readied for installation ASAP after off loading from B-47 Aircraft.

- (1) An engine change crew will be designated in each field maintenance team and will be alerted for immediate dispatch with tools, engine and equipment ready at all times. Engine change requirements will normally be requested by the Maintenance Control Unit.

5. Personnel work schedules and specific Field Maintenance Team tasks:

- a. Field Maintenance Team B-47 will be responsible for Field Maintenance Support of KC-97 Aircraft on the following schedule:

E/1 0800-2030 17 B-47 Aircraft
 E/2 0800-2030 17 B-47 Aircraft
 E/3 0700-2030 4 B-47 Aircraft
 E/4 as necessary to deploy

- b. Field Maintenance Team KC-97 will be responsible for Field Maintenance support of KC-97 aircraft on the following schedule:

E 0800-2400 8 KC-97 Aircraft
 E/1 0200-1830 15 KC-97 Aircraft
 E/2 0200-1830 15 KC-97 Aircraft
 E/3 0200-1830 4 KC-97 Aircraft
 E/4 0200-Deployment 15 KC-97

BY ORDER OF THE COMMANDER:

Richard E. Barton
 RICHARD E. BARTON
 Lt. Colonel, USAF
 Chief of Maintenance

DISTRIBUTION:

Same as Maint Plan
 ANNEX "F" TO MAINT PLAN 4-54
 Page 3 of 3 pages

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1800Z 25 April 1954

ANNEX "F" TO MAINTENANCE)

PLAN NO 4-54)

ARMAMENT AND ELECTRONICS REQUIREMENTS

1. GENERAL: The ultimate success operation FULLHOUSE maintenance program depends almost entirely on the capabilities of the A & E Squadron to return all A & E systems on the aircraft to fully operational status within EIGHT HOURS. after landing. This will require very close scheduling of personnel and facilities in keeping with the aircraft flying schedule. It will require very close coordination between A & E Squadron and Flight Line Maintenance Sections. Special emphasis will be placed on Flight Line Maintenance as time limitations will not permit full A & E Field Maintenance utilization. Maximum integration of all aircraft maintenance is a must. A & E supervisors must direct all efforts to make good aircraft take off's as shown in flow chart ref. Appendix I of Annex "C" this plan.
2. OVERALL TASKS:
 - a. Organize into E-47 and KC-97 teams as outlined in Annex "B" this plan.
 - b. Organize post-strike teams to deploy and receive aircraft at Barksdale.
 - c. To provide and A & E maintenance capability to permit strict adherence to a planned operational and maintenance program.
 - d. To eliminate air and ground aborts resulting from major malfunctions of A & E systems.
 - e. To gather accurate data on man hour requirements, calendar time requirements, consumption of A & E spares, and malfunctions of A & E systems.

ANNEX "F" TO MAINT PLAN 4-54
Page 1 of 2 pages

f. To make special subject of all types of RADAR for this mission as radar navigation is a must for completion of this simulated combat mission.

3. SPECIFIC TASKS:

a. To provide A & B maintenance support to the 32nd, 352nd, 353rd and 4FS Squadrons on the following schedule:

- (1) X - 1 day. Deploy eight KC-97 from Barksdale.
- (2) X day. Deploy seven (7) KC-97 aircraft from Barksdale.
- (3) Y / 1 day. Launch 15 B-47 and 15 KC-97 aircraft on strike missions. Deploy 15 B-47 aircraft from Barksdale.
- (4) Y / 2 day. Launch 15 B-47 and 15 KC-97 aircraft on strike missions.
- (5) Y / 3 day. Launch 4 B-47 and 4 KC-97 aircraft on strike missions.
- (6) X / 4 day. Redeploy 15 KC-97 aircraft to Barksdale.
- (7) Perform Maintenance Cycle on all redeployed aircraft.

4. SCHEDULE: The aircraft flying schedule is outlined on Annex "C" this plan. This schedule is to be used by all maintenance activities for operations FOURTH.

BY ORDER OF THE COMMANDER.

Richard E. Hayes
RICHARD E. HAYES
Lt. Colonel, USAF
Chief of Maintenance

DISTRIBUTION:
Same as Main Plan.

ANNEX "F" TO MAINT PLAN 4-54
Page 2 of 2 pages

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HEADQUARTERS 301ST REPAIRMENT WING (M)
Barksdale Air Force Base, Louisiana
1800Z 25 April 1954

ANNEX "GP" TO MAINTENANCE)

PLAN 4-54)

SUBJECT: JROCELINE

1. Original Order to Operations Order 50-1, Hq SAC ORO.

BY ORDER OF THE COMMANDER:

Robert L. Smith
for
EDWARD L. PARSONS
Lt. Colonel, USAF
Chief of Maintenance

DISTRIBUTION:
Same as Maintenance Plan

ANNEX "GP" TO MAINTENANCE PLAN 4-54
Page 1 of 1 page

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TARGET TASK FORCE IDENTIFIER SRC FORM 246 LINE NUMBER DATE

"FULLHOUSE"

Interrogation Cover Sheet
OPERATION ORDER 50-1 HQ 301ST BOMB

32

BOMBERS

DATE OF MISSION: _____
 HOME FORCE CODE NAME: _____
 TARGET TASK FORCE IDENTIFIER (TTTT): _____
 TARGET COMPLEX NAME AND DGT: _____
 AIRCRAFT SERIAL NUMBER: _____
 AIRCRAFT SERIAL NUMBER (CODED): _____
 AIRCRAFT COMMANDER: _____
 CREW ASSIGNED: _____
 SQUADRON ASSIGNED: _____

This crew will _____ will not _____ be required to furnish Weather Report B-21.
 (Forms attached, if applicable).

INSTRUCTIONS: A. This interrogation form and attached forms if applicable will be issued each crew scheduled under the above cited Operations Order, prior to the departure of the aircraft from Barksdale. This form is to be used only for the Strike portion of the exercise. This form will be completed in detail, those applicable parts, and turned in at interrogation at BAFB at termination of strike.

B. Aircraft Commanders will become familiar with the contents of this interrogation form and assign responsibility to his crew to enter or have entered, the proper data required as soon as possible following operational commitments and not to exceed 15 minutes after landing.

A/C Signature

INTERROGATION

Reference S.C Manual 55-8, Nov 1953

A. REPORTS:

1. "HOT NEWS" (T & B-12 Report) YES _____ NO _____.
2. "LOST AIRCRAFT" (T & B-20 Report) YES _____ NO _____.
3. "JAMMING OF ELECTRONIC EQUIPMENT" (T & B-35 Report) YES _____ NO _____.
 (See attached form)

If any of the above reported YES crews will report to Intelligence upon landing at any base.

4. IN CASE OF ENCOUNTERS WITH fighter-interceptors, Flak, Searchlights, etc. (simulated or actual) YES _____ NO _____, SEE FORM T & B-22 attached. Fill in new form for each encounter.

If the above is reported by aircraft the crew will report for interrogation immediately upon landing.

5. In case of landing at base other than briefed, Refer to "Aircraft Commanders Report", T & B-17 in Aircraft Commanders Mission Reporting Folder.

INTERROGATION UPON LANDING WILL BE CONDUCTED IN 32d BOMB SQUADRON

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1. Was MISSION flown as briefed? _____
 Pre Target _____
 Post Target _____
 If not, Reasons (Coordinates & Track) _____

2. Bombs Away Time _____ Bombing Altitude (True) _____
 True Air Speed _____
3. Type of Aiming. Radar/Direct _____ Radar/Offset _____ Visual _____
 Synchro _____ Other _____
 Was K-Radar Operative in Bomb Position on Bomb Run (If not explain) _____

4. Type of Run. Autopilot _____ Manual _____
5. Observers Bombing Estimate. Excellent _____ Good _____ Fair _____ Unobserved _____
 (Explain) _____
 Circular error in feet _____ and Azimuth from Aiming Point (DMZ) _____
6. Was Strike Report Submitted? YES _____ NO _____
 a. Time and Coordinates _____
 b. Strike Report Transmitted to Whom? _____

 Voice _____ or CF _____ Other _____
 c. Was Transmission Acknowledged YES _____ NO _____
7. First Air Refueling: (Pre Target)
 a. Was Air Refueling accomplished as briefed (Proper Tanker & Orbit) _____

 b. Pounds of fuel received _____
 c. Tanker Identification _____
 d. Deviations (Specific Details) _____

B-51

What O-15 Photography was accomplished during mission?

- a. Route Photo _____
- b. During Bomb Run _____
- c. Other - What? (Jamming, Formation, etc) _____

Jamming was _____ was not _____ accomplished

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SECRET when filled in

TARGET BASE FORCE IDENTIFIER

DATE

"GULLHOUSE"

Interrogation Cover Sheet
OPERATION ORDER 50-1 COMFFORMER (INFLIGHT EMERGENCY FORM)

This form will be issued to the A/C Commander of the 301st Air Refueling Squadron for each scheduled sortie of, the above cited operations. This form will be completed in detail, those applicable parts, and turned in to the 301st Air Refueling Combat Reporting Center immediately upon landing at "GOCG" B.Y.

Date of Mission: _____
 A/C Commander: _____
 Force Code Name (for this sortie): _____
 Aircraft Serial Number: _____
 Aircraft Serial Number (Code): _____
 Wing Assigned: _____
 Squadron Assigned: _____
 This aircraft is a Weather Scout: YES _____ NO _____ OTHER _____

(Explain) _____

This crew will _____ will not _____ furnish SIGINT or POMR. (If applicable, aircraft will complete SIGINT or POMR forms provided at Briefing).

INSTRUCTIONS: Aircraft Commanders will become familiar with the contents of this interrogation form and assign the responsibility to his crew to enter the proper data required as soon as possible following operational commitments and not to exceed 15 minutes after landing.

(A/C Signature)INTERROGATION

Reference SAC Manual 55-8, Nov 1953.

1. THIS AIRCRAFT REPORTS:

1. "HOT NEWS" (T & B-12 Report) YES _____ NO _____.
2. "LOST AIRCRAFT" (T & B-20 Report) YES _____ NO _____.
3. "JLISHING OF ELECTRONIC EQUIPMENT (T & B-35 Report) YES _____ NO _____
(See attached form)

If any of the above reported YES crews will report to Intelligence upon landing at any base.

4. IN CASE OF ENCOUNTERS WITH fighter-interceptors, Flak, Searchlights, etc. (simulated or actual) YES _____ NO _____, SEE FORM T&B-22 attached.
Fill in new form for each encounter.

If the above is reported by aircraft the crew will report for interrogation immediately upon landing.

5. In case of landing at base other than briefed, Refer to "Aircraft Commanders Report", T & B-17 in Aircraft Commanders Mission Reporting Folder.

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A. Effectiveness Info (T-15)

1. Task Force Refueled (TFF Identifier) _____
2. Total number & type aircraft refueled _____
3. Total fuel transferred _____

B. Non Effectiveness Info

1. Pre-Rendezvous abort _____
2. Time of Abort _____
3. Coordinates of Abort _____
4. Reasons for abort _____

C. Air Refueling Data

1. Time APN-11 turned on _____ GCP, Altitude _____ (Pressure)
Place (Coordinates) _____ Code used _____
(Do not use expression "As briefed")
2. Time APN-12 turned on: _____ GCP, Altitude _____ (Pressure)
Place (Coordinates) _____ Channel Used Received _____ Transmitter _____
3. At what distance was tanker able to pick up A N-78 (Bomber _____ NM)
4. Rendezvous was completed Electronically or visual (Circle one)
Where (Coordinates) _____ hen _____ GCT
5. Was there any electronic interference in accomplishing Rendezvous? _____
If yes, describe _____

6. Remarks _____

7. Did you Air Refuel as briefed _____ if no, explain _____

8. Time elapsed from orbit to end of refuel _____.
9. Amount of fuel transferred _____ POUNDS.
10. Air refuel accomplished DARLIGHT D-REK TWILIGHT (Circle one)
11. Weather 500 on top beneath overcast clear between layers (circle one)
12. Refueling altitude _____ Pressure.

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9.2 T-35 Report of Jamming of Airborne Electronic Equipment

5. b. Type of Equipment Jammed: _____
6. a. Operating Frequency: _____
7. a. Time (Z) jamming started: _____
 b. Coordinates _____
 c. Course _____
 d. Heading _____
 e. True bearing of jamming (if determined) _____
8. Strongest jamming at:
 a. Time (Z) _____
 b. Coordinates _____
 c. Course _____
 d. True heading _____
 e. True bearing of jamming (if determined) _____
9. a. Time jamming ended (Z) _____
 b. Coordinates _____
 c. Course _____
 d. True heading _____
 e. True bearing of jamming (if determined) _____
10. Additional D/F bearings:
 a. Time (Z) _____
 b. Coordinates _____
 c. Course _____
 d. True heading _____
 e. True bearing of jamming (if determined) _____
11. Jamming continuous _____ Intermittent _____ (Check one)
12. Width of Jamming _____
13. Could jamming be tuned out _____ (Yes or No)
14. Could target be seen through jamming _____ (Yes or No)
15. Remarks and sketch of jamming (use reverse side if necessary)

30 _____

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0 3 4 6

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B & T-22 (Fighter Encounter)

NOTE: Fill out separate form for each encounter

Encounter Number _____

How Sighted: Visual _____ Radar (A5) (Y) _____ (Check one or both)

- a. Friendly formation type and position _____
- b. Coordinates at start of attack _____
- c. Time at start of attack _____ Duration _____
- d. Altitude of encounter _____ (Pressure)
- e. Number of fighters attacking _____
Type and/or description _____

- f. Total number of passes in encounter _____
- g. Aggressive (AGG) _____ Non-Aggressive (NON) _____

AGG - Interceptor presses attacks to within theoretical effective range of armament of fighters.

NON - Attacks not persistent and/or not pressed to within above prescribed ranges.

- h. Weather Cloud cover (in eighths) _____ Undercast _____ overcast _____

Visibility: GOOD (6 mi or over) _____ FAIR (2-5 mi) _____ POOR (less than 2 mi) _____

- i. Light conditions: DAY _____ SUN (Sunlight) _____ TWI (Twilight) _____
MOON (moonlight) _____ STAR (starlight) _____ DARK (Complete darkness) _____

Description of fighter markings: _____

Tactics employed: (all passes head-on, repeated attacks by same aircraft, size of attacking increments, use of sun for surprise, coordination with other arms such as searchlights etc)

Any indications of GCI vectoring (call signs voice transmission etc) _____

(Use Reverse Side if Necessary)

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B-11 STRIKE REPORT

TARGET TASK FORCE IDENTIFIER	BOMBS AWAY TIME DATE & TIME	BOMB RESULTS
(Reporting Aft)		

	<u>PRINTED</u>	<u>ACTUALLY USED</u>
Primary Ground Radio Station		
Secondary Ground Radio Station		
Message Addressee		

INSTRUCTIONS:

1. Require receiving radio station to Authenticate (as briefed)
2. Bombing Results Code:

<u>Meaning</u>	<u>Code</u>	<u>Meaning</u>	<u>Code</u>
Excellent	E	Unobserved	U
Good	G	Dud	F
Poor	P		

EXAMPLE: (Air to Ground): Warman Radio this is Air Force B-Echo 70
A-Alpha, (Target Task Force Identifier, DFE)

Air Force B-Echo 70 A-Alpha this is Warman
Radio, Over.

Authentication (if proper - Proceed).

Warman Radio from Air Force B-Echo 70 A-Alpha
Operational Immediate - Sparlane - 101612 B-Echo
B-Echo 70 B-Bravo 101613 G-Good; B-Echo 70
B-Charlie 101614 P-Poor, etc Over

Air Force B-Echo 70 A-Alpha, Warman Radio out.

CONFIDENTIAL

0348

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

5-2A
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1 Page

REGULATION)
NUMBER 5-2A)

11 May 1954

PUBLICATIONS

Numerical Index of 301st Bombardment Wing (M) Regulations

301st Bombardment Wing Regulation 5-2, 25 November 1953, is changed as follows:

The index is implemented by the rescission of the following publications, which will be removed from the files and deleted from the index;

<u>Number</u>	<u>Date</u>	<u>Classification and Title</u>
<u>BOMB WING REGULATIONS</u>		
55-400	28 Aug 53	N-1 Compass System B-47 Aircraft
55-402	1 Sep 53	Observers SOP, B-47 Aircraft
55-402A	8 Oct 53	
55-402B	9 Oct 53	
55-402C	30 Oct 53	
55-402D	18 Dec 53	
55-407	14 Oct 53	Operation of the APN-76 Rendezvous Equipment (B-47E)
55-407A	23 Oct 53	

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

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Page 1

REGULATION)

19 May 1954

NUMBER 5-2B)

PUBLICATIONS

Numerical Index of 301st Bombardment Wing (M) Regulations

301st Bombardment Wing Regulation 5-2, 25 November 1953, is changed as follows:

The index is implemented by the rescission of the following publications, which will be removed from the files and deleted from the index;

<u>Number</u>	<u>Date</u>	<u>Classification and Title</u>
<u>BOMB WING REGULATIONS</u>		
50-13	12 Aug 53	Physical Fitness Program
50-21	11 Sep 53	Saturday Morning Training Schedule
55-13	28 Nov 51	Equipment Loss During Air to Air Refueling
55-300	25 Aug 53	SOP for T-33 Checkout Program
55-301	14 Aug 53	Carrying of Baggage in T-33 Aircraft
55-302	28 Sep 53	T-33 Pilot Ground Crew Coordination
55-303	25 Sep 53	T-33 Tip Tank Check & Landing Procedures With Fuel in Tanks
55-304	25 Sep 53	T-33 Split Flap Procedure
55-305	28 Sep 53	T-33 Chase Aircraft
55-306	6 Oct 53	Passangers on T-33 Cross Country Flights
55-307	13 Oct 53	T-33 Utilization Instructions (General)
55-308	14 Oct 53	Utilization of T-33 Aircraft
55-412	4 Nov 53	Combat Crew Coordination
60-1	28 Aug 51	Aircraft Flight Scheduling
62-4	5 Sep 52	Min Req for Initial Check & Recheck of Aircrews & Aircrew Members

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2 Pages
Page 2

The index is implemented by the addition of the following publications. Changes will be marked on 301st Bomb Wing (M) Regulation 5-2, 25 November 1953 as prescribed in SAC Regulation 5-7.

<u>Number</u>	<u>Date</u>	<u>Classification and Title</u>
11-2	27 Jan 54	Recall of Personnel During Off-Duty Hours
32-3	24 Mar 54	Protection of Aircraft Undergoing Refueling at Refueling Pits
50-24	29 Dec 53	Target Rotation
55-54	3 Dec 53	Navigation Training Mission
55-415	25 Nov 53	Calibration of K-System TMS
55-416	3 Dec 53	Turn and Bank, Interphone and Instrument Vibrator Circuit Breakers
55-417	4 Dec 53	Changing Seats in the B-47 While in Flight
55-418	5 Dec 53	B-47E Single Phase Inverter Check
55-419	20 Jan 54	Periodic Standardization Checks (B-47)
55-420	26 Jan 54	Weather Take-Off & Landing Minimums (B-47)
55-421	4 Feb 54	B-47 In-Flight Refueling Checkout & Recheck
55-422	31 Mar 54	B-47 Checkout and Recheck
55-423	3 May 54	Transferring Fuel by Using Defueling Valve
62-6	24 Mar 54	Loss of Cabin Pressure and/or Heat in B-47's
136-3	14 Dec 53	Procedures and Responsibilities for the Requisitioning, Handling and Loading of Aircraft Munitions

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

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Page 2

<u>Form No.</u>	<u>Date</u>	<u>Title</u>	<u>Replaced By</u>
11	23 Jun 52	Request for Loyalty Investigation	None
12	10 Sep 52	Request for Special Orders	8054BG Form 72
13	23 Jun 52	Authorized Absence Pass	2AF Form 113
14	23 Jun 52	Duty Assignment & Pass Request	2AF Form 113
15	23 Jun 52	Sign Out/In Register	2AF Form 51
16	23 Jun 52	Certificate for Supplemental Morning Report Data	None
17	23 Jun 52	Duty Roster	AF Form 219
18	7 Oct 52	Morning Report Routing Form	DD Form 95
19	23 Jun 52	Enlisted Man's Leave of Absence	2AF Form 113
20	23 Jun 52	Cross Reference	DD Form 334
21	23 Jun 52	Officers & Airmen Clearance	8054BG Forms 63, 64, 378, 385
22	23 Jun 52	Charge of Quarters Log	8054BG Form 183
23	23 Jun 52	Check List	8054BG Form 64
24	23 Jun 52	Receipt for RD Material	AF Form 693
25	9 May 53	Squadron Duty Officers Report	None
26	23 Jun 52	Radar Abort Report	None
27	23 Jun 52	Receipt for Classified Correspondence	AF Form 693
28	23 Jun 52	Correspondence Log Sheet	8054BG Form 227
29	29 Oct 52	Log for Classified Correspondence	8054BG Form 231
30	23 Jun 52	Classified Document Register	8054BG Form 231
31	23 Jun 52	Ration Data for Special Order	2AF Form 206
32	24 Jun 52	Supply Clearance - In & Out	None
33	24 Jun 52	Certificate of Non-Avail Qrs	None
34	29 Oct 52	Inspection Report	None

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<u>Form No.</u>	<u>Date</u>	<u>Title</u>	<u>Replaced By</u>
35	24 Jun 52	Inspection Record	None
36	24 Jun 52	Aircraft Status Report	AF Form 1104
37	24 Jun 52	Inspection Record Chart	None
38	29 Oct 52	Aircraft Engine Dis-Assembly Inspection Report	None
40	29 Oct 52	Engine Change Report	DD Form 535
41	24 Jun 52	Status of Flight Line Equipment	None
42	24 Jun 52	Reparable Aircraft Items	None
43	24 Jun 52	Temporary Issue Receipt of Personnel Equipment	2AF Form 171
44	24 Jun 52	Hand Receipt of Personal Equipment	2AF Form 171
45	24 Jun 52	Temporary Issue Receipt of Personnel Equipment	2AF Form 171
46	24 Jun 52	Clothing Issue Record	AF Form 658
47	24 Jun 52	Hand Receipt - Squadron Tools	2AF Form 171
48	24 Jun 52	Work Order Log	SAC Form 95
49	9 Oct 52	Cylinder Change UR Work List	DD Form 535
50	24 Jun 52	Monthly Radiological Equipment Status Report	None
51	30 Oct 52	Requisition for Reproduction	2AF Form 29A
52	24 Jun 52	Specialist Job Record	2AF Form 178
53	24 Jun 52	Supply Request	AF Form 446
54	24 Jun 52	Post Deck Pool Asgmt Roster	None
55	24 Jun 52	Flight Test Report	None
56	24 Jun 52	Pilots & Co-pilots Check List	None
57	25 Jun 52	Delayed Discrepancies & TOC	None
58	28 Oct 52	Flight Crew Cockpit Check Forms	None

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Page 4

<u>Form No.</u>	<u>Date</u>	<u>Title</u>	<u>Replaced By</u>
60	25 Jun 52	Extract - Flight Orders	805ABG Form 306
61	25 Jun 52	Flight Engineering Report	None
62	25 Jun 52	ECM Jamming Report	None
63	25 Jun 52	Gunnery Report	None
64	25 Jun 52	Change Req for 24 Hour Period Prior to Take Off	None
65	23 Oct 52	Monthly Operations Schedule	None
66	25 Jun 52	Daily Flight Schedule	805ABG Form 312
67	25 Jun 52	Training Chart	None
68	25 Jun 52	Training Score Chart	None
69	25 Jun 52	Wing Rating Training Score Chart	None
70	25 Jun 52	RBS Score Sheet	None
71	22 Oct 52	Crew Training Requirements	44D Form 10
72	25 Jun 52	Late Take-Off Report	None
73	25 Jun 52	Mission Schedule	44D Form 38
74	25 Jun 52	Big Photo Warning Mission	None
75	25 Jun 52	First Aircraft Departure Message	None
76	25 Jun 52	Combat Crew Quarterly 50-8 Reqmts	44D Form 10
77	25 Jun 52	Telephone Log	WD Form 66
78	25 Jun 52	Daily Fire Inspection Report	SAC Form 117
79	1 Aug 52	Staff Flight Plan	None
80	7 Aug 52	Coordination Sheet (Manifold)	805ABG Form 170
81	14 Aug 52	Cover Sheet (Operations Order)	None
82	25 Aug 52	Cover Sheet (Operations Plan)	None
83	26 Aug 52	Instrument, Electrical or Propeller Accessory Change UR Work Sheet	DD Form 535
84	16 Sep 52	Aircraft Maint Personnel Status	None

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<u>Form No.</u>	<u>Date</u>	<u>Title</u>	<u>Replaced By</u>
85	7 Oct 52	Bombing Altitude Computation	SAC Form 31
87	22 Oct 52	Hand Receipt Weapon	2AF Form 171
88	27 Oct 52	Navigator Fluxgate Compass Report	None
90	7 Oct 52	Compass Calibration Work List	None
91	27 Oct 52	Actual Release Individual Record	4AD Form 61
92	27 Oct 52	Visual RBS Individual Record	4AD Form 61
93	2 Nov 53	Gross Error Report	2AF Form 209
94	27 Oct 52	Daily Radar Abort Report	None
95	15 Nov 52	Air Refueling Mission Report	2AF Form 162
96	4 Nov 52	Communication Interrogation Form	None
97	5 Nov 52	ECM Scoring Report	None
98	5 Nov 52	301BW Locator Card	None
99	10 Sep 53	Combat Ready Training Requirements	None

BY ORDER OF THE COMMANDER:

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Adjutant

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301ST BOMBARDMENT WING, MEDIUM
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55-7
2 Pages
Page 1

REGULATION)

17 May 1954

NUMBER 55-7)

OPERATIONS

Altitude Separation for B-47 Aircraft Flying
Instrument Transition in the Local Area

(This Regulation supersedes 301st Bomb Wing Reg 55-7, 17 October 1953)

1. PURPOSE: This directive establishes the procedure for insuring altitude separation for B-47 aircraft flying instrument transition within the local flying area.
2. SCOPE: This regulation applies to all B-47 pilots of the 301st Bombardment Wing, Medium.
3. RESPONSIBILITY: It is the responsibility of B-47 pilots to insure compliance with provisions of this regulation.
4. DEFINITIONS:
 - a. Instrument transition for the purpose of this regulation is defined as instrument practice conducted in the local area under VFR conditions at 22,000 feet and even thousands thereafter.
 - b. Altitude separation is defined as 1,000 feet vertical separation between B-47 aircraft of the 301st and 376th Bombardment Wings only. This altitude separation is given and acknowledged only by Gladiola Control and the B-47 concerned. No other agency, either civil or military, recognizes this altitude clearance. Checkmate Control (376th Bomb Wing) assign their aircraft beginning at 21,000 feet and at odd thousands thereafter.
5. PROCEDURE:
 - a. B-47 pilots who intend to fly instrument transition in the local area will contact Gladiola Control and request an altitude assignment.
 - b. Gladiola Control will assign an altitude of 22,000 feet or higher in increments of 2,000 feet.
 - c. Upon completion of instrument practice the B-47 pilot will notify Gladiola Control that the assigned altitude is vacated.
 - d. Gladiola Control will acknowledge that the altitude assigned is vacated.

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2 Pages
Page 2

6. Record of assignment and of vacating altitudes will be maintained by Gladiola Control for the current flying period only, ending at the termination of flying each day.

7. RESTRICTIONS:

a. Altitudes assigned by Gladiola Control may be presumed, by the pilot, to clear him of other 301st and 376th Bomb Wing B-47 aircraft which are flying instrument practice only.

b. The pilot, at an assigned altitude, may not presume that he is cleared of other 301st and 376th Bomb Wing B-47 aircraft which are flying other than instrument practice missions.

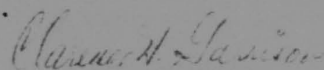
c. Altitude assignment by Gladiola Control does not constitute clearance from any traffic which is either transient or parent to Barksdale AFB in any case except as listed in paragraph 7a above.

d. The pilot, upon receiving altitude assignment from Gladiola Control, will call Shreveport Approach Control and advise them of the aircraft being at the assigned altitude specifically for instrument practice. Shreveport Approach Control will be called upon vacating the assigned altitude.

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55-410
2 Pages
Page 1

REGULATION)

19 May 1954

NUMBER 55-410)

OPERATIONS

Take Off and Landing Procedures and Restrictions

(This Regulation supersedes 301st Bomb Wing Reg 55-410, 21 Oct 53)

1. PURPOSE: To establish standard take off and landing procedures and restrictions for B-47 aircraft.

2. SCOPE: The provisions of this regulation are applicable to all pilots of this wing operating B-47 aircraft.

3. RESPONSIBILITY: All pilots are responsible for insuring compliance with the provisions of this regulation.

4. PROCEDURES: The following rules apply to all take off and landings performed in B-47 aircraft.

a. Cross-Wind: No take off or landing will be performed on a runway which has a direct cross wind component exceeding 25 knots, except in case of emergency.

b. Traffic Pattern Airspeeds:

- (1) The airspeed which will be used as a basis for all computations in the traffic pattern is that designated as best flare speed.
- (2) Down wind leg airspeed will be best flare speed plus 30 knots. (Minimum of 155 knots IAS)
- (3) Decreasing airspeed to roll out onto final approach with 15 knots above best flare airspeed.
- (4) Final approach airspeed is decreasing airspeed to arrive over end of runway at best flare speed.
- (5) On touch and go landings climb out speed will be best flare plus 30 knots.

c. Chart Reference: All reference to basic airspeed from the chart will be best flare speed.

EXAMPLE: Problem: Gross weight of aircraft 100,500 lbs.
Voice procedure: Gross weight 100.5 thousand.
Best flare speed: 131 knots.

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2 Pages
Page 2

d. Traffic Pattern and Altitudes:

- (1) Entry leg and downwind leg 1200 feet above terrain at Barksdale.
- (2) Descending turn to final approach. Roll out a minimum of 800 feet above the terrain and 2 miles from the end of the runway.

e. Transition:

- (1) If ceiling is to be penetrated a qualified observer must be on board.
- (2) Ceiling and visibility must be a minimum of 1900 feet and 3 miles to shoot touch and go landings.
- (3) The drag chute will be used on all full stop landings.

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2 Pages
Page 1

REGULATION)
NUMBER 55-423)

3 May 1954

OPERATIONS

Transferring Fuel by Using Defueling Valve

1. PURPOSE: To establish an SOP for transferring fuel into "Aux Tanks" during flight.
2. SCOPE: The provisions of this regulation are applicable to all pilots of the 301st Bombardment Wing, Medium.
3. RESPONSIBILITY: All pilots are responsible for the provisions of this regulation.
4. BACKGROUND: In the past, wings equipped with wing tanks have encountered difficulties in transferring of fuel from external wing tanks for various reasons. The 301st Bomb Wing will have at all times 15 B-47's with external wing tanks installed.
5. PROCEDURES: If it becomes apparent during flight that fuel is not being transferred from one external wing tank, transfer should be discontinued before an unsafe wing heavy condition is reached. If, inadvertently, an unsafe condition is allowed to occur, the following procedures may be employed to return fuel to the empty external wing tanks:
 - a. Place fuel selector switches to TBE.
 - b. Place defueling valve (in bomb bay) in "open" position.
 - c. Place "Aux Fuel to Engine" switch in "open" position.
 - d. Pull "Aux Fuel to Engine" circuit breaker.
 - e. Place master refuel switch in "refuel" position.
 - f. "Open" refueling switch for the external tank to be filled.
 - g. "Close" the refueling switch as soon as desired amount of fuel has been transferred.
 - h. Place master refuel switch in "Normal" position.
 - i. Reset "Aux Fuel to Engine" circuit breaker.
 - j. "Close" "Aux Fuel to Engine" switch.
 - k. "Close" Manual Defueling valve. (Must be saftied prior to next flight.)
 - l. Set up fuel panel for normal operations.
6. The above procedure can be utilized to transfer fuel into any tank.
7. Salvoing of wing tanks will be accomplished as a last resort, using airspeeds outlined in current Tech Order.
8. A copy of this regulation will be included in Bomb Squadron PIF's. Each pilot qualified in the B-47 will keep a copy of this regulation in his -1 Tech Order carried in flight.

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2 Pages
Page 2

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20 cys to Hq Sq

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HEAD QUARTERS
301st DOBARD WING, (M) (M)
Barksdale Air Force Base
Louisiana

30-2
1 Page
Page 1

27 May 1954

MEMORANDUM ()

TITLE

NUMBER (30-2)

Test Flights

301st Do Bar Wing () Regulation 30-2, dated 20 January 1954,
is changed as follows:

* * * * *

4. TEST PROCEDURES:

c. ~~*****~~

- (1) B-47 type aircraft being test flown above a broken or
overcast ceiling is required to have operational radar
and a radar observer aboard.

* * * * *

BY ORDER OF THE COMMANDER:

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100-9
2 Pages
Page 1

REGULATION)
NUMBER 100-9)

COMMUNICATIONS

27 April 1954

UHF Frequencies for RBS Sites

(This Regulation supersedes 100-9 dated 16 November 1953)

1. PURPOSE: To provide operating personnel an effective list of RBS sites and their operating frequencies.
2. SCOPE: This regulation applies to all personnel required to use these facilities.
3. RESPONSIBILITY: It is the responsibility of personnel using these facilities to insure proper selection of frequencies to effect necessary communications with RBS sites to accomplish briefed mission.

<u>RBS DETACHMENT</u>	<u>FREQUENCY</u>	
	<u>PRIMARY</u>	<u>SECONDARY</u>
1 Dallas	258.2	356.8
2 Oklahoma City	384.6	258.2
3 Denver	356.8	258.2
4 Omaha	258.2	384.6
5 Montreal	384.6	356.8
6 Houston	356.8	384.6
7 Kansas City	258.2	384.6
8 Maywood Calif	258.2	356.8
12 McCellan	356.8	258.2
13 San Francisco	384.6	258.2
14 Phoenix	384.6	356.8
15 Spokane	258.2	356.8
16 Charlotte	258.2	384.6
20 Atlanta	384.6	356.8
21 Tampa	356.8	384.6
24 Ft Worth	384.6	356.8

0364

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2 Pages
Page 2

<u>RES DETACHMENT</u>	<u>FREQUENCY</u>	
	<u>PRIMARY</u>	<u>SECONDARY</u>
25 Little Rock	356.8	384.6
28 Sandston Va	356.8	384.6

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100-13
2 Pages
Page 1

REGULATION)
NUMBER 100-13)

27 April 1954

COMMUNICATIONS

UHF Channelization

(This Reg supersedes 100-13, 22 Aug 53 and 100-13A, 24 Nov 53)

1. PURPOSE: To standardize the channelization of all UHF radio equipment installed in aircraft of this Wing.
2. SCOPE: The provisions of this regulation are directive upon all personnel of this Wing required to operate or perform maintenance on UHF radio equipment.
3. RESPONSIBILITY: It is the responsibility of personnel operating and maintaining the equipment to enforce the provisions of this regulation.
4. SPECIFIC: The radio set AN/MRC 27 will be channelized as follows. (Reference Page 5 LF/MF edition Radio Facility Chart and SACCEI Fig 11-8)

CHANNEL	FREQUENCY	SERVICE
1	236.6	Control Tower (Primary)
2	275.8	Control Tower (Secondary)
3	233.8	Control Tower (Navy Primary)
4	257.8	Control Tower (All military acft)
5	255.4	Insac Airways reporting
6	321.0	Bomber Common
7	311.0	SAC Common
8	258.2	RBS Primary
9	356.8	RBS Secondary
10	364.2	GCI Common
11	266.2	Air Refueling Common
12	351.0	Ftr Bomber Common
13	344.6	Pilot to Forecaster

100-13
2 Pages
Page 2

<u>CHANNEL</u>	<u>FREQUENCY</u>	<u>SERVICE</u>
14	305.4	UHF/DF
15	363.8	Approach Control
16	384.6	RBS
17	335.8	GCA Search
18	289.4	GCA Final
Guard	243.0	Military Emergency

5. The following frequencies are assigned for use as indicated below. When necessary to use these frequencies they will be tuned on the "MANUAL" position of the Radio Operator's Remote Control Unit.

<u>FREQUENCY</u>	<u>PURPOSE OR USAGE</u>
252.6	Reconnaissance Common
295.8	Fighter Common (Primary)
260.2	Fighter Common (Secondary)
341.4	Bomber Common (Secondary)

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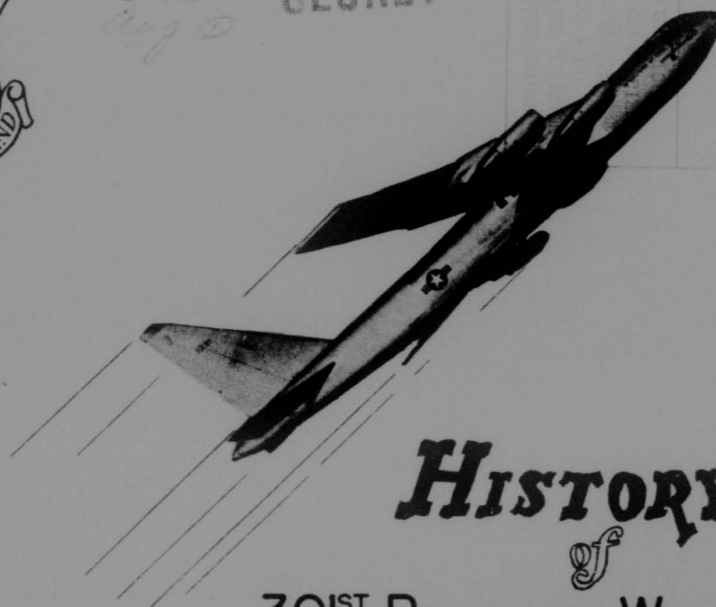
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50 cys to 3AR



*Trans 3020
Aug 0*

SECRET



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301ST. BOMBARDMENT WING, MEDIUM

BARKSDALE AIR FORCE
BASE LA.

1 JUNE 1954 THRU 30 JUNE 1954

2ND
AIR FORCE

RSI Cont'l No
S07315

*Incl 4
see 437*

SECRET

5-9596



3020

0372

RSI Cont No
S07315

3-2034-4

3020

0373

SECRET

Classification: SECRET
Authority: OAS 3012 Bomb Wg.
Initials: *Harrison*
Date: AUG 8 1954

HISTORY

OF THE

301ST BOMBARDMENT WING (MEDIUM)

BARKSDALE AIR FORCE BASE, LOUISIANA

1 JUNE 1954 THRU 30 JUNE 1954

ASSIGNED UNITS

301ST HEADQUARTERS SQUADRON SECTION
32ND BOMBARDMENT SQUADRON
352ND BOMBARDMENT SQUADRON
353RD BOMBARDMENT SQUADRON
301ST AIR REFUELING SQUADRON
301ST FIELD MAINTENANCE SQUADRON
301ST PERIODIC MAINTENANCE SQUADRON
301ST ARMAMENT AND ELECTRONIC MAINTENANCE SQUADRON
301ST AVIATION SQUADRON
301ST TACTICAL HOSPITAL

COMPILED AND NARRATED

BY

T/SGT. ELMER G. HUGHES

APPROVED BY:

J. C. Jennison Jr.
J. C. JENNISON JR.
Colonel, USAF
Commander

MONITORED AND EDITED BY:

Clarence H. Garrison
CLARENCE H. GARRISON
Major, USAF
Historical Officer

STRATEGIC AIR COMMAND
SECOND AIR FORCE
FOURTH AIR DIVISION

SECRET

0374

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#

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NARRATIVE

0376

SECRET

CHAPTER I
COMMAND

¹ Colonel John C. Jennison Jr. assumed ² command of the 301st Bombardment Wing (M) on the 12th of June 1954, replacing ³ Colonel Horace M. Wade. On the 16th of June, Colonel Jennison was required to participate in a mission which required his absence from the Wing until the 30th of June. During Colonel Jennison's absence, ⁴ Colonel John W. Carroll, the new Deputy ⁵ Wing Commander, was in command of the Wing.

-
1. Portrait of Colonel Jennison. See Exhibit #2.
 2. 301st BW General Order #9, 12 June 1954. See Exhibit #9.
 3. Portrait of Colonel Wade. See Exhibit #1.
 4. Portrait of Colonel Carroll. See Exhibit #4.
 5. 301st BW General Order # 10, 16 June 1954. See Exhibit #10.

SECRET

Page 2

The greatest concentration of effort during June, in regard to the primary mission of the 301st Bombardment Wing (M), was aimed toward meeting the requirements of SAC Regulation 50-8 and commitments from higher headquarters. It was anticipated that by the end of June the Wing would have completed approximately 85 percent of all 50-8 requirements. To insure that all crews were scoring 100 percent for minimums, those crews requiring additional training items were scheduled on specific dates in specific aircraft.⁶

The Wing planned to fly 307 sorties with an approximate total of 1682 flying hours. Compilations at the end of the month revealed that 327 sorties had been flown with 1611 flying hours recorded. A little over 80 percent of the SAC Regulation 50-8 requirements were completed by the end of June.⁷

Hours flown during the month of June in the performance of missions ordered by higher head uarters were as follows:⁸

Air Force Indoctrination of USMA Cadets	137:35
Special Weapons Support to Limestone	6:00
Special Weapons Support to Rushmore	9:30

⁶ 301st BW Operations Plan 219-54, 24 June 1954. See Exhibit #39.

⁷ 301st BW Air Training Report for June, Section I. See Exhibit #41.

⁸ "IBID"

Page 3

Special Test IBDA	38:20
San Antonio Evaluation Mission	190:00
SAC Evaluation School	<u>234:00</u>
TOTAL	615:25

The role of the 301st Wing in the indoctrination of USMA Cadets consisted of an air refueling exhibition, demonstrating an air to air hook-up and the transfer of fuel. This proved a successful exercise. Twenty aircraft were scheduled for the mission. One aircraft aborted, but the formation leader accomplished two extra hook-ups in order that all the cadets might witness the operation.⁹

Results of the San Antonio Evaluation Mission were commendable and gratifying. In order that the crews might have every advantage in demonstrating their proficiency, the most reliable aircraft of the Wing were scheduled for these missions. The selection of the aircraft was based primarily upon its reliability in so far as "K" System equipment was concerned. Wherever possible, the same aircraft were scheduled each night.¹⁰

Nine crews of the Wing completed the SAC Evaluation School during the month and ten more crews were scheduled.

¶ 301st BW Air Training Report for June 1954 - RCS 6-SAC-T12, Section I. See Exhibit #41.

10 "IBID"

Page 4

11
for July.

Twelve newly assigned pilots completed the ground training requirements for B-47 aircrew assignment during June and were scheduled to complete the flying training phases during
12
July.

The Wing currently possessed 16 second lieutenants, assigned to the B-47 program. There were only nine copilot positions in which second lieutenants could be utilized. Since an overage of second lieutenants in the flying program was recognized as a detriment to morale, recommendation was made to higher headquarters to utilize these officers in assignments to select and lead crews.
13

During the month of June, in order to preclude the loss of training due to AOCF, T33 aircraft were utilized to expedite delivery of critically needed parts for B-47 and KC-97 aircraft. Representing the critical nature of these parts was an incident where the loss of all airspeed indicators on one B-47 necessitated the dispatching of a chase aircraft. Due to the realized value of the T-33's in this instance, it was recommended to higher headquarters that not less than one

11 "IBID"
12 "IBID"
13 "IBID"

Page 5

T-33 be assigned to each of the B-47 squadrons. The primary
utilization of these aircraft would be in the expiditing of
supporting factors.¹⁴

#

14 "IBID"

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Page 6

CHAPTER II

PERSONNEL

Colonel Horace M. Wade, 301st Wing Commander for the past three years, was relieved of his duties with the 301st during June. He was transferred to Headquarters 4th Air Division for the purpose of being reassigned to the next class attending the National War College. Colonel John C. Jennison, who has a very impressive record of commanding Bombardment Wings, was assigned to the 301st to replace Colonel Wade. Outstanding among Colonel Jennison's previous commands is his tour of duty in Okinawa as Commander of the 307th Bombardment Wing during

-
1. Portrait of Colonel Jennison. See Exhibit #2.
 2. 301st Bombardment Wing PAM, Para. #1, dated 4 June 1954. See Exhibit #17.

0382

Page 7

the recent United Nations Campaign in Korea.

Colonel George Y. Jumper, assigned to the 301st for the past two years as Deputy Wing Commander and alternately as the Wing Director of Operations, was also reassigned to the 4th Air Division for the purpose of being assigned to the next class attending the National War College. Colonel Jumper was replaced by Colonel John W. Carroll, who was assigned to the Wing during the later part of May.

Captain Clarence H. Garrison, Wing Adjutant and Squadron Commander of Head quarters Squadron Section, was promoted to the grade of Major on the 11th Of June.

Lt. Colonel Bennett P. Browder continued to perform duties as the Wing Director of Personnel with additional duty as Wing Comptroller.

Officer manning for the month of June was 90.1 percent in required specialties with most critical shortages reflected in the Armament-Electronics, Administrative and Maintenance career fields. Airmen maning in required specialties dropped to 71.3 percent. Primary skill shortages still existed in the aircraft maintenance, administrative and Armament-Electronics career fields.

§ Portrait of Colonel Carroll. See Exhibit #4.

4. 301st BW Report, Analysis of SAC Management Control System, dated 16 July 1954. See exhibit #6.

Page 8

The deactivation of the 301st Aviation Squadron, mentioned in last month's History, will take place on the first of July. The ground work was laid during June to provide for the continuation of the functions of that unit. It was determined that related activities of the Wing and Air Base Group would absorb the responsibilities of the aviation squadron. In most cases, the personnel of the deactivated unit will be reassigned to the activities receiving the added responsibilities and will continue to perform the duties they were assigned while in the aviation squadron.

There were four AWOL's during June, as compared to none in April and one in May. This increase was not considered out of proportion with statistical records of previous years. It appears that the rate of AWOL's may be expected to increase⁵ during summer months.

The reenlistment rate remained consistently low. There have been only two reenlistments in the Wing out of 43 dis-⁶charges over the period of the last three months.

Airman promotions for the June period reflected four Master Sergeant and 12 Technical Sergeant promotions. Of these,

5 "IBID"

6 "IBID"

Page 9

three of the master sergeant grades were awarded to maintenance personnel and one to operations personnel; seven of the technical sergeant grades were awarded to maintenance personnel, two to air refueling personnel, one to operations personnel and one to special weapons personnel.⁷

#

* 301st BW SO #78, dated 8 June 1954. See Exhibit #21.
301st BW SO #80, dated 12 June 1954. See Exhibit #23.

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CHAPTER III
OPERATIONS

The flying training program for June 1954 provided for 307 sorties, calculated to account for 1682 flying hours. It was anticipated that 85 percent of the SAC Regulation 50-8 minimum training requirements would be completed during the month. The nature of anticipated missions ordered by higher headquarters was already known at the time of planning and it was possible to incorporate related training in the accomplishment of those missions. This sort of forward planning has been an invaluable factor in the successful results recorded by the 301st over the period of the last six months.

1 301st BW Air Training Report (6-SAC-T12) for June 1954, Section I. See Exhibit #41.

Page 11

Six missions flown during the month were ordered by higher headquarters, consuming 615:25 hours of the total Wing flying time. Actual infringement upon the training requirements was very little since most of these missions were of such a nature that training could be incorporated and accomplished simultaneously. Actual mission sorties flown numbered 327 with 1611 flying hours recorded. At the end of the month, 80 percent of the SAC Regulation minimum training requirements were accounted for.

²
Hours flown performing missions ordered by higher headquarters were as follows:

Air Force Indoctrination of USMA Cadets	137:35
Special Weapons Support to Limestone	6:00
Special Weapons Support to Rushmore	9:30
Special Tests IBDA	38:20
San Antonio Evaluation Mission	190:00
SAC Evaluation School	<u>234:00</u>
TOTAL HOURS	615:25

The San Antonio Evaluation Mission, scheduled for the

2 "IBID"

Page 12

second of June, was postponed until the following day due to severe adverse weather along the route to be flown. This, however, did not interfere with the accomplishment of the mission in such a manner as to have an appreciable effect on the scheduled training.

The role of the 301st Wing in the indoctrination of USMA Cadets was carried off in a very satisfactory manner. The mission was designed to demonstrate air to air refueling by accomplishing hook-ups at rendezvous points in full view of the spectators. Twenty aircraft were scheduled to participate in the exercises. One aircraft of the 20 suffered an abort before take off, but the formation leader accomplished two extra hook-ups which satisfactorily completed the proposed exhibition.³

There was some doubt that the San Antonio Evaluation Mission would produce the results commensurate with the outstanding record of the 301st, due to the acute shortage of certain "K" Sytem equipment. In order to avoid possible failures, the aircraft with the most reliable equipment were selected for participation. Whenever possible, these same aircraft were rescheduled each night. Aside

§ "IBID"

Page 13

from supporting a dependable continuation of the exercises for the Wing, this procedure provided for a equal opportunity among the Wing Observers from the standpoint of equipment. The results of the Evaluation Mission were commendable and gratifying.⁴

Ten crews had been previously scheduled to complete the SAC Evaluation School requirement during June. Nine crews completed and ten more were scheduled for July.⁵

Twelve newly assigned pilots of the Wing completed their ground training in B-47's during June. These pilots were expected to be complete in flying requirements by the end of July.

There are only nine co-pilot positions in the Wing where second lieutenants may be utilized, yet there are 16 second lieutenants assigned to the Wing. In view of the fact that an overage of this sort, without a firm policy for utilization, can very easily effect a morale problem, the Wing Commander recommended to higher headquarters that authorization be granted for the assignment of second lieutenants to select and lead crew positions.⁶

4 "IBID"
5 "IBID"
6 "IBID"

Page 14

To preclude the loss of training during the month of June, T33 aircraft were utilized to expediate delivery of KC-97 and B-47 parts, which were critically needed if the training program was to continue at the pace scheduled. To emphasize the seriousness of the shortage of parts; One B-47 on a night flight lost the utility of all its air-speed indicators, necessitating the dispatch of a chase aircraft. The utilization of the T-33's for this purpose proved of inestimable value during June and as a result it was recommended that each B-47 squadron of the Wing be assigned one T-33 with the prime purpose of supporting this type of procurement.⁷

The MTD utilization rate was very low during June due to the excessive manhours required of maintenance personnel in the support of the increased flying training requirements during the month. Of the 3500 hours available during June, only 979 hours were utilized.

The requirement for B-47 flying hours was met 100 percent throughout the period of April, May and June. The requirement for KC-97's, though it was 100 percent for June, fell slightly short for the preceding two months, due to

⁷ "IBID"

Page 15

shortages of replacement parts resulting in an excessive⁸
number of tankers being ANFE.

The Wing continued accident free throughout the month, adding another thirty day period to the outstanding flying safety record established by the Wing since conversion to B-47's and KC-97's.⁹

The USGM rate also remained at the 100%percent point throughout June. The adjustment factor for both B-47's and KC-97's was only 1.0 percent.

Training minimums for the month reflected four Combat Ready Crews, 35 Select or Lead Crews, 3 Standardization Board Crews and six Non-Ready Crews. The total Wing score for both B-47 and KC-97 aircraft, reflected under training minimums was 77.8 percent.

#

8 "IBID", also 301st BW Analysis of SAC Management Control System for May-June, dated 16 July 1954. See Exhibit #6.

9 "IBID".

Page 16

CHAPTER IV
MATERIEL

Due to an exceptionally high number of TOC's received during the last days of June, the TOC rate for June reflected what might be considered an unnormally low rate. In the planning of July maintenance schedules, this was emphasized and it was determined that a special effort would be made to diminish the pending TOC's before the end of July which would also mark the end of the quarter. Primary action was to be taken by the Maintenance Control Unit in obtaining kits and scheduling the TOC periods.

301st BW Ops Order 219-54, Annex C, dated 28 June 1954. See Exhibit # 49.

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SAC Programming Plan 22-54 was received during June and plans were laid to commence implementation on the 1st of July. This plan entails the investigation of all Armament and Electronics functions with the idea in mind of completely eliminating what appear to be cumbersome and ineffective elements. Since the tremendous growth of those functions took place, during and following World War II, the implemented plans have been primarily concentrated toward specific phases within the A & E Function. This is the first effort to be made toward attacking the problems from the standpoint of their ultimate effect upon all functions within the A & E activity. The general idea will be to thoroughly study the responsibilities of the various functions, determine the effectiveness of presently used procedures, determine the overall effect of procedures which appear to be cumbersome, study the problems that appear to evolve from peculiar organizational arrangements, and through the efforts of top representatives in each phase of A & E to arrive at more workable and effective arrangements. It is planned that at the end of this programmed period the 301st A & E Squadron will be the model organization by which other SAC units may follow in their accomplishment of the Plan.

In view of the nature of the maintenance planning that

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has been so successfully utilized by the 301st since the conversion period, it appears likely that this project may pave the way for tremendous strides in the development of management controls in the A & E area. In a system so precisely planned and scheduled as the one that has been constructed by the 301st Wing, the inequities of the current A & E functioning become more obvious and the need for improvement becomes more of a demand.

Operational commitments for the month of June were supported with 100 percent effectiveness. This is a gratifying statement to make at anytime, however, due to the added handicap of intense heat during June it reflects even greater significance.

The month of July will be the last of the current training quarter, therefore it was proposed that every effort would be made to insure maximum effectiveness of the maintenance activities. The overall plan for July was devised to encompass four primary tasks; to meet all aircraft schedules and operational commitments as outlined in Operations Plan 219-54, to accomplish the maximum TOC's on B-47 and KC-97 aircraft, to initiate the 200Hr Periodic Inspection Concept on B-47's, and to exert every effort toward the improvement of "K" System maintenance.

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The first task will require the efforts of all Squadron Commanders, Maintenance Officers and Supervisors and can be achieved only by the accomplishment of maximum aircraft maintenance during the daily maintenance cycle.

The second task must take a relatively high precedence over such routine work since a great influx of TOC's was experienced during the latter part of June. The goal will be to reach the lowest possible TOC rate by the end of July.

The third task primarily entails the establishment of necessary procedures and "controlling machinery" for the implementation of the new 200 hour B-47 Periodic Inspection. Such factors as refined scheduling of personnel, calendar time standards and manhour data must be determined under the new inspection concept during July.

The fourth task must be emphasized primarily by the A & E Squadron Commander, however, Bomb Squadron Commanders were enjoined to promote maximum coordination between Staff and Crew Observers and the respective Flight Line Maintenance Officers. The implementation of SAC Programming Plan 22-54, to improve the overall A & E Maintenance, was to be initiated on the 1st of July.

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ROSTER OF KEY PERSONNELSTAFF

COLONEL JOHN C. JENNISON JR.	WING COMMANDER
COLONEL JOHN W. CARROLL	DEPUTY WING COMMANDER
COLONEL SHERMAN W. WILKINS	DIRECTOR OF OPERATIONS
LT COLONEL BILLY S. MCCARTY	DIRECTOR OF MATERIEL
LT COLONEL BENNETT P. BROWDER	DIRECTOR OF PERSONNEL
MAJOR CLARENCE H. GARRISON	WING ADJUTANT
CAPTAIN LESLIE D. SIMMONS	WING SURGEON

SQUADRON COMMANDERS

MAJOR ROBERT B. BROWN	HEADQUARTERS SQUADRON SECTION
LT COLONEL CHARLES L. LOWELL	32ND BOMBARDMENT SQUADRON
LT COLONEL WILLIAM B. COLSON	352ND BOMBARDMENT SQUADRON
LT COLONEL HILLIARD L. GANDY	353RD BOMBARDMENT SQUADRON
MAJOR DANIEL L. SJODIN	301ST AIR REFUELING SQUADRON
MAJOR HERBERT DEAN	301ST PER. MAINT. SQUADRON
LT COLONEL JAMES O. OLDSON	301ST FIELD MAINT. SQUADRON
MAJOR ALBERT A. BIRETTA	301ST A & E MAINT. SQUADRON
CAPTAIN LESLIE D. SIMMONS	301ST TACTICAL HOSPITAL
MAJOR WALTER J. WAGNER	301ST AVIATION SQUADRON

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1

COLONEL HORACE M. WADE

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2

COLONEL JOHN C. JENNISON JR.

0404

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0405

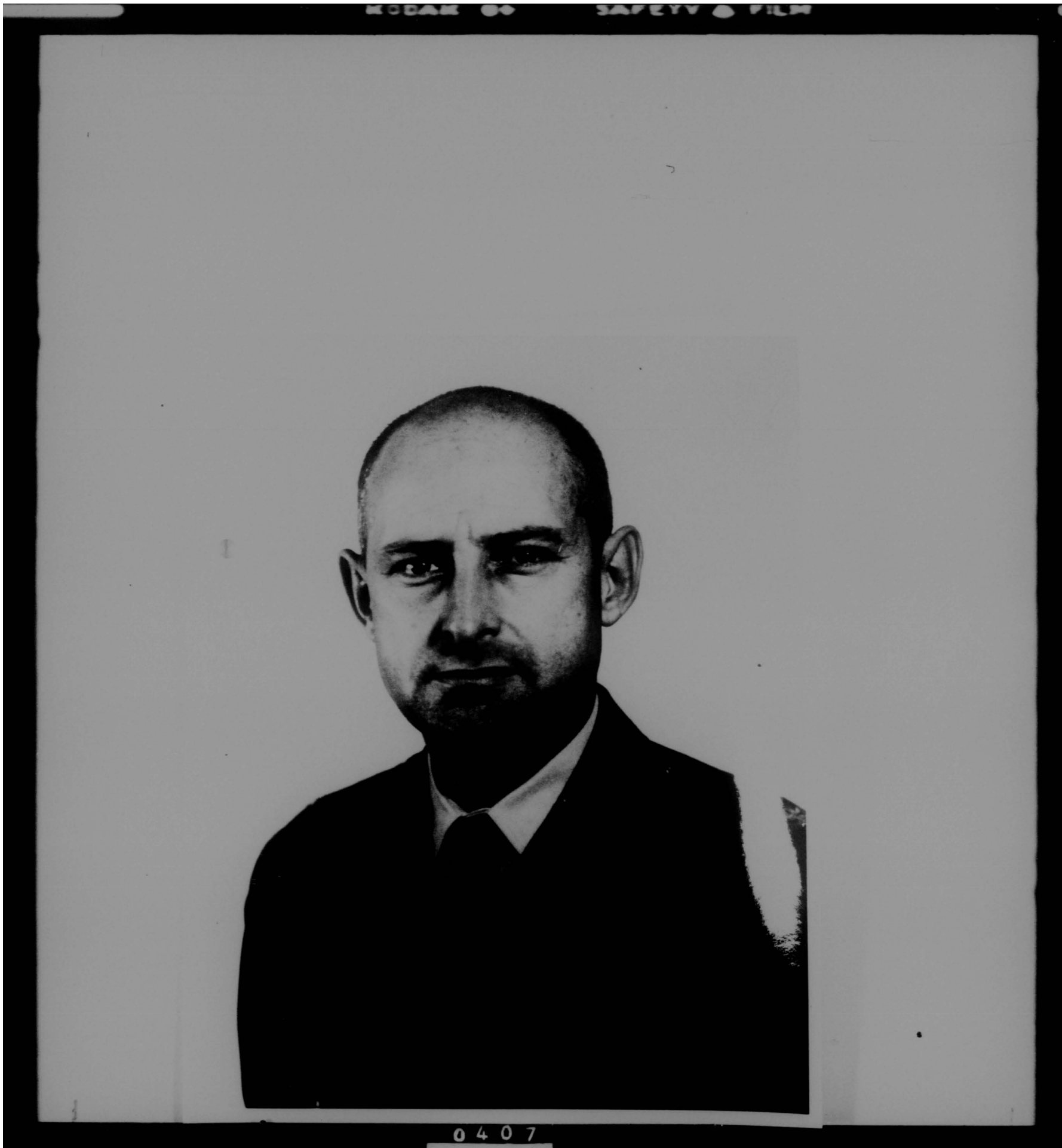
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3

COLONEL GEORGE Y. JUMPER

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4

COLONEL JOHN W. GARROLL

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SECRET

Classification: SECRET
Authority: CO, 801st Bomb Wg
Initials: Wade
Date: 20 May 1954

SUBJECT: Report on Operation Full House

TO: Commander
12th Air Division
ATTN: Commander SAC Goose Bay Task Force
March Air Force Base
California

1. In accordance with instruction issued by SAC Commander Goose Bay Task Force this report on operation Full House will be brief and general in nature outlining primarily recommendations as a result of the 6 - 12 May exercise.
2. In summary, the 301st Bomb Wing accomplished the following:
 - a. Deployed a total of 590 personnel to Goose Bay including 21 people assigned to Task Force Headquarters.
 - b. Deployed 137,659 pounds of materiel including three J-47s, two 4360s, modified B-47 and KC-97 FAKs, UEE and miscellaneous cargo.
 - c. Carried out the scheduled deployment to Goose Bay of the following aircraft:
 - (1) 8 KC-97Gs on X - 2
4 KC-97Gs on X day
3 KC-97Gs on X + 1, making a total of 15
 - (2) 17 B-47s on X Day
17 B-47s on X + 1, making a total of 34
 - d. Executed the following strikes:
 - (1) X + 1: 12 KC-97s (10 primary, 2 airborne spares)
15 B-47s (tankers and bombers 100% successful)
 - (2) X + 2: 15 KC-97s (tankers 100% successful)
19 B-47s (2 B-47s did not complete mission as briefed, One with radar out and another lost oxygen)

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Subj: Report on Operation Full House

e. Redeployed 15 KC-97s, personnel and materiel to Barksdale on X + 3.

3. Recommendations:

a. Operations:

- (1) The Task Force Commander's operations staff should be comprised of key staff personnel from each of the operating bomb wings and air refueling squadrons. This staff would operate in a positive manner and direct operations of participating units to include briefing and reporting. This staff must be manned in sufficient strength to permit 24-hour operations without excessive time overlaps between shifts. This centralized task force operations staff would conduct planning on missions directed by SAC OsCE, subsequent to those spelled out in SAC operations plans. It would likewise be responsible for mission replanning, evacuation, redeployment, or any other unscheduled operation.
- (2) Flight plan information, particularly the refinement of ETSS, should be passed to Goose Bay before aircraft arrival to facilitate its use by Approach Control agencies, SAC Control Room and Wing Operations and Maintenance sections.
- (3) A tanker force, when briefed to air refuel a particular bomber force, should not be diverted once airborne to support a different bomber force than that for which they had been briefed unless positive direct communication has been established between the airborne and the ground tanker task force commanders. Such diversion should then only be carried out with the understanding and approval of the airborne tanker task force commander. The risk in such a diversion is obvious; both bomber forces may fail to be refueled.
- (4) Ground communications, both landline, radio and backup equipment, be provided and installed for immediate use in exercises or for war plan execution.
- (5) Serious consideration should be given to planning certain EWP missions that would require landing at Goose Bay. Strike aircraft would overfly Goose and be refueled at their assigned IFM locations, proceed to target

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Subj: Report on Operation Full House

and land at their post-strike base. Such missions would be most feasible for units based in the Eastern US. Capsule ferry plans would have to be changed and tankers would of necessity have to be on rotation at NEAC bases in order to launch these timely strikes. Many advantages such as reduction in bomber vulnerability, time saved, lessened crew fatigue, etc are obvious.

b. Materiel:

- (1) Many duties rightfully belonging to the Air Base Group were performed by personnel of deployed units. Goose Bay should be exercised at frequent intervals to insure their capability to completely support any operation which they would be required to support in wartime.
- (2) Billeting procedures used by MATS should be instituted by the base for billeting of maneuver or EW personnel. This method provides immediate control and location of personnel.
- (3) Cargo off-loading of KC-97Gs should be a base responsibility.
- (4) Base support personnel should be received by their counterparts and integrated into base support operations.
- (5) Larger storage volume for JP-4 should be made available.
- (6) Construction of an access road around the active runway to runway 050-230 should be expedited, this to preclude vehicle crossing of runway 099-270.
- (7) Deficiencies in base support equipment peculiar to B-47 aircraft should be corrected as quickly as possible.
- (8) The maintenance organization should be established at task force level and in accordance with SAC Manual 66-12, thus relieving each wing commander of the maintenance responsibility. Personnel should be provided from each wing to establish such a maintenance organization.

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Subj: Report on Operation Full House

(9) Ground refueling should utilize the copilot's panel rather than the SPR panel.

4. For future exercises as well as for EWP responsibilities adequate staff planning at all levels must be carried out. Such planning should include the briefing and instruction of all participants, both SAC personnel and those with responsibilities at the forward base.

H. M. WADE
Colonel, USAF
Commander

A TRUE COPY

CLARENCE H. GARRISON
Major USAF
Adjutant

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HEADQUARTERS
301ST BOMBARDMENT WING, (M)
Barksdale Air Force Base
Louisiana

Classification: SECRET
Authority: CC, 301st BW
Initials: Larrison
Date: 16 Jul 54

May-June 1954

16 July 1954

Analysis of SAC Management Control System

General

The attached data indicates the status of the 301st Bombardment Wing under the SAC Management Control System as if the month June was the end of a complete quarter. The score obtained on quantitative items measures the percent of progress achieved in two thirds of the training quarter ending 31 July 1954. The score on proficiency items indicates the proficiency on these activities during May and June 1954.

CommentsPersonnel

MERS for airmen was 71.3%, giving 10% for maximum score.

MTD Utilization - At the present there is a high status of skilled personnel who have completed the course within the Wing.

Material

Again the score for T.O.C. reflects an inaccurate score due to unavailable information for the month of May.

Physical Conditioning

Due to time spent at SES and requirements by SAC Reg 50-2 to confirm 1 hour per day or 1 hour judo per man per day and not more than four such periods per week per man time did not permit more training.

Attachment #1

SAC Management Control System (Detail)

Attachment #2

Squadron Operations Standings

Attachment #3

RES Proficiency

Frank J. RASOR
FRANK J. RASOR
Lt. Colonel, USAF
Comptroller

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SAC MANAGEMENT CONTROL SYSTEM (DETAIL)

A. PERSONNEL - 185 Points1. Manning in Required Specialties - Officers 25 Pts. - Airmen 45 Pts.

	<u>Required</u>	<u>"IRS"</u>	<u>% IRS</u>	<u>% of Max Score</u>
a. Officers:	377	340	90.1	80%
b. Airmen:	1602	1143	71.3	10%

Score Officers 20.0 - Airmen 4.5

2. AWOL Rate - 30 Pts.

	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Quarter</u>	<u>% of Max Score</u>
No. AWOL's	0	1	4	5	
Strength	2128	2016	2116	6260	100%

Score 30.0

3. Ground Safety - 25 Pts.

	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Quarter</u>	<u>% of Max Score</u>
Mil Lost Time Acdt	4	0	1	5	
Mil Man Days	80,270	65,875	62,370	188,515	
Civ Time Lost Acdt	0	0	0	0	
Civ Man Hours	13,720	6,216	6,512	26,448	
Govt Veh Acdt	0	0	0	0	
Govt Veh Mileage	40,288	32,000	33,100	105,388	
Ground Safety Index				2.65	
Acdt Cost Index:					
Acdt Cost	\$ 2,463	\$ 21	\$ 171	2,655	
Mean Strength	2128	2016	2116	6,260	
Acdt Cost Index				\$.42	100%

Score 25.0

4. Reenlist Rate - 40 Pts.

	<u>Discharges</u>	<u>Reenlistments</u>	<u>Rate</u>	<u>% of Max Score</u>
April	14	1		
May	10	1		
June	19	0		
Quarter	43	2	4.6	10%

Score 4.0

5. MTD Utilization - 20 Pts.
(Mechanical MTD)

	<u>Required</u>	<u>Utilized</u>	<u>% of Max Score</u>
April	N/A	N/A	
May	3500	733	
June	3500	979	
Quarter	7000	1712	24%

Score 4.8

Total Score 88.3

47.7%

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D. MATERIEL - 140 Points1. Flying Hours as a % of Required - 60 Pts.

	Hours Required		Hours Delivered		% Max Score
	B-47	KC97	B47	KC97	
April	1232	810	1232	799	
May	1459	950	1459	872	
June	1549	703	1549	703	
Quarter	4240	2463	4240	2374	98.6%

Score 59.1

2. Reports of Survey - 20 Pts.

	Number Surveys	Dollar Cost	Civilian Strength	Military Strength	Avg Dollar Cost	Rate Per 1000	% of Max. Score
April	2	208.62	78	2126	104.31		
May	5	569.90	37	2016	117.98		
June	6	1297.77	37	2053	182.96		
Qtr	13	1896.29	152	6197	145.86	2.04	65%

Score 13.0

3. T. O. C. Rate - 60 Pts.

	April	May	June	Quarter	%Score
Total Man Hrs Reqd (B-47)	N/A	3171	3305	6476	
Total Acft Possessed (B-47)	N/A	45	48	93	
Total Man Hrs Reqd (KC-97)	N/A	135	729	2084	
Total Acft Possessed (KC-97)	N/A	22	22	44	
Total Units NCM (B-47)	N/A	400	670	1150	
Total Acft Possessed (B-47)	N/A	45	48	93	
Total Units NCM (KC-97)	N/A	173	97	270	
Total Acft Possessed (KC-97)	N/A	22	22	44	
Total Man Hr Backlog (B-47)	N/A	3171	3305	6476	
Total Std Man Hr for T.O's Completed (B-47)	N/A	1200	1839	3039	
Total Man Hr Backlog (KC-97)	N/A	1355	729	2084	
Total Std Man Hr for T.O's Completed (KC-97)	N/A	900	626	1526	
No T.O's 180 days old for which Kits are Avail (B-47)	N/A	0	0	0	
No T.O's 180 days old for which Kits are Avail (KC-97)	N/A	3	1	4	63%

Score 38.0

Total Score 110.1

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C. USCM & FLYING SAFETY - 120 Pts.

1. <u>USCM - 80 Pts.</u>	<u>B-47</u>	<u>KC-97</u>	<u>% Score</u>
% Acft Airborne Effective	94.1	100	
Airborne Acft Completing Mission	94.1	100	
% Regd Acft Airborne	100	100	
Adjustment Factor	1.00	1.00	
Mission Eff. Score	100	100	

Score 80.0

2. <u>Flying Safety - 40 Pts.</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Qtr</u>	<u>% Max Score</u>
No Accts (B-47)	0	0	0	0	
No Accts (KC-97)	0	0	0	0	
No Fly Hrs (B-47)	1350	1681	1613	4644	
No Fly Hrs (KC-97)	799	880	750	2429	
Acct Rate (B-47)	0	0	0	0	
Acct Rate (KC-97)	0	0	0	0	100%

Score 40.0

Total Score 120

ATTACHMENT NO. 1
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OPERATIONS1. Training Minims - Bombardment(a) Number of Crews

4 Combat Ready Crews
 35 Select or Lead Crews
 3 Standboard Crews
 6 Non-Ready Crews

(b) Bombardment

Equation for computations:

$$\frac{\text{No Accompl}}{\text{No Reqd}} \times \text{Max Points} = \text{No Pts Scored}$$

$$(1) \text{ Bombing } \frac{578}{721} \times 35 = 28.0$$

$$(2) \text{ Navigation } \frac{270}{301} \times 25 = 21.7$$

$$(3) \text{ Cruise Control } \frac{80}{85} \times 10 = 9.4$$

$$(4) \text{ Air Refuel \& Rendez } \frac{180}{276} \times 25 = 16.3$$

$$(5) \text{ Gunnery } \frac{78}{81} \times 10 = 9.6$$

$$(6) \text{ Atomic } \frac{306}{462} \times 10 = 6.6$$

$$(7) \text{ Misc } \frac{553}{757} \times 15 = 10.9$$

$$(8) \text{ Flying Time } \frac{2333}{2550} \times 20 = 18.5$$

Total 121.4

$$\frac{121.4}{150} = 80.9\% \text{ Two Months Rqmts } \frac{100}{150} = 67\%$$

C. (c) TankerNumber of Crews

18 Combat Ready Crews
 1 Non Combat Ready Crew

$$(1) \text{ Wet Hookups and Rendez } \frac{427}{485} \times 15 = 13.2$$

$$(2) \text{ Navigation } \frac{162}{198} \times 10 = 8.2$$

$$(3) \text{ Cruise Control } \frac{44}{54} \times 5 = 4.1$$

$$(4) \text{ Misc } \frac{274}{308} \times 10 = 9.0$$

$$(5) \text{ Flying Time } \frac{90}{90} \times 10 = 10.0$$

Total 44.5

$$\frac{44.5}{80} = 89\% \text{ Two Months Rqmts } \frac{33.3}{50} = 67\%$$

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2. Total Operations - 460 Ptsa. Training Minims

	<u>Max</u> <u>Score</u>	<u>Score</u>	<u>% of</u> <u>Max Score</u>
(1) Bombardment	150.0	121.4	81%
(2) Tanker	50.0	44.5	89%
b. IES Bombing Accuracy	40.0	38.8	96%
c. IES Visual Accuracy	25.0	24.0	96%
d. Hite Cal Nav Prof (KC-97)	20.0	20.0	100%
e. Cruise Control Prof (KC-97)	15.0	15.0	100%
f. Air Refueling Prof			
(1) Wet Hookups	20.0	20.0	100%
(2) Radar Rendezvous	20.0	20.0	100%
g. Scored Crews			
(1) Bombardment	40.0	40.0	100%
(2) Tanker	10.0	10.0	100%
h. Combat Ready Crews			
(1) Bombardment	40.0	20.0	50%
(2) Tanker	10.0	7.0	70%
i. Physical Conditioning	<u>20.0</u>	<u>6.0</u>	<u>30%</u>
	460.0	386.3	83.9%
Wing Total Score	905.0	704.7	77.8%

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301ST BOMBARDMENT WING
SAC MANAGEMENT CONTROL SYSTEM
WING AND SQUADRON OPERATIONS STANDINGS
PERIOD ENDING MAY-JUNE 1954

	<u>Bomb</u>	<u>Tanker</u>	<u>Wing</u>	<u>32nd</u>	<u>352nd</u>	<u>353rd</u>	<u>AVE</u>
1. <u>Training Miniruns</u>							
Bomb	150		81	82	78	79	
Tanker		50	89				89
2. <u>RES Radar Accuracy</u>	40		96	100	82	100	
3. <u>RES Visual Accuracy</u>	25		96	88	100	98	
4. <u>Wite Col Nav Prof (MC-97)</u>		20	100				100
5. <u>CC (MC-97)</u>		15	100				100
6. <u>Wet Hookups</u>	20	20	100	100	100	100	100
7. <u>Radar Rendezvous</u>	20	20	100	100	100	100	100
8. <u>Scored Crews</u>							
Bomb	40		100	100	100	100	
Tanker		10	100				100
9. <u>Combat Ready Crews</u>							
Bomb	40		50	60	50	50	
Tanker	—	10	70	—	—	—	70
	335	145	88.12	87.13	81.79	84.17	94.46

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301ST BOMBARDMENT WING (H)
 TDS Radar Proficiency Index By Crew
 Period Ending May-June 1954

STANDINGS	CREW	OBSERVER	S-LEN	TDS INDEX	
				Runs	P.P.
1	LC9	McGeachy	32	2	10.0
2	L79	Williams	353	2	10.0
3	L16	Higham	32	9	9.2
4	L15	Gisel	32	5	6.0
5	L70	Maloy	353	8	7.5
6	N76	Roberts	353	4	7.5
7	L73	Palmer	353	7	7.1
8	L77	Courtney	353	21	6.9
9	L81	Brown	353	8	6.8
10	L68	Reinsmith	353	12	6.7
11	L95	Tichenor	32	17	6.6
12	L10	Seward	32	17	6.5
13	L41	Mason	352	15	6.5
14	L08	Eastrom	32	11	6.5
15	L43	Dunn	352	10	6.5
16	L75	Stansberry	353	12	6.4
17	L80	Daniel	353	5	6.4
18	L04	Richardson	32	15	6.3
19	L46	Norman	352	11	6.2
20	L2	Campbell	32	13	6.1
21	L74	Field	353	12	6.1
22	L83	McGowan	353	10	6.1
23	L13	Ascienzo	32	7	6.0
24	L37	Neal	352	9	5.8
25	L48	Geotco	352	8	5.8
26	L14	Anthony	32	3	5.7
27	L07	Battalio	32	13	5.6
28	L06	Genung	32	11	5.6
29	R69	Fenton	353	4	5.5
30	L71	Cadden	353	24	5.3
31	L42	Huffman	352	17	5.1
32	L40	Beals	352	16	5.1
33	L36	Wines	352	9	5.1
34	L78	Pucilowski	353	24	4.9
35	L03	Dautista	32	16	4.9
36	R11	Gibson	32	15	4.9
37	L38	Watson	352	10	4.7
38	L35	Black	352	15	4.5
39	L72	Zwicke	353	0	4.5
40	L47	Edgcomb	352	12	4.3
41	L39	Fentross	352	11	4.2
42	R17	Eaton	352	1	4.0
43	N12	Brown	32	12	3.8
44	L45	O'Leary	352	16	3.3
			32	166	6.2
			353	161	6.1
			352	160	5.1
			Wing	407	5.8

Attachment NO. 3
 Page 1 of 2 Pages

SECRET

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SECRET

301ST DO LPHO BMT WING (L)
MCS Visual Proficiency Index by Crew
Period Ending May-June 1954

STANDINGS	CREW	CREWMAN	SQDN	MCS VISUAL	
				Runs	P.I.
1	L02	Carrbell	32	3	17.0
2	L10	Seward	32	2	17.0
3	L73	Palmer	353	2	16.0
4	L03	McGowan	353	2	16.0
5	L72	Zwicke	353	1	16.0
6	L46	Norman	352	2	9.0
7	L03	Deutista	32	1	9.0
8	L35	Black	352	1	9.0
9	L70	Maloy	353	4	8.8
10	L75	Stansberry	353	4	8.8
11	L08	Kustrom	32	2	8.0
12	L40	Deals	352	2	8.0
13	L47	Edgcomb	352	2	8.0
14	L48	Gootee	352	1	8.0
15	L81	Brown	353	2	7.5
16	L77	Courtney	353	5	6.8
17	L04	Richardson	32	2	6.5
18	L79	Williams	353	2	6.5
19	L74	Field	353	4	6.3
20	L42	Huffman	352	5	6.2
21	L16	Higban	32	3	6.0
22	L39	Fentress	352	2	6.0
23	L43	Dunn	352	2	6.0
24	L17	Daton	352	1	6.0
25	L07	Dattalio	32	2	5.5
26	R12	Brown	32	4	5.3
27	L05	Tichenor	32	2	5.0
28	L68	Weinsmith	353	13	4.8
29	L09	McGeachy	32	2	4.5
30	L13	Ascienzo	32	2	4.5
31	L38	Watson	352	4	4.3
32	L78	Rucilowski	353	4	4.0
33	L15	Gisel	32	2	4.0
34	L41	Wason	352	2	4.0
35	L71	Gadden	353	9	3.9
36	L06	Genung	32	4	3.8
37	R11	Gibson	32	2	3.0
38	L14	Anthony	32	4	2.6
			352	24	6.4
			353	52	5.9
			32	37	5.4
			Wing	113	5.8

ATTACHMENT NO. 3
Page 2 of 2 Pages

SECRET

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3AG

11 June 1954

SUBJECT: Preparation of Correspondence

TO: Commanders
All Units
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

All correspondence prepared for signature of the Wing
Commander after 11 June 1954 will be prepared as follows:

JOHN C. JENNISON, JR.
Colonel, USAF
Commander

BY ORDER OF THE COMMANDER:

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

7

0423

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3AG

12 June 1954

SUBJECT: Personal Conference Period

TO: Commander
All Units
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. The personal conference period for the month of June 1954 will be conducted by Colonel John W. Carroll at 1500 hours, 18 June 1954, in the Wing Conference Room, Building 21.
2. All persons desiring an interview will report to the Wing Commanders' Office on the second floor of Building 21.
3. This notice will be posted on all bulletin boards until 29 June 1954.

BY ORDER OF THE COMMANDER:

DISTRIBUTION
"E"

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

8

0424

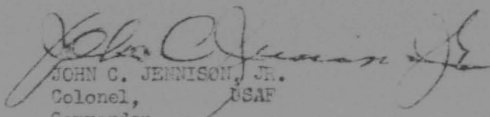
HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

GENERAL ORDERS)
NUMBER 9)

12 June 1954

ASSUMPTION OF COMMAND. -- Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 301st Bombardment Wing, Medium (SAC), effective this date.

DISTRIBUTION
"1,1"


JOHN C. JENNISON, JR.
Colonel, USAF
Commander

9

0425

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

GENERAL ORDERS)
NUMBER 10)

16 June 1954

ASSUMPTION OF COMMAND. -- Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 301st Bombardment Wing, Medium (SAC), effective this date.

DISTRIBUTION
"A"

JOHN W. CARROLL
Colonel, USAF
Commander

10

0426

HEADQUARTERS
301ST BOMBARDMENT WING MEDIUM
Barksdale Air Force Base
Louisiana

31G

22 June 1954

SUBJECT: Schedule for Sabotage Alert Plan (CONDITION JANEGRUE)

TO: Commanders
All Squadrons
301st Bombardment Wing (M)
Barksdale Air Force Base
Louisiana

In the event an alert is called, the following organizations, on dates indicated will be responsible to dispatch one (1) officer, preferably the Unit Security Officer, to the Flight Line Security Force office (Base Operations) to identify 301st Bomb Wing personnel who might be apprehended. This officer will also assist in coordinating any other necessary security matters pertaining to the alert. Upon arrival at the Flight Line Security Force Office, the officer will immediately contact the Wing Security Officer by phone for instructions.

20 Jun thru 26 Jun 54	301st Air Refueling Sq
27 Jun thru 3 Jul 54	32nd Bomb Sq
4 Jul thru 10 Jul 54	352nd Bomb Sq
11 Jul thru 17 Jul 54	353rd Bomb Sq
18 Jul thru 24 Jul 54	301st Air Refueling Sq
25 Jul thru 31 Jul 54	32nd Bomb Sq
1 Aug thru 7 Aug 54	352nd Bomb Sq
8 Aug thru 14 Aug 54	353rd Bomb Sq
15 Aug thru 21 Aug 54	301st Air Refueling Sq
22 Aug thru 28 Aug 54	32nd Bomb Sq
29 Aug thru 4 Sep 54	352nd Bomb Sq

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
"SPECIAL"

Clarence W. Garrison
CLARENCE W. GARRISON
Major, USAF
Adjutant

11

0427

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3AG

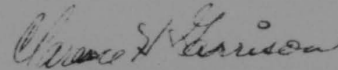
28 June 1954

SUBJECT: Use of Abbreviations

TO: Commander
All Squadrons and Staff Sections
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. The publication JANAP 169, September 1953, "Standard Abbreviations", supersedes JANAP 132 and AFR 11-11, as amended. Sufficient copies of JANAP 169 have been provided to insure adequate distribution to using agencies.
2. In order to eliminate return of requests for Special Orders, Personnel Action Memorandums, Messages etc, JANAP 169 will be utilized for all abbreviations. Request each organization and staff section instruct all personnel responsible for preparation of material requiring abbreviations to use JANAP 169 exclusively.
3. All abbreviations will be capitalized except in Messageforms and informal memoranda.

BY ORDER OF THE COMMANDER:



CLARENCE H. GARRISON
Major, USAF
Adjutant

18

0428

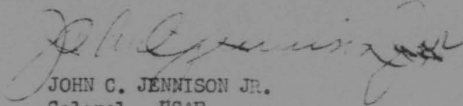
HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

GENERAL ORDERS)
NUMBER 11)

30 June 1954

ASSUMPTION OF COMMAND. -- Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 301st Bombardment Wing, Medium (SAC), effective this date.

DISTRIBUTION
"A"


JOHN C. JENNISON JR.
Colonel, USAF
Commander

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STATISTICAL SERVICE OFFICE
805TH AIR BASE GROUP
Barksdale Air Force Base

SUBJECT: Semi-Monthly Strength Report as of 15 June 1954 OFFICERS

ORGANIZATION	AUTH	W/M ASGD	N/M ASGD	W/F ASGD	TOT ASGD	PFD	ATCH
Hq Sq 301st Bomb Wing	45	47			47	35	
32nd Bomb Sq	65	56			56	46	
352nd Bomb Sq	65	57			57	16	1
353rd Bomb Sq	65	57			57	48	
301st AREFS	85	90	1		91	62	
301st A & E Sq	13	10			10	8	
301st Fld Maint Sq	7	6			6	5	
301st Per Maint Sq	5	3			3	1	
301st Avn Sq	15	7			7	4	
301st BOMB WG TOTAL	365	333	1		334	225	1
Hq Sq 376th Bomb Wing	60	70			70	53	
512th Bomb Sq	65	59			59	41	
513th Bomb Sq	65	61			61	56	
514th Bomb Sq	65	55			55	48	
376th AREFS	85	87	1		88	70	
376th A&E Sq	13	16			16	13	
376th Fld Maint Sq	7	7			7	5	
376th Per Maint Sq	5	5			5	4	
376th BOMB WG TOTAL	365	360	1		361	290	
Hq Sq Sect 805th ABG	58	52		1	53	36	4
805th Supply Sq	16	10			10	9	
805th Motor Veh Sq	5	4			4	3	
805th Air Police Sq	13	14			14	12	
805th Installation Sq	8	5			5	11	6
805th Food Service Sq	5	3			3	2	
805th Operations Sq	28	32			32	23	
4230th USAF Hosp	27	15		3	18	16	
301st TAC Hosp	27	14	1		10	25	
376th TAC Hosp	27	12			9	21	
745th AF Band	1	1			1	0	
27th WAF Sq	1			1	1	1	
805TH ABG TOTAL	216	162	1	24	187	151	10
TOTAL ASGD UNITS	946	855	3	24	882	666	11
Hq Sq 2nd Air Force	219	230		3	203	142	2
46th Comm Sq	7	7			7	6	
Hq 4th Air Division	10	13			13	11	
2nd Recon Tech Sq	63	43			43	36	
1919-3 AACCS	9	3			3	3	
26th Weather Sq	12	14			14	11	
3rd Strat Spt Sq	64	67			67	51	
2nd Alt Chamber	1	1			1	0	
TOTAL TENNANT UNITS	385	348		3	351	260	2
AGGREGATE TOTAL	1331	1203	3	27	1233	926	13

STATISTICAL SERVICE OFFICE
805TH AIR BASE GROUP
Barksdale Air Force Base

SUBJECT: Semi-Monthly Strength Report as of 15 Jun 54 AIRMEN

ORGN	AUTH	W/M	ASGD	N/M	ASGD	W/F	ASGD	N/F	ASGD	TOT	PPD	ATCH
Hq Sq 301st Bomb Wing	107	117		3						120	92	
32nd Bomb Sq	105	111		4						115	93	
352nd Bomb Sq	105	107		4						111	64	
353rd Bomb Sq	105	107		5						112	99	
301st A R Sq	228	219		12						231	192	
301st A & E Sq	339	353		9						352	253	
301st Fld Maint Sq	359	372		24						396	333	
301st Per Maint Sq	158	120		1						121	104	
301st Avn Sq	33	33								33	30	
301ST BOMB WING TOT	1539	1539		62						1601	1260	
Hq Sq 376th Bomb Wing	117	143		5		1				149	119	
512th Bomb Sq	105	143		3						146	123	
513th Bomb Sq	105	144		5						149	129	
514th Bomb Sq	105	141		6						147	133	
376th A R Sq	228	249		9						258	218	
376th A & E Sq	361	394		8						402	336	
376th Fld Maint Sq	363	412		29						441	396	
376th Per Maint Sq	158	175		7						182	161	
376TH BOMB WING TOT	1542	1801		72		1				1874	1615	
Hq Sq 805th A B Gp	216	336		29		39		4	408	377	49	
805th Supply Sq	380	370		66		10		3	449	382	2	
805th Mtr Veh Sq	177	253		27		1			281	235		
805th Air Police Sq	418	350		45		1			396	286	1	
805th Instl Sq	317	255		83		3			341	272		
805th Food Svs Sq	388	322		63					385	327	1	
805th Opns Sq	338	523		31		23		1	578	519	11	
4230th USAF Hosp	41	23		14		17			54	44		
301st TAC Hosp	98	82		12		10			104	78		
376th TAC Hosp	98	70		13					83	72		
745th AF Band	34	30		2					32	13		
27th WAF Sq	3					4			4	3		
805TH AIR BASE GROUP	2508	2614		385		408		8	3115	2608	64	
TOT ASGD UNITS	5589	5954		519		309		8	6590	5483	64	
Hq Sq 2d AF	375	363		17		5			385	343	6	
45th Comm Sq	131	135		13		1			149	121		
Hq 4th Air Div	7	9							9	7		
2d Recon Tech Sq	340	303		17					320	284		
1919-3 AACCS	106	101		1		4			106	93	2	
26th Weather Sq	40	52		2		13			67	56		
3d Strat Spt Sq	258	271		11					282	244		
2d Alt Chamber	11	9							9	8		
TOT TENNATH UNITS	1268	1243		61		23			1327	1156	8	
AGGREGATE	6857	7197		580		132		8	7917	6639	72	

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STATISTICAL SERVICES OFFICE
805TH AIR BASE GROUP
Barksdale Air Force Base

SUBJECT: Semi-Monthly Strength Report as of 28 Jun 54 OFFICERS

ORGN	AUTH	W/M ASGD	N/M ASGD	W/F ASGD	TOT ASGD	PDF	ATCH
HQ 301st BOMMGM	45	49			49	30	
32nd BOMRON	65	58			58	44	
352nd BOMRON	65	59			59	37	1
353rd BOMRON	65	59			59	48	
301st AREFS	85	92	1		93	74	
301st A & E Sq	13	11			11	8	
301st FLD MAINT SQ	7	6			6	6	
301st PER MAINT SQ	5	2			2	2	
301st AVNROBOMM	15	4			4	3	
HQ 301st BOMMGM	365	340	1		341	252	1
HQ 376th BOMMGM	60	65			65	57	
512th BOMRON	65	60			60	48	
513th BOMRON	65	65			65	55	
514th BOMRON	65	57			57	51	
376th AREFS	85	86	1		87	62	
376th A & E Maint Sq	13	17			17	16	
376th FLD MAINT SQ	7	7			7	6	
376th PER MAINT SQ	5	5			5	4	
HQ 376TH BOMMGM TOT	365	362	1		363	299	
HQ 805th ABGRU	58	54			55	37	4
805th SUP SQ	16	11			11	10	
805th MTR VEH SQ	5	4			4	4	
805th APRON	13	13			13	12	
805th INSTL SQ	8	6			6	8	
805th FOOD SVC SQ	5	3			3	2	
805th OPRON	28	32			32	27	
4230th USAF HOSP	27	12			15	14	1
301st TAC HOSP	27	15	1		26	22	
376th TAC HOSP	27	13			22	19	
745th AF BAND	1	1			1		
27th WAF SQ	1				1	1	
805TH ABGRU TOT	216	164	1		189	156	5
TOT ASGD UNITS	946	866	3		893	707	6
Hq Sq 2d AF	219	201			204	145	1
46th Comm Sq	7	7			7	6	
HQ 4th AIR DIV	10	14			14	6	
2d Recon Tech Sq	63	46			46	38	
1919-3 AACCS	9	3			3	2	
26th Weather Sq	12	15			15	11	
3rd STRAT SUPP SQ	64	66			66	56	
2nd Alt Chamber	1	1			1		
TOT TENNANT UNITS	385	353			356	264	1
AGGREGATE	1331	1219	3		1249	971	7

0432

STATISTICAL SERVICE OFFICE
805TH AIR BASE GROUP
Barksdale Air Force Base

SUBJECT: Semi-Monthly Strength Report as of 28 Jun 54 AIRMEN

ORGN	AUTH	W/M	ASGD	N/M	ASGD	N/F	ASGD	N/F	ASGD	TOT	PFD	ATC
Hq 301st BOMNGM	107	123		4						127	111	
32nd BOMRON	105	107		4						111	95	
352nd BOMRON	105	103		3						106	72	
353rd BOMRON	105	102		2						104	95	
301st AREFS	228	224		12						236	213	
301st A E Maint Sq	339	344		9						353	239	
301st FLD MAINT SQ	359	380		25						405	347	
301st PER MAINT SQ	158	120		1						121	110	
301st AVNROMBOM	33	32								32	27	
301ST BOMNGM TOT	1539	1535		60						1595	1355	
HQ 376th BOMNGM	117	147		4		1				152	125	
512th BOMRON	105	143		3						146	128	
513th BOMRON	105	144		5						149	131	
514th BOMRON	105	141		6						147	133	
376th AREFS	283	243		8						251	219	
376th A E Maint Sq	361	403		8						411	364	
376th FLD MAINT SQ	363	411		29						440	406	
301st PER MAINT SQ	153	172		7						179	167	
376TH BOMNGM TOT	1542	1804		70		1				1875	1678	
Hq 805th AGRU	216	341		35		48		3		427	398	48
805th SUP SQ	380	352		61		10		3		426	294	2
805th NTR VEH SQ	177	245		27		1				273	240	
805th APRON	413	337		41		1				379	235	
805th INSTL S.	317	248		78		3				329	275	
805th FOOD SVS SQ	364	225		65						390	326	2
805th OPRON	338	519		28		23		1		571	518	5
4230th USAF Hosp	41	210		15		17		1		54	45	
301st TAC Hosp	98	81		12						93	82	
376th TAC Hosp	98	71		13						84	77	
745th AF Band Sq	34	29		3						32	22	
27th WAF Sq	3					3				3	3	
805TH AGRU TOT	2484	2569		378		106		8		3061	2565	57
TOT ASGD UNITS	5565	5908		508		107		8		6531	5598	57
Hq Sq 2d AF	375	367		17		5				389	352	7
46th Comm Sq	131	135		12		1				148	133	
HQ 4TH AIR DIV	7	9								9	5	
2d Recon Tech Sq	340	303		17						320	287	
1919-3 AACS	106	101		1		4		2		108	85	
26th Weather Sq	40	53		2		12				67	58	
3rd STRAT SUPP Sq	258	276		12						283	257	
2nd Ait Chamber	11	9								9	8	
TOT TENNANT UNITS	1268	1253		61		22		2		1338	1135	
AGGREGATE	6833	7161		569		129		10		7369	6783	6

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, SAC
Barksdale Air Force Base, Louisiana

16

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 34)

1 June 1954

1. CAPT HARVEY F. MCKEAN, AO2034641, this HQ, SAC, this STA, is DSG as responsible for inspecting UPREALs (UPRELs) and granting clearances to forward UPREALs (UPRELs) and supporting documents to HQ 2AF for final review.
2. COL JOHN W. CARROLL, 84234, this HQ, SAC, this STA, is ASG ADDU as WG DISP, EFF 25 May 54.
3. M SGT HAROLD L. MARSTELLER JR., AF 6955591, this HQ, SAC, this STA, is APT, LCD, Wing Forms Manager for 301 BOMWG (M), SAC, this STA. AUTH: BAFFB REG 9-2, DTD 15 DEC 53.
4. UP of VOL IV, SEC 5, PAR 8a, AFM 67-1 DTD 1 JUL 53, the FMA, this HQ, SAC, this STA are AUTH to sign AF Form 50D, Repairable Parts Tag; AF Form 50B, Serviceable Parts Tag; AF Form 50E, Rejected or Condemned Tag; AF Form 50K, U R Identification Tag; AF Form 50L, Incomplete Parts Tag; AF Form 50G, T O Compliance Tag:

<u>GRADE</u>	<u>NAME</u>	<u>AFSN</u>
M SGT	MUNN W. CHATTERTON	AF 6294080
M SGT	EUGENE G. PEARSON	AF 34720562
T SGT	JOHN R. PLATE	AF 38473293

5. MAJ WALTER L. ABBOTT, AO 737692, this HQ, SAC, this STA, is ASG ADDU as WG WEMP Test Control OFF, vice CAPT CECIL L. SHICKELFORD, AO 817262, REL. AUTH SACR 66-21.

6. MAJ WALTER L. ABBOTT, AO 737692, this HQ, SAC, this STA is ASG ADDU as Recorder of the ACFT Malfunction ID, vice MAJ CHARLES D. HUCKLEBERRY, AO 669726, REL. AUTH: SACR 66-11.

7. MAJ WALTER L. ABBOTT, AO 737692, this HQ, SAC, this STA, is ASG ADDU as WG WT & BAL OFF, vice MAJ CHARLES D. HUCKLEBERRY, AO 669726, REL. AUTH: SAC Manual 66-12.

8. GEORGE L. NELSON (CIV), this HQ, SAC, this STA, is ASG DY as WG WT & BAL TEC. AUTH: SAC Manual 66-12

BY ORDER OF THE COMMANDER:

OFFICIAL:

David L. Moffat
DAVID L. MOFFAT
CAPT USAF
WG PERS OFF
DISTRIBUTION "B" PLUS 10-3DP, 28-3HS

BENNETT P. BROWDER
LT COL USAF
DIR of PERS

0434

HEADQUARTERS
301ST BOMBARDMENT WING, MEDICAL, SAC
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 35)

4 June 1954

17

1. COL JOHN C JENNISON JR, AQ38760, this HQ, SAC, this STA, is ASG DY with the WG COM Office, EFF 1 JUN 54. DAFSC: 0066C.
2. CAPT ERNEST F BRAUNERIS, 16180A, 353 BOMBON, SAC, this STA, is ASG ADDY as WG Flying Safety CFF, IAOD, in TEMP absence of CAPT DRISKILL B HORTON, AE 6900 EFF 7 JUN 54.
3. COL JOHN W CARROLL, 8423A, this HQ, SAC, this STA, is RPL from PUES DY a ASST to the WG Deputy COM and ASG DY as Deputy WG COM EFF 3 JUN 54. DAFSC: 0066C

BY ORDER OF THE COMMANDER:

OFFICIAL:

David L. Hoffert
DAVID L HOFFERT
Capt, USAF
Asst Dir of Pers

BENNETT P BRODIE JR
Lt Col, USAF
Director of Personnel

DISTRIBUTION "B" PLUS 10-3DP, 10 HS, 5 353 BOMBON

0435

301ST BOMBARDMENT WING, MEDIUM, SAC
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS;
NUMBER 36)

15 June 1954

18

1. COL JOHN W CARROLL, 6432A, this HQ, SAC, this STA, is ASS ADJUTANT as
WG PERS COMPT, IACD, EFF 3 JUN 54. AUTH: 21P REG 20-1, 18 FEB 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

David L. Hoppert
DAVID L HOPPERT
Capt, USAF
Asst Dir of Pers

BENNETT I BROWDER JR
Lt Col, USAF
Director of Personnel

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5 - 3HS

0436

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, SAC
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 37)

23 June 1954

1. MAJ NORMAN E ARMSTRONG, AC793602, HEDRON, 301 BOMW(11), SAC, this STA,
is ASG PRIM DY AS TECH SUPOFF (AFSC 6424) EFF 21 JUN 54.

BY ORDER OF THE COMMANDER:

19

OFFICIAL:

David L Moffat
DAVID L MOFFAT
Capt, USAF
Asst Dir of Pers

BENNETT F BROWDER JR
Lt Col, USAF
Director of Personnel

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0437

This Special Order consists of 1 paragraph.

HEADQUARTERS
301ST BOMBARDMENT WING MEDIUM (SAC)
Parksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 77)

4 June 1954

1. EA of the FNO, H: 301 BOMWG(M), SAC this STA, are APT MBR of Wing AMN FROM BD to CVN at the call of the PRES thereof for the purpose of placing in order of priority AMN of this Wing REGM for FROM to GR E-6 and E-7 under PROV of AFR 39-29.

COL JOHN W CARROLL	8423A	PRES
COL SHERMAN W WILKINS	5095A	MBR
LTC BENNETT P BROWDER JR	40662532	MBR
LTC BILLY S MCCARTY	8833A	MBR
MAJ CHARLES D HUCKLEBERRY	40669726	MBR
CPT DAVID L MOFFAT	40551468	Recorder

BY ORDER OF THE COMMANDER:

OFFICIAL:

CLARENCE H. GARRISON
Captain, USAF
Adjutant

Clarence H. Garrison
CLARENCE H GARRISON
Captain, USAF
Adjutant

DISTRIBUTION "B" PLUS

18 cys to 3HS

20

This Special Order consists of paragraphs 1 thru 4 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 78)

8 June 1954

1. 2NDLT DONALD MAC LEOD, AO3025595, having been ASG this HQ from 3516TH STURON, Pipeline, ATRC, Randolph Field, TEX, by PARA 15 SO 121 HQ 3510TH Flying Training WG (M BOM), (ATRC), Randolph AFB, TEX, 29 May 54, is further ASG to 32BOMRON, SAC, this STA. EDCSA: 17 Jun 54.

2. UP AFR 39-29, EA of the FMA is FROM to the GR INDC with rank from 1 Jun 54. AUTH: MSG 2AFPR 0222, 2 Jun 54.

TO SSGT (TEMP) REG AF

4/1C	GARY C KEMP	AF16345669
4/1C	DONALD E CAUDLE	AF18385089
4/1C	BILLY H GRISSOM	AF14344028
4/1C	MARVIN W TOLZMANN	AF17313712
4/1C	LONNIE H ALLEN	AF14269863
4/1C	ROBERT B WILBOURN	AF18375932
4/1C	MILTON E HERMANN	AF16046805
4/1C	MILBURN D BOND	AF18408207
4/1C	ALDACE G CROW	AF16372472
4/1C	JOHN A BAY	AF13395210
4/1C	HUGH H REED JR	AF14280508
4/1C	HENRY G BRAMWELL	AF12333404
4/1C	CLIFTON J LAVERGNE	AF18275594
4/1C	JOHN U SHAMBURGER JR	AF18356745
4/1C	JOSEPH E SENFT	AF12357509
4/1C	ROBERT H BRAY	AF13321922
4/1C	CHARLES D ROBERTSON	AF18390847
4/1C	CHARLES E BARTON	AF18280206
4/1C	LAVERNE E LADUE	AF12368306
4/1C	ROBERT D REDANZ	AF14411430
4/1C	OTIS P BLOODSOE	AF13323306
4/1C	EDWIN D WILLIAMS	AF14394126
4/1C	GEORGE D PICKERING	AF18385280
4/1C	RICHARD L FEIGHT	AF17329120
4/1C	CICERO H SPIDER JR	AF14328010
4/1C	THOMAS D VENABLE	AF18404339

3. 2NDLT ALFRED W FASS, AO3025580, having been ASG this HQ from 3516TH STURON, Pipeline, ATRC, Randolph Field, TEX, by PARA 15 SO 121 HQ 3510TH Flying Training WG (M BOM), (ATRC) Randolph AFB, TEX, 29 May 54, is further ASG to 32BOMRON, SAC, this STA. EDCSA: 17 Jun 54.

21

0439

SO 78 HQ 301BOMWG (M), Barksdale AFB, La., 8 Jun 54, CONT'D...

4. EA of the FNA is REL from ASG with 301 PERMINT SQ, SAC, this STA & RSG UINDC, SAC, this STA, REPT NLT 10 Jun 54. EDCSA: 10 Jun 54.

<u>GR. Name & SN</u>		<u>UNIT RSG</u>
MSGT FRANK J COLLINS	AF14029689	301ARFES
TSGT JAMES B LAMBERT	AF18208691	HQ 301BOMWG (M)
SSGT EARL W FULLERTON	AF13393608	DO
SSGT JAMES H POTTS	AF18331515	DO

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

DISTRIBUTION: B PLUS:

17 cys to 3HS
8 cys to 3B1
2 cys to 3B3
13 cys to 3AR
10 cys to 3AE
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18 cys to 3FM
2 cys to 3AV

This Special Order consists of paragraphs 1 through 5 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 79)

11 June 1954

1. COL HORACE M WADE, 18724, this HQ, SAC, this STA, is granted four (4) days ordinary leave. EFF c/a 12 Jun 54. UCMR to proper ORGN & STA. AUTH: AFR 35-22.
2. MAJ ALBERT A BIRETTA, 89904, 301 ARMT & ELECT MAINT SQ, SAC, this STA is granted eighteen (18) days ordinary leave. EFF c/a 12 Jun 54. UCMR to proper ORGN & STA. AUTH: AFR 35-22.
3. The PMA, ORGN INDC, 301BOMWG, SAC, this STA, are DSG as permanent MEMS of the ACFT Malfunction BD. AUTH: SAC REG 66-11.

<u>Name & Grade</u>	<u>Position</u>	<u>Organization</u>
COL JOHN W CARROLL	PRES	HQ SQ
COL SHERMAN W WILKINS	ALT	HQ SQ
LTCOL DOLFORD S PAYNE	MR	DO
LTCOL RICHARD E BARTON	MR	DO
LTCOL BILLY S MC CARTY	MR	DO
MAJ DONALD K GOSS	MR	DO
MAJ EDGAR E BUTTERWORTH	MR	DO
MAJ IRA L GRIFFIN	MR	DO
CAPT WILLIAM A ULRICH	MR	DO
LTCOL JAMES O OLDSON	MR	301 FLD MAINT SQ
MAJ ALBERT A BIRETTA	MR	301 ASE MAINT SQ
MAJ HAROLD HOLLAND	MR	DO
LTCOL CARROLL B MARKEL	MR	*3RD SSS
MAJ LARRIE E MOSES	MR	DO
MAJ WALTER L ABBOTT	REC	HQ SQ

* In concurrence with COMDR 3RD SS.

4. IARA 1 SO 195, this HQ, 1953 series, is REVO.

5. 4/1C ROBERT J HUNTER, AF12398663, is FROM to the GR of SSGT (TEMP) REG AF with rank from 1 Jun 54. AUTH: MSG 2AFTRA 0222, 2 Jun 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

15 cys to 3ES
10 cys to 3AE
2 cys to 3FM
3 cys to 3TH

DISTRIBUTION B PLUS:

0 4 4 1

22

This Special Order consists of two (2) paragraphs...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDER(S)
NUMBER 80)

12 June 1954

1. UP AFR 39-29, EA of the PMA is PROM to the GR INDC with rank from 1 Jun 54. AUTH: MSG ZAFIRA 0222, 2 Jun 54.

TO MSGT (TEMP) REG AF

TSGT	HAROLD C JONES	AF33065378	60/70
TSGT	HAROLD L BARNETT	AF34088031	53/71
TSGT	ROBERT L MOORE	AF39150181	10-32370 M
TSGT	HAYES E WILSON	AF38554843	43/71

TO TSGT (TEMP) REG AF

SSGT	DAVID C SCHLINGEN	AF17149760	73/70
SSGT	JOE W WHITE	AF34071397	43/70
SSGT	HAROLD G UHLS	AF16287175	43/70
SSGT	ROLAND E BRADLEY	AF17215148	43/70
SSGT	ROBERT P WEBB	AF1199647	AV - 33/70
SSGT	ROBERT W LOGUE	AF13166235	43/70
SSGT	LELAND J LAFAVE	AF12283403	43/70
SSGT	EDWARD H WALPAUM	AF19339507	43/70
SSGT	LUNA E MC CRODY	AF14299849	43/70
SSGT	CHARLES S STOKLEY	AF14381208	43/70
SSGT	ROLAND J GEURTS	AF16337335	43/70
SSGT	ERNEST A TAYLOR	AF13227789	43/70

2. TSGT DONALD N STARTZEL, AF13149313, is REL from ASG this HQ, SAC, this STA & RSG 30LARFES, SAC, this STA, REPT NLT 16 Jun 54. EDCSA: 16 Jun 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

DISTRIBUTION B PLUS:

5 cys to 3HS	
3 cys to 3B1	9 cys to 3AE
6 cys to 3B2	15 cys to 3FM
12 cys to 3AR	3 cys to 3AV

0442

This Special Order consists of paragraphs 1 thru 7 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 81)

15 June 1954

1. The FNCA, SQ INDC, 301BOMWG (M), SAC, this STA, are appointed members of the 301BOMWG (M) Air Refueling Board. AUTH: SAC REG 50-10, dated 6 Jan 53.

<u>GR, Name & AFSN</u>	<u>Position</u>	<u>Organization</u>
MAJ ARTHUR J THOMPSON JR 6631A	FRES	301ARFES
MAJ DONALD K GOSS 14760A	MER	HQ SQ
MAJ KENNETH R VAN ZANDT 16596A	MER	352BOMSQ
MAJ PAUL P TAYLOR 16660A	MER	DC
CAPT GEORGE B FARRAR 15354A	MER	353BOMSQ
CAPT JAMES L KRIMM A0822476	ALT MER	DC
MAJ HAROLD L SWANAGON A0699911	MER	32BOMSQ
CAPT WESLEY L FRY JR. A0828141	ALT MER	DC
CAPT ROBERT R ZADNIK A0678110	MER	301ARFES
CAPT ROBERT G BICE JR A0816214	MER	HQ SQ
TSGT JOSEPH C GIMBEL AF33786189	MER	301ARFES

2. MERS of the Air Refueling BD named in SO 202, PARA 7, 1953 series, are hereby REL from that duty.

3. EA of the FMA are REL from ASG 352BOMSQ, SAC, this STA & RSG 301FLDMAINTRON, SAC, this STA, REPT NLT 21 Jun 54. EDCSA: 21 Jun 54.

A/2C HARRY J GILKES	AF12390238
A/3C NORMAN L THOUVENALL	AF17358048
A/B RONALD M GILDERSLEEVE	AF12428816

4. EA of the FMA is REL from ASG 32BOMSQ, SAC, this STA & RSG 301FLDMAINTRON, SAC, this STA, REPT NLT 17 Jun 54. EDCSA: 17 Jun 54.

A/3C ARCHIE JOHNSON	AF14479628
A/3C ROGER D WILSON	AF19464823

5. The FNO, having been ASG this HQ from 3516STURON, Pipeline, ATRC, Randolph AFB, Randolph Field, TEX, by PARA 15 SO 121 HQ 3510 Flying Training WG (M BOM), (ATR), Randolph AFB, Randolph Field, TEX, 29 May 54, are further ASG to 353BOMSQ, SAC, this STA, REPT NLT 20 Jun 54. EDCSA: 17 Jun 54. (Officers presently DDALVP).

2NDLT KENNETH B STARNES	A03025605
2NDLT KENNETH A CALDWELL	A03025781

24

SO 81, HQ 301POMWG (M), Barksdale AFB, La., dated 15 Jun 54, CONT'D...

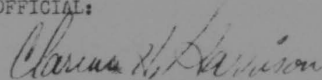
6. MSGT DANIEL D FARLEY JR, AF35656387, 30LARMT&ELECTMAINTRON, SAC, this STA, is AWD FERM GR of TSGT with DCR of 14 May 51.

7. EA of the FNA are REL from ASG 30LARMT&ELECTMAINTRON, SAC, this STA & RSG this HQ, SAC, this STA, REPT NLT 15 Jun 54. EDCSA: 18 Jun 54.

MSGT LAVERNE E DEMLER	AF6871123
SSGT CORTLAND O LORD	AF13354553
SSGT LLOYD R SCHNEIDER	AF19330445
A/1C RICHARD J LLOYD	AF12374265
A/2C WILLIAM M CROWSTON	AF28121084

BY ORDER OF THE COMMANDER:

OFFICIAL:



CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

DISTRIBUTION B PLUS:

25 cys to 3HS
10 cys to 3B1
13 cys to 3B2
10 cys to 3B3
6 cys to 3AR
18 cys to 3AE
15 cys to 3FM

This Special Order consists of two (2) paragraphs...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 83)

17 June 1954

1. EA of the FNO is REL from ASG with 301AREFS, SAC, this STA & RSG UINDC, SAC, this STA, REPT NLT 20 Jun 54. EDCSA: 20 Jun 54.

<u>GR, Name & AFSN</u>	<u>UNIT RSG</u>
2NDLT PHILLIP E ANDERSON AO3005401	32BOMRON
2NDLT JAMES D JOHNSON AO2227214	DO
2NDLT WILLIAM J RUTLEDGE AO3021683	352BOMRON
2NDLT CARM I BENNETT AO3021666	DO
2NDLT BRUNO F PITTS AO3006209	353BOMRON
2NDLT CLAUDE A MUNCEY 25432A	DO

2. A/3C CHARLES L HOGAN, AF18330451, is REL from ASG 301 ARMT&ELECTMAINTRON, SAC, this STA & RSG this HQ, SAC, this STA REPT NLT 18 Jun 54. EDCSA: 19 Jun 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

25

DISTRIBUTION "B" PLUS:

3 cys to 3HS
6 cys to 3B1
6 cys to 3B2
6 cys to 3B3
12 cys to 3AR
3 cys to 3AE

0445

This Special Order consists of two (2) paragraphs...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDER)
NUMBER 84)

18 June 1954

1. So much of the following paragraphs, Special Order number & date INDC, as pertain to MAJ KENNETH A KRIG, A0720271, 352BOMBWING, SAC, this STA, are RESC.

<u>Special Order</u>	<u>Paragraph</u>	<u>Date</u>
72	3	18 May 54
80	5	DO
DO	11	DO
DO	12	DO
23	2	11 Feb 54
9	1	20 Jan 54
184	12	30 Sep 53
DO	13	DO
62	3	20 Apr 53
55	6	11 Apr 53

2. PARA 2 SO 83, this HQ, CS, is REVO.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CLARENCE H. GARRISON
Captain, USAF
Adjutant

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

DISTRIBUTION "B" PLUS:

5 cys to 3B2
3 cys to 3AE
3 cys to 3HS

26

This Special Order consists of paragraphs 1 thru 5 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 86)

22 June 1954

1. EA of the FNO, 353BOMRON, SAC, this STA, are DSG TEST FLT CREW for B-47 type ACFT for 353BOMRON. EFF this date. AUTH: TO 01-1-300 & SAC MAN 66-12.

CAPT AUDLEY G PRATT	AO799853	A/C
CAPT LELAND T WILLIAMS	AO798928	CP
CAPT WILLIAM T DANIEL	AO933953	OBS

2. 2NDLT ERNEST J WEAVER, AO3002878, is REL from ASG 301AVRON, SAC, this STA & RSG to 301ARMT&ELECTMAINTRON, SAC, this STA, REPT NLT 24 Jun 54. EDCSA: 24 Jun 54.

3. A/IC NORMAN J LEVY, AF12327992, is REL from ASG 301AVRON, SAC, this STA & RSG this HQ, SAC, this STA REPT NLT 24 Jun 54. EDCSA: 25 Jun 54.

4. CAPT JOHN G MORRISON, AO2066378, having been ASG this HQ, from 6403d Personnel Processing SQ (FEAF) APO 959, by PARA 1 LTRO 1671, 15 May 54, as AMND by PARA 11 LTRO 1898, 6403d Personnel Processing SQ (FEAF) APO 959, 2 Jun 54, is further ASG to 301AREFS, SAC, this STA. EDCSA: 25 Jun 54.

5. 1STLT ROBERT A DAVIS, AO1911912, having been ASG this HQ from HQ 6200th ABGRU (Pipeline), FEAF, APO 74, by PARA 11 SO 99, 12 May 54, as AMND by PARA 5 SO 101, HQ Thirteenth AF (FEAF), APO 74, 14 May 54 is further ASG to 301AREFS, SAC, this STA. EDCSA: 1 Jul 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

CLARENCE H. GARRISON
Major, USAF
Adjutant

DISTRIBUTION "B" PLUS:

9 cys to 3HS
9 cys to 3B3
6 cys to 3AR
3 cys to 3AE
6 cys to 3AV

0447

This Special Order consists of paragraphs 1 thru 5 inclusive..

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 87)

23 June 1954

1. FNO, UINDC, SAC, this STA are APT, IAOD, Tactics Panel for.
301BOMWG (M). AUTH: SAC REG 55-26, 29 Jan 54.

COL	SHERMAN W WILKINS	5095A	HEDRON (PRES)
LTCOL	FRANK B MERCHANT	8487A	DO (RECORDER)
CAPT	ERWIN H ECKERT	A0673789	DO
MAJ	EDGAR E BUTTERWORTH	A0854881	DO
MAJ	LASTER B FIFE	A02100150	DO
LTCOL	HORACE E CROUCH	A0395839	DO
LTCOL	CHARLES L LOWELL	13928A	32BOMRON
LTCOL	WILLIAM B COLSON	7778A	352BOMRON
LTCOL	HILLIARD L GANDY	8161A	353BOMRON
LTCOL	DANIEL L SJODIN	10551A	30LAREFS
LTCOL	ELLSWORTH A POWELL	A0419229	HEDRON
LTCOL	DOLFORD F PAYNE	6283A	DO
CAPT	WILLIAM A ULRICH	A02068498	DO

2. PARA 1 SO 52, this HQ, CS, is RESC.

3. FNO, having been ASG this HQ from 3516STRON, Pipeline, ATRC,
Randolph AFB, Randolph FLD, TEX, by PARA 6 SO 133 HQ 3510th Flying
TNG WG (M BOM) (ATRC), Randolph AFB, Randolph FLD, TEX, 14 Jun 54,
are further ASG to 30LAREFS, SAC, this STA. REPT NLT 5 Jul 54.
EDCSA: 25 Jun 54.

2NDLT	KARL H PENNER	A03025804
2NDLT	BYRON D EDMONDS	A03026089
2NDLT	GEORGE R OSTEN JR	A03026370
2NDLT	JOHN R KNOWLTON	A03026103
2NDLT	EDWARD N JONES	A03025794

4. FNO are REL from ASG with this HQ, SAC, this STA & RSG
30LAREFS, SAC, this STA. EDCSA: 25 Jun 54.

2NDLT	KENNETH B STARNES	A03025605
2NDLT	ALFRED W FASS	A03025580
2NDLT	KENNETH A CALDWELL	A03025781
2NDLT	DONALD MAC LEOD JR	A03025595

5. A/B WILLIE W NALLEY JR, AF14391913, is REL from ASG 32BOMRON,
SAC, this STA & RSG 353BOMRON, SAC, this STA REPT NLT 24 Jun 54.
EDCSA: 24 Jun 54.

BY ORDER OF THE COMMANDER:

SO 87, HQ 301BCMMG (M), Barksdale AFB, LA., 23 Jun 54, CONT'D...

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

CLARENCE H. GARRISON
Major, USAF
Adjutant

DISTRIBUTION "E" PLUS:

40 cys to 3HS
6 cys to 3B1
3 cys to 3B2
6 cys to 3B3
30 cys to 3AR

This Special Order consists of paragraphs 1 thru 3 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 88)

25 June 1954

1. LTCOL CHARLES L LOWELL, 13928A, 32BOMRON, SAC, this STA is granted three (3) days ordinary leave. EFF O/A 26 Jun 54. UCMR to proper ORGN & STA. AUTH: AFR 35-22.

2. FNOA are REL from ASG with 301AVRON, SAC, this STA & RSG to this HQ, SAC, this STA, REPT NLT 1 Jul 54. EDCSA: 1 Jul 54.

MAJ	WALTER J WAGNER	AO432500
1STLT	ARTHUR H HANSON	AO2231129
TSGT	ROBERT P WEBB	AF11199647
SSGT	JAMES H FARMER	AF13340601

3. SMOP 5 SO 87, this HQ, CS, as reads, "EDCSA: 24 Jun 54", is AMND to read, "EDCSA: 1 Jul 54".

BY ORDER OF THE COMMANDER:

OFFICIAL:

CLARENCE H. GARRISON
Major, USAF
Adjutant

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

DISTRIBUTION "B" PLUS:

12 cys to 3HS
8 cys to 3B1
3 cys to 3B3
8 cys to 3AV

29

0450

This Special Order consists of paragraphs 1 thru 3 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 89)

28 June 1954

1. FNOA are REL from ASG 301AVRON, SAC, this STA & RSG this HQ, SAC, this STA, REPT NLT 1 Jul 54. EDCSA: 1 Jul 54.

CAPT	ROBERT L ADAMS	17928A
MSGT	JAMES H MC GEE	AF6857541
SSGT	GEORGE D NEPREN	AF14324461
SSGT	BILLY W HAVARD	AF25928203
SSGT	RALPH REMSEBURG	AF19354933
A/1C	JAMES G HUBBLE	AF15448332

2. FNOA are REL from ASG 301AVRON, SAC, this STA & RSG 301 ARMT&ELECTMAINTRON, SAC, this STA REPT NLT 1 Jul 54. EDCSA: 1 Jul 54.

1STLT	EARL M HARRIS	A01851245
TSGT	MILTON A PATTON	AF14339051
SSGT	THOMAS D VENABLE	AF18404339
SSGT	JOHN R KING	AF16375120
A/1C	HARRY L MARTIN	AF14425186
A/1C	GENE C BROWN	AF173431C1
A/1C	ARNOLD A ORCHOWSKI	AF13446857
A/1C	CHARLES D FISHER	AF14399905
A/1C	WILLARD D RUSSELL	AF17310715
A/2C	RICHARD B CARLEY	AF15478641
A/2C	ALBERT S HOWE	AF13466726
A/2C	JOHN E KOESSLER JR	AF13445199
A/2C	MERVIN L WALLACE	AF14460465

3. SSGT LOWELL B HUGHES JR, AF15358077, is REL from ASG 301 AVRON, SAC, this STA & RSG 301TACHOSP, SAC, this STA REPT NLT 1 Jul 54. EDCSA: 1 Jul 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

CLARENCE H. GARRISON
Major, USAF
Adjutant

30

DISTRIBUTION "B" PLUS: 18 cys to 3BS
39 cys to 3AE
40 cys to 3AV
3 cys to 3TH

0451

This Special Order consists of paragraphs 1 thru 3 inclusive

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 91)

30 June 1954

1. CAPT WILLIAM H CHARLTON, A01855823, having been ASG this HQ from FLT "A" 7210th PERFRON, APO 30, USAF, by PARA 5 SO 149, HQ 7210th PROC Sq (USAF), APO 30, 18 Jun 54, is further ASG to 301ARNT&ELECT-MAINTRON, SAC, this STA, EDCSA: 11 Jul 54.

2. EA of the FNO are REL from ASG with 301AREFS, SAC, this STA, & RSG to this HQ, SAC, this STA. EDCSA: 5 Jul 54.

2NDLT	KENNETH B STARNES	A03025605
2NDLT	ALFRED W FASS	A03025580
2NDLT	KENNETH A CALDWELL	A03025731
2NDLT	DONALD MAC LEOD JR	A03025595

3. EA of the FNO is REL from ASG with this HQ, SAC, this STA & RSG UINDC, SAC, this STA, REPT NLT 5 Jul 54. EDCSA: 5 Jul 54.

CAPT	DONALD S BINGHAM	A077562	32BOMTRON
CAPT	ARTHUR M HOLTORF	17279A	DO
1STLT	FLOYD H WININGER JR	A01911895	352BOMTRON
MAJ	ROBERT M SLANE	16161A	DO
CAPT	WARREN B WILSON	A0771603	353BOMTRON

BY ORDER OF THE COMMANDER:

OFFICIAL:

CLARENCE H. GARRISON
Major, USAF
Adjutant

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

DISTRIBUTION "B" PLUS:

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3 cys to 3AE

31

0452

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3AG

7 June 1954

SUBJECT: Nomination of NCO Open Mess Board Members

TO: Commander
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. Request each organization nominate one (1) NCO who is a current member of the NCO Open Mess for election to the Board of Governors. NCO's selected will be voted on by the membership at large at a general meeting to be held at the NCO Open Mess on 16 June 1954.

2. Nominations will be made by indorsement hereon so as to reach this headquarters not later than 1600 hours, 9 June 1954.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

33

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3DFO

11 June 1954

SUBJECT: Preparation and Submission of WD AGO Forms 66A

TO: Commanders
All Squadrons
301st Bombardment Wing (M)
Barksdale Air Force Base
Louisiana

1. The following message from Headquarters 2AF is restated for your information and mandatory compliance:

"2AFPRB2 3758. Effective immediately information contained on WD AGO Forms 66A on all full colonels or above will be transmitted by message to this Headquarters and info to Headquarters SAC. In addition, message transmission of WD AGO Forms 66A will be made to this Headquarters only on all officers reassigned from your organization to a command other than Second Air Force. Message transmissions will not be made for reassignment within Second Air Force. Reassignment WD AGO Forms 66A transmission will include a minimum of: Change Number, Paragraph, Special Order, EDCSA, and ultimate unit or command of assignment. Ultimate unit of assignment does not include port of embarkation. The above is in addition to other 66A requirements. 29/1526Z JAN JESBA."

2. The above message was sent to all units of this command on 1 Feb 54 however, it has been noted that units have failed to comply with the provisions of this message.

3. It should be noted that this message applies to all officers who are reassigned to commands outside of Second Air Force. It is essential that messages be prepared, when applicable, and forwarded to 301st Director of Personnel not later than 24 hours subsequent to closing of Item 28 of WD AGO Form 66. It should also be noted that message transmission is in addition to regular 66A requirements. (See Incl 1 for example)

4. In addition to the above, Second Air Force Regulation 31-1, 17 Nov 54, concerning WD AGO Forms 66A, has recently been distributed to all units of this command. Provisions of this regulation must be followed closely in preparation and submission of Change Reports. Reports of Change received by this headquarters which do not follow provisions of this directive will be returned for correction. Special attention should be given the following items:

0 4 5 4

Hq 301st Bn Wg, 3DFO, SUBJ: Preparation and Submission of WD AGO Fms 66A

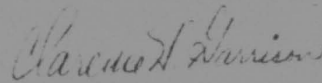
a. The Unit file of WD AGO Form 66A will not accompany an officer's records upon transfer outside the 301st Bombardment Wing. These changes will be retained for a period of 90 days and then destroyed.

b. Major changes are required to be prepared and forwarded within 24 hours subsequent to receipt of change information. Major changes are changes in Items 1, 2, 17, 18, 22, 24, 26, 28, 42, 43, 44, and 53. Changes in other items will be submitted only with Major Changes.

c. Second Air Force copy of WD AGO Form 66A will be addressed only as follows:

Commander, Second Air Force, Barksdale AFB, Louisiana
ATTENTION: Director of Personnel

BY ORDER OF THE COMMANDER:



CLARENCE H. GARRISON
Captain, USAF
Adjutant

1 Incl
Sample Msg

DISTRIBUTION "B" PLUS
50 copies to 3DFO

THE FOLLOWING EXAMPLE MAY BE USED AS A GUIDE FOR MESSAGE TRANSMISSIONS
OF WD AGO FORM 66A INFO:

34

FROM: COMADIV 4 BARKSDALE AFB LA

TO: COMAF 2 BARKSDALE AFB LA /Courier/

/UNCLASSIFIED/ JHS _____ / Fol is WD AGO Fm 66a info for Capt
John J. Jones, AO 111111, Hq 301st BomB(M). Change: 9, Item 28.
Close 14 May 54, 0 non dy days, ER. Off reg 3007 Air Traffic Sq,
Brookley AFB, Ala., per par 1, SO 106, this hq, dtd 10 May 54, EDCSA:
15 May 54.

Incl 1

0 4 5 6

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

35

3AG

11 June 1954

SUBJECT: Selection of Conferees for Improvement of Career
Attractiveness Seminar

TO: Commander
All Units
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. A SAC wide survey is being conducted to find ways and means of improving the attractiveness of a Career in the Air Force.
2. This is being accomplished by a series of informal round table discussions.
3. Anonymity of all participants will be preserved. Conferences will be conducted behind locked doors and no Commanders or other observers will be permitted to attend these conferences.
4. It is requested that you select at random the number of Officers and airmen as indicated on attached seminar schedule and time table from your organization to participate in these Seminars.
5. Times and places of the Seminars is also shown.
6. In addition to the seminars, the Seminar Leaders will conduct personal interviews as shown also on the seminar schedule and time table (Incl #1). All personnel not attending the seminars but who are interested in this problem are encouraged to see the interviewer and make constructive suggestions for improvement of Air Force Career Attractiveness. (In accordance with Incl #2).
7. Each conferee will be given a copy of Inclosure #3.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

- 3 Encls:
1. Cy Seminar Schedule and
Time Table
2. Pers Interview
Time Table
3. Ltr to Conferee

0 4 5 7

SEMINAR SCHEDULE AND TIME TABLE

<u>DATE-TIME</u>	<u>PLACE</u>	<u>CONFEREES</u>
Monday 14 Jun 54 *PM	Building S-54, South End Material Conference Room	3HS 1 - A/1C
		3B1 1 - A/2C
		3B2 1 - A/3C
	Building 51, 2nd Floor 4th Air Div Conf. Room	3B3 1 - MSGT
		3AE 1 - SSGT
	Court Room, Bldg S-54B	3AE 1 - A/1C
3FM 1 - MSGT		
Tuesday 15 Jun 54 *PM	Building S-54 South End Material Conference Room	3PM 1 - A/2C
		3AR 1 - A/1C
		3FM 1 - A/3C
		3AE 1 - A/B
	Building 51, 2nd Floor 4th Air Div Conf. Room	3FM 1 - MSGT
		3TH 1 - TSGT
3AV 1 - SSGT		
Court Room, Bldg S-54B	3E2 1 - TSGT	
	3B1 1 - A/2C	
Wednesday 16 Jun 54 *AM	Building 51, 2nd Floor 4th Air Div Conf. Room	3HS 1 - TSGT
		3B3 1 - SSGT
	Court Room, Bldg S-54B	3AE 1 - SSGT
		3AR 1 - A/3C
Thursday 17 Jun 54 *PM	Building 51, 2nd Floor 4th Air Div Conf. Room	3AE 1 - TSGT
		3AR 1 - SSGT
	Court Room, Bldg S-54B	3FM 1 - A/1C
Friday 18 Jun 54 *AM	Building S-54, South End Material Conference Room	3AE 1 - A/1C
		3FM 1 - A/2C
		3FM 1 - A/3C
	Building 51, 2nd Floor 4th Air Div Conf. Room	3HS 1 - CAPT
		3B1 1 - CAPT
		3E2 1 - 1STLT
3E3 1 - 1STLT		
	3AR 1 - 2NDLT	
Court Room, Bldg S-54B	3AR 1 - MSGT	
	3FM 1 - A/B	

* Denotes beginning of normal duty hours

AM 0730 - 1130 hours

PM 1230 - 1630 hours

INCL #1

0 4 5 8

SEMINAR SCHEDULE AND TIME TABLE

<u>DATE-TIME</u>	<u>PLACE</u>	<u>PERSONNEL</u>
Tuesday 15 Jun 54 *AM	Building S-54, South End Material Conference Room	NCO's & Airmen
	Building 51, 2nd Floor 4th Air Div Conf. Room	Officers, NCO's & Airmen
	Court Room, Bldg S-54B	NCO's & Airmen
Wednesday 16 Jun 54 *PM	Building S-54, South End Material Conference Room	NCO's & Airmen
	Building 51, 2nd Floor 4th Air Div Conf. Room	NCO's & Airmen
	Court Room, Bldg S-54B	NCO's & Airmen
Thursday 17 Jun 54 *AM	Building S-54, South End Material Conference Room	NCO's & Airmen
	Building 51, 2nd Floor 4th Air Div Conf. Room	NCO's & Airmen
	Court Room, Bldg S-54B	NCO's & Airmen
Friday 18 Jun 54 *PM	Building S-54, South End Material Conference Room	NCO's & Airmen
	Building 51, 2nd Floor 4th Air Div Conf. Room	NCO's & Airmen
	Court Room, Bldg S-54B	NCO's & Airmen

* Denotes beginning of normal duty hours

INCL #2

0 4 5 9

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

11 June 1954

3AG

SUBJECT: New Emblem for Second Air Force

36

TO: Commander
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. Headquarters, Second Air Force, has announced a program to select and adopt a new emblem to be symbolic in design of the Mission, History or Organization of the Second Air Force Command.
2. Attention is invited to Air Force Regulation 900-7, dated 24 July 1950.
3. Request that emblem designs be submitted on plain white paper either suitably colored or marked to indicate recommended colors. Request that all designs reach this headquarters not later than 30 June 1954. Each organization may submit as many designs as desired.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

0460

KODAK SAFETY FILM

HEADQUARTERS
301st BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

18 June 1954

SUBJECT: Character Guidance Lecture Attendance

37

TO: Commanders
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. I am inclosing a letter from General Preston, subject as above, dated 16 June 1954, for your information and guidance.
2. As the General states, all lectures of this type are mandatory for all military personnel and I shall expect a considerable increase in attendance figures from the 301st Wing beginning immediately.
3. Nothing less than 100% attendance will be acceptable for the 301st Bombardment Wing.

1 Incl
Ltr fr Gen Preston, subj
as above, 16 Jun 54, w/Incl

JOHN W. CARROLL
Colonel, USAF
Commander

0461

HEADQUARTERS
4th AIR DIVISION
Barksdale Air Force Base
Louisiana

16 June 1954

SUBJECT: Character Guidance Lecture Attendance

TO: Commander
301st Bombardment Wing (M)
Barksdale Air Force Base
Louisiana

38

1. I have reminded you in staff meetings that attendance at Character Guidance Lectures by all personnel is mandatory and accordingly, that I desired you to treat this problem as a matter of directive to be complied with one hundred percent, rather than as a matter of desired objective to be complied with or to be sought, as practicable.
2. Despite my action in this matter, Barksdale remains below Air Force average in Character Guidance attendance and has dropped to an all-time new low in May. This constitutes a most disappointing response, both to the directive itself and to my expressed wishes in the matter.
3. In the future I shall expect the Character Guidance attendance figures to reflect an appropriate effort by unit commanders to attain one hundred percent compliance with the directive.
4. For your use in evaluating the efforts of your subordinate commanders, I am inclosing figures showing the attendance by squadrons of the Base at these lectures.

1 Incl
a/s

/s/ M. A. Preston
/t/ M. A. PRESTON
Brigadier General, USAF
Commander

0 4 6 2

REPORT OF CHARACTER GUIDANCE LECTURE ATTENDANCE
MAY 1954

<u>UNIT</u>	<u>NO. AIRMEN ATTENDING</u>	<u>NO. OFFICERS ATTENDING</u>	<u>PERCENTAGE</u>
Hq Sq Sec, 805th AF Gp	160	0	34.2
805th Supply Sq	400	0	96.5
805th Food Service Sq	344	3	97.7
805th Air Police Sq	294	12	91.6
745th AF Band	21	0	67.7
805th Installations Sq	149	0	51.2
805th Motor Vehicle Sq	103	2	46.4
805th Operations Sq	120	0	23.5
27th MAE Sq	4	1	100
2nd SPS	176	32	87.3
Hq 376th Bomb Wg	77	0	44.2
514th Bomb Sq	134	38	90.
512th Bomb Sq	131	20	93.4
513th Bomb Sq	98	17	60.6
376th Air Refueling Sq	100	26	41.8
376th Field Maint Sq	60	0	14.
376th A & E Sq	28	0	8.
376th Periodic Maint Sq	104	0	63.4
Hq 301st Bomb Wg	37	0	24.8
301st Periodic Maint Sq	26	1	78.8
352nd Bomb Sq	94	31	74.8
301st A & E Sq	211	8	66.7
301st Aviation Sq	0	0	0.
353rd Bomb Sq	0	0	0.
32nd Bomb Sq	0	0	0.
301st Air Refueling Sq	0	0	0.
301st Field Maint Sq	0	0	0.
All Medical Units	49	0	19.5

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HEADQUARTERS
301ST BOMBARDMENT WING (M)

OPERATIONS
PLAN
(BOMBARDMENT)

NUMBER 219-54

DATE 24 June 1954

39

0 4 6 4

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0135Z, 24 June 1954

OPERATIONS PLAN)

NUMBER 219-54)

CHART AND MAP REFERENCES: As Required.

TASK ORGANIZATIONS:

Headquarters Squadron, 301st Bomb Wing	Maj C. H. Garrison
32nd Bombardment Squadron	Lt Col C. L. Lowell
352nd Bombardment Squadron	Lt Col U. B. Colson
353rd Bombardment Squadron	Lt Col W. L. Gandy
301st Air Refueling Squadron	Lt Col D. L. Sjodin
301st A & E Maintenance Squadron	Maj A. A. Birotta
301st Field Maintenance Squadron	Lt Col J. C. Oldsen
301st Periodic Maintenance Squadron	Lt G. Mitchell

1. GENERAL SITUATION: It is estimated by 30 June the 301st Bomb Wing will have completed 85% of all 50-3 requirements. To insure all crews are scored 100% for minimums, we are scheduling those crews requiring additional training items on specific dates in specific aircraft.
2. MISSION: To meet requirements of SAC Regulation 50-3 and commitments from higher headquarters.
3. TASKS FOR SUBORDINATE UNITS:
 - a. Headquarters Squadron: Reference Appendix I, Annex "A" and Annex "B".
 - b. 32nd Bombardment Squadron: Reference Appendix II, Annex "A" and Annex "B".
 - c. 352nd Bombardment Squadron: Reference Appendix III, Annex "A" and Annex "B".

OFR PL/N 219-54
Page 1 of 3 pages

0 4 6 5

- d. 353rd Bombardment Squadron: Reference Appendix IV, Annex "A" and Annex "B".
- e. 301st Air Refueling Squadron: Reference Appendix V, Annex "A" and Annex "B".
- f. 301st A & E Maintenance Squadron: Reference Annex "C" (Logistics) and Annex "B".
- g. 301st Field Maintenance Squadron: Reference Annex "C" (Logistics) and Annex "B".
- h. 301st Periodic Maintenance Squadron: Reference Annex "C" (Logistics) and Annex "B".
- x. GENERAL INSTRUCTIONS:
 - (1) Order of Execution will be issued by the tactical squadrons in the form of Flight Orders (each Flight Order will designate the aircraft commander as such).
 - (2) Requests for maintenance will be made by work order from Maintenance Control.
 - (3) All commitments from higher headquarters known at this time have been considered and included in this plan.
 - (4) Transportation for flight crews during duty hours will be obtained by calling Extension 773; after duty hours Gladiolo Control will furnish transportation.
 - (5) Necessary changes to this plan will be coordinated through the squadron commanders, Maintenance Control and the Chief of Operations and Training.
- 4. LOGISTICAL MATTERS: Reference Annex "C" (Logistics).
- 5. COMMAND AND COMMUNICATION MATTERS: Omitted.

ANNEXES:

- A - OPERATIONS
- B - GROUND TRAINING
- C - LOGISTICS

DISTRIBUTION:

32d Bomb Sq - 3 cys
352d Bomb Sq - 3
353d Bomb Sq - 3
301 AFS - 3
301 A & E - 1
301 FM - 1
301 PM - 1
3CO - 1
3DCO - 1
3DO - 1
3DM - 1
3DOA - 1
3DOC - 3
3DOP - 1
3DCG - 1
4DO - 1
805 AEG - 1
Wg Historian - 4

OFFICIAL:

JENNISON

Sherman W. Wilkins
SHERMAN W. WILKINS
Colonel, USAF
Director of Operations

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0135Z, 24 June 1954

ANNEX "A" TO OPERATIONS PLAN)

NUMBER 219-54)

OPERATIONS

PART I - GENERAL:

1. Three B-47B's will be used primarily for transition and special weapons loading support to other stations.
2. Whenever possible, crews will be scheduled to fly their assigned aircraft.
3. Turn around sorties, on other than transition aircraft, will not be scheduled.
4. General Landry's check out will be given priority over normal training, reference Appendix VI, Annex "A". Aircraft will not need "K" but radar will be operational.
5. It is the responsibility of the designated aircraft commander to furnish Gladiola Control his aircraft requirements 48 hours prior to the scheduled take off. Reference Appendix VII, Annex "A".
6. This plan is based on minimum training requirements; however, it should not be construed that only these minimums will be met.
7. Any higher headquarters commitments after this plan is published will be scheduled at the commanders 60-9 board meeting.
8. Flying the ROTC Cadets on 8, 9 and 16 July will take priority over normal missions.
9. There will be no flying training scheduled 1 through 5 July 1954.
10. Staff officers will be scheduled to fly on 6, 7, 8, 9, 12, 15, 16, 19, 20, 21, 27, 28, 29, and 30 July. These aircraft will be fully equipped aircraft.

ANNEX "A" OPR PLAN 219-54
Page 1 of 3 pages

0468

11. SES aircraft will be flown on a shakedown flight prior to departure for SES.
12. One KC-97 will be scheduled to Tucson 19 and 26 July to carry the SES maintenance package to Tucson.
13. Any KC-97 support required by SES maintenance personnel will be on a day to day basis.
14. One KC-97 will be required for air lift of 38 ROTC cadets and 1 officer to Eglin on 2 July 1954.

PART II - SPECIAL WEAPONS: Special Weapons commitments for the month of July are:

1. It is anticipated there will be at least one aircraft scheduled for a special weapons commitment away from Barksdale during July, this commitment will be scheduled later using a normal sortie aircraft and crew.
2. One aircraft with type II configuration at Barksdale AFB on 7, 8, 9, 14, 15, 16, 21, 22, 23, 28, 29 and 30 July; on 8, 15, 22 and 29 July the special weapons aircraft will also be used for gunnery training.
3. The three B-47B's will be used for special weapons training to the maximum possible extent.

APPENDICES:

- I - Staff Proficiency Flights
- II - 32nd Bomb Sqn
- III - 352nd Bomb Sqn
- IV - 353rd Bomb Sqn
- V - 301st Air Refuel Sqn
- VI - General Landry's Checkout

DISTRIBUTION:

Same as Cpr Plan

OFFICIAL:

JENNISON

Sherman W. Wilkins
SHERMAN W. WILKINS
Colonel, USAF
Director of Operations

ANNEX "A" OPR PLAN 219-54
Page 3 of 3 pages

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0135Z, 24 June 1954

APPENDIX I TO ANNEX "A"
OPERATION PLAN 219-54)

STAFF PROFICIENCY FLIGHTS

PART I. GENERAL:

1. All Staff flights will be planned for a minimum duration of 5 + 00 hours.
2. Those squadrons are responsible for a qualified observer as indicated on the schedule either a crew or Staff observer will be provided.
3. Take off times will be established at the discretion of the senior officer.
4. Officers who are not available for their scheduled flight will be required to provide a suitable replacement.

PART II. SCHEDULE: See attached page.

NAMES	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30
COL JENNISON	X							X								X			
COL CARROLL		X							X								X		
COL WILKINS			X							X								X	
LT COL MERCHANT		X							X								X		
LT COL BARTON	X							X								X			
LT COL POWELL				X							X								X
LT COL FAYNE								X								X			
MAJ MERTEN			X							X									X
MAJ LIVEPMAN					X							X							
MAJ PERETTO				X							X								X
MAJ HUCKLEBERRY				X							X								X
MAJ ABBOTT					X							X							
CAPT HORTON					X							X							
32 OBSERVER		X							X								X		
352 OBSERVER			X							X									X
353 OBSERVER	X																		
LT COL ICWELL		X						X				X							X
MAJ GOADE		X						X				X							X
MAJ DUCUETTE		X						X				X							X
LT COL COLSON							X				X								
MAJ WILSON							X				X								
MAJ MILLER							X				X								
LT COL GANDY							X		X										
CAPT PERKINS							X		X										
LT COL STEVENS							X		X										

AIF I ANNEX "A" OTR PLAN 219-54
Page 2 of 2 pages

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0135 Z, 24 June 1954

APPENDIX II TO ANNEX "A")

OPERATION PLAN 219-54)

32ND BOMB SQUADRON

	L02	L03	L04	L05	L06	L07	L08	L09	L10	L11	R12	L13	L14	L15	L16	R19
VIS RES	1	1	1	1	1	1	1	1	1				1	1	1	
RADAR RES	1	3	3	3	3	3	3	3	3	3	3	3	2	3	2	
CAM ATT		4	4	4	4	4	5	4	4	4	4	4	2	2	4	
DAY CFL				1			1				1			1		
NITE CFL	2	2	2	2	1	2	2	2	2	1		2	1	2	2	
IFR		1	1		1		1	1				1	2	1	1	
E/R		1	1		1		1	1				1	1	1	1	
C.C.	2	1	1		1	1				1					1	1
GUNNERY		1	1	1	1	1		1	1		1	1	1	1		
PROFICIENCY				2											2	
STAND BOARD						1			1							

The 32nd Bomb Squadron is responsible for scheduling a Gunnery Sortie each time the following acft are scheduled: 5243, 5254, 7075, 7046, 7019, 7026, 7034, 7025, 7039, 7035

APP II ANNEX "A" OPR PLAN 219-54
Page 1 of 2 Pages

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JULY

CREW	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30
L02	X			X		X													
L03			X						X	X							X		
L04			X		X							X							X
L05										X			X			X			X
L06			X				X					X							X
L07			X				X						X			X			
L08	X						X						X			X			
L09				X					X						X				X
L10										X			X		X				X
L11	X			X		X													
R12	X			X		X													
L13		X			X			X			X								X
L14																X			X
L15		X						X						X			X		
L16											X			X	X				X
N19		X			X				X		X			X					

APP II ANNEX "A" OPR PLAN 219-54
Page 2 of 2 Pages

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HEADQUARTERS 301ST BOMBARDMENT WING (H)
 Barksdale Air Force Base, Louisiana
 01352, 24 June 1954

APPENDIX III TO ANNEX "A")

OPERATION PLAN 219-54)

352ND BOMB SQUADRON

REQUIREMENTS	N52	N35	N36	N37	N38	N39	N40	N41	N42	N43	N17	N45	N46	N47	N48	N50	N51
VIS RELEASES	ply for	3	3	Stand	3	3		3	3	4				3		ply for	ply for
VIS RES	for	1	2	by	1			1	2	2	2				1	for	for
RADAR RES	depending	1	2	to	2	2		2	2	7	1	2	1	1	1	depending	depending
IEDA	to	1	1	operation		1	1	1	1	1	1	1	1	1	1	to	to
G&I	ready	1	1	requirements		1	1	1	1	1	1	1	1	1	1	ready	ready
CAN ATT	status	1	2		2	2		2	2	6		2				status	status
DAY CEL		1			1	2		2	1	1	1	2	1				
NITE CEL			2														
GRID		3	3				1	1	1	2	1	1	2	2	1		
IPR - 100			1	1		1	1	1	1	1	1	1	1	1	1		
IPR - NITE			1	1		1		1	1		1	1	1	1			
PILOT PROF			1	2		2	2	1	2	2	3	1	1	2	1		
STANDBOARD											1						
GUNNERY				2		2								1			
LONG W/NGE			1														

JULY

CREW	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29
N-52	X				X		X		X			X			X				
L-35		X		X															
L-36	X		X		X			X											
L-37			X					X											
L-38		X		X	X														
L-39	X					X			X				X						
L-40												X		X					
L-49	X					X			X	X									
L-42											X		X		X	X			
L-43		X																	
R-17		X		X		X		X											
L-45	X		X																
L-46	X		X		X														
L-47													X		X	X			
L-48								X		X			X						
N-50					X		X				X		X		X			X	
N-51		X					X							X		X			X
STAFF								X					X						

HEADQUARTERS 301ST BOMBARDMENT WING (H)
 Parkedale Air Force Base, Louisiana
 0135Z, 24 June 1954

APPENDIX IV TO ANNEX "A")

OPERATION PLAN 219-54)

353RD BOMB SQUADRON

REQUIREMENTS	168	170	171	172	173	174	175	177	178	179	180	181	183	189	N76	187
VIS RELEASES	0	3	0	0	3	0	2	0	0	3	3	0	3	6	Fly for Upgrading to Ready Status	Fly for Upgrading to Ready Status
VIS RES	10	1	10	1	1	1	1	1	10	0	2	0	0	12		
RADAR RES	1	1	10	5	1	1	1	1	10	2	2	0	1	10		
CAN ATT	1	1	1	1	1	1	1	1	1	1	4	1	2	4		
CFI	0	0	1	0	0	0	0	0	1	0	1	0	0	1		
DAY CBL	1	1	1	1	0	0	0	0	1	0	1	0	0	2		
NIGHT CBL	1	0	0	1	0	1	0	0	0	0	1	1	0	4		
GRID	0	0	0	1	0	0	0	0	0	0	3	0	1	2		
IFR	1	0	1	1	0	1	1	0	0	1	1	1	1	6		
E/R	1	0	1	1	0	1	1	0	0	1	1	1	1	2		
C C	0	0	0	0	0	0	0	0	0	0	0	1	0	2		
PILOT PROF	1	0	1	1	0	1	0	0	1	1	2	0	0	1		
FORMATION	0	0	0	0	0	0	1	0	0	0	0	2	0	3		
CELL	0	0	0	0	0	0	0	0	0	0	0	1	0	1		
STAND BOARD	0	0	0	0	0	1	0	0	0	1	0	1	0	1		
GUNNERY	0	0	0	0	0	0	0	0	0	1	0	1	0	1		
RADAR ATT	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
190,000#	1	0	1	0	1	1	1	0	1	1	0	0	1	0		

APP IV ANNEX "A" OR PLAN 219-54
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JULY 1954

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			
L68							X					X		X					X			X								X				
L70							X						X			X					X													
L71					X		X					X			X						X													
L72						X			X				X			X						X												
L73						X			X																									
L74							X					X										X								X				
L75																																		
L77							X					X			X						X													
L78					X			X					X		X						X			X					X					
L79						X			X					X							X			X					X					
L80					X		X						X		X						X			X					X					
L81						X			X							X						X												
L83							X					X			X							X												
R69					X			X					X			X						X		X			X		X			X		
N76					X			X																										
N87						X			X						X						X			X			X				X			
STAFF														X		X																		

ATT IV ANNEX "A" OTR PLAN 210-54
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HEADQUARTERS 301ST BOMBARDMENT WING (W)
 Barksdale Air Force Base, Louisiana
 0135Z, 24 June 1954

APPENDIX V TO ANNEX "A")

OPERATION PLAN 219-54)

301st AIR REFUELING SQ

CREW	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30
T17	X					X			X										
T01					X			X			X		X		X				X
T04		X		X													X		X
T10												X		X			X		X
T24							X		X									X	
T21		X			X			X		X		X						X	
T13			X		X			X								X			X
T19		X		X			X			X			X		X				X
T22										X		X		X		X			X
T18			X			X			X										
T05	X											X							
T23																		X	
T11			X			X			X								X		X
T15		X			X		X												
T16													X		X			X	
T14	X			X				X		X		X		X					
M25			X							X			X		X				X
T09		X					X		X										
T20	X			X		X													
T07					X			X			X		X				X		X
T03	X			X		X													
M26			X				X								X		X		X

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301 REQUIREMENTS

M25 and M26 will be training for upgrading. All other crews will support the tactical B-47 aircraft and fly for proficiency.

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0135Z, 24 June 1954

APPENDIX VI TO ANNEX "A"
OPERATIONS PLAN 219-54)

Major General Landry's Check Out

PART I - GENERAL

1. General Landry will receive a local check out in B-47 type aircraft starting 12 July 1954, flying for ten successive work days. This Wing is responsible for supplying a primary and spare aircraft each day along with a qualified Airplane Commander to assist the instructor pilot who will be supplied by the 376th Bombardment Wing. This Airplane Commander will supervise the student during engine start and at such times when the instructor pilot is unable to physically supervise a critical point of instruction.
2. Each day of operation a primary and spare aircraft will be provided, both of which will be pre-flighted in accordance with schedule in Part II.
3. Take-off time and duration of flights will be at the discretion of General Landry and will be coordinated by Gladiola Control to squadrons concerned.
4. The 352nd Bombardment Squadron has the responsibility for furnishing the A/C each day (can be a co-pilot checked out as A/C). He will be assigned this duty as primary duty until the General's check out is complete.

Appendix VI to Annex "A"
Operations Plan 219-54
Page 1 of 2 Pages

PART II - SCHEDULE:

<u>DATE</u>	<u>SQDN A/C</u>	<u>Pre-flight Responsibility for spare</u>	<u>Primary A/cft</u>	<u>Spare A/cft</u>	<u>Instructor Pilot</u>
12 July	352	32	2339	7048	Howard
13 July	352	352	7048	2339	Howard
14 July	352	353	2339	7048	Howard
15 July	352	32	7048	2339	Howard
16 July	352	352	2339	7048	Howard
19 July	352	353	7048	2339	Howard
20 July	352	32	2339	7048	Howard
21 July	352	352	7048	2339	Howard
22 July	352	353	2339	7048	Howard
23 July	352	32	7048	2339	Howard

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301ST AIR REFUELING SQUADRON
301ST BOMBARDMENT WING, MEDIUM
BARKSDALE AIR FORCE BASE
Louisiana

1 July 1954

Squadron Commander's Remarks

Section H of

Air Training Report for month of June

RCS: 4-SAC-TL2

- a. Hours flown performing missions ordered by Higher Headquarters:
- | | |
|----------------------------------|--------|
| (1) Ferrying cargo & personnel | 34:00 |
| (2) Indoctrination of USA Cadets | 267:30 |
- b. Weather and local conditions which precluded or affected training to include estimated loss in number of flying hours (and type of training lost) or affected:
- (1) None
- c. Restrictions imposed by AMC Headquarters which necessitated training at a lower altitude than that specified, or a reduction in the minimum training requirements specified by SAC Regulation 50-8:
- (1) None
- d. Remarks on excessive crew changes and/or temporary crew substitutions:
- (1) None
- e. Crews, by number, which were formed after 0001 hours of first day of month to include the date each crew was formed:
- (1) M-25AO - effective date - 1 June 1954
- (2) M-26AO - effective date - 1 June 1954
- f. A list of crews, by number, whose status has changed during the reporting period, indicating the effective date:
- (1) T-0200 - dropped - Transferred to 307 AREFS effective date 10 June 1954.
- (2) T-08AO - dropped - Transferred to 307 AREFS effective date 10 June 1954.

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Conf't Squadron Commander's Remarks (June) **CONFIDENTIAL**

(3) N-23CO - change to T-23DO - effective 1 Jun 54 checked out ET assigned to make crew CR.

(4) T-01DO - change to T-01EO - effective 14 Jun 54. NAV reassigned.

(5) T-04BO - change to T04CO - effective 14 Jun 54. NAV reassigned.

g. The crew number of the standardization crew and of any other crews which the Squadron Commander considers should not be rated against training minimums and for scored crew category for the training quarter ending in the month reported or, because air training was unduly effected by circumstances beyond his control. Specific reasons should be given for each crew listed. The crew number of the standardization crew will be submitted each month whether or not relief from minimums is desired:

(1) T-05AO - Wing Air Refueling Standardization Crew

(2) T-22AO - Squadron Air Refueling Standardization Crew (No relief requested)

h. Remarks on material & personnel problems which adversely effected training accomplishments, other than those in a, b, c, & d above:

(1) During the period 1-30 June 1954 a total of 660 aircraft days were available for training considering all aircraft on the station. The number of aircraft days lost and reasons are listed below:

A. Periodic Inspections	39
B. Engine change	7
C. AOCF	<u>74</u>
Totals	120

(2) Shortages of replacement parts for KC-97's has resulted in an excessive number of aircraft being AWFE. Specific items and supply action has been reported on combat equipment status of B-47, KC-97 aircraft reports (RCS: SACF-32.).

A. The following critical parts shortages prevailed during the period 1-30 June:

<u>PART #</u>	<u>NAME OF PART</u>
4832-121002-010-03	Pump KC-97
6034-16800-1A-1A1	Indicator KC-97
4224-F46-2	Actuator KC-97
6025-1214-BX8-05	Indicator KC-97
6040-652191	Indicator KC-97
3370-286000-6175	Tube KC-97
3370-250000-6355	Tube KC-97

(3) It is anticipated that the following parts shortages will exist within the next 90 day period:

2.

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 Con't Squadron Commander's Remarks (June)

<u>PARTS #</u>	<u>NAME OF PART</u>	<u># REQUIRED</u>
4832-121002-010-03	Pump KC-97	9 each
6034-16800-1A-1A1	Indicator KC-97	15 each
4224-F46-2	Actuator KC-97	45 each
6025-1214-BX3-05	Indicator KC-97	12 each
6040-652191	Indicator KC-97	30 each
3370-286000-6175	Tube KC-97	160 each
3370-250000-6355	Tube KC-97	30 each

i. If SAC minimum training requirements were not accomplished, reasons why, other than those mentioned above, will be specifically indicated:

(1) Not applicable

j. Comments or recommendations of the Squadron Commander:

(1) In accordance with instructions contained in 301st Bombardment Wing (M) Operations Order 215-54 dated 14 June 1954 the 301st Air Refueling Squadron was required to deploy 17 KC-97 tankers and crews to Maxwell Air Force Base, Alabama, to assist the Air University in the Air Force Indoctrination of Cadets from the USAFA. The mission assigned this organization was to fly two air refueling missions, the first to be flown on 25 June 1954 and the second to be flown on 29 June 1954. The mission requirements were to air refuel B-47 type aircraft and F-84 fighter aircraft. One aircraft departed on X-1 to assist in coordinating administrative and maintenance functions. The remaining 16 aircraft departed on X day, 24 June 1954. All assigned aircraft flew the first air refueling mission as briefed and because of the non-availability of 115/145 aviation gasoline at Maxwell Air Force Base aircraft were required to return to Barksdale Air Force Base for refueling. The same aircraft and crews returned to Maxwell Air Force Base on 28 June 1954 and flew the second air refueling mission on 29 June 1954. Each aircraft that participated in the mission had 12 USAFA Cadets aboard to observe electronic rendezvous and air refueling techniques. Immediately following each mission group critiques were held and any remaining questions were discussed with the Cadets. At a Squadron critique of the crews it was decided that the Cadets were favorably impressed with air refueling techniques. It is the opinion of this officer that special mention should be made of the outstanding cooperation extended by the personnel of Maxwell Air Force Base, to this organization to insure the successful accomplishment of the mission.

(2) As directed by 2AF-OTA 2463, dated 17 May 1954 this organization had to make available one KC-97 instructor crew to assist the 96 Air Refueling Squadron, Altus Air Force Base, Oklahoma in checking out air refueling crews. Crew T-21AO was sent TDY for a thirty day period starting 25 May 1954.

k. List by crew number all those crews, including Non-combat ready crews, which have participated in any of the following categories of training:

3.

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Con't Squadron Commander's Remarks (June)

	1	2	3	4	5	6	7	8	9	10
T-01DO	x	x	x	x	-	x	x	-	x	-
T-03AO	x	x	x	-	-	-	x	-	x	x
T-04AO	x	x	x	x	-	x	x	-	x	x
T-05AO	x	x	x	x	-	x	x	-	x	x
T-07BO	x	x	x	x	-	x	x	-	x	x
T-09AO	x	x	x	x	-	x	x	-	x	x
T-10BO	x	x	x	-	-	-	x	-	x	x
T-11BO	x	x	x	x	-	x	x	-	x	x
T-13AO	x	x	x	x	-	x	x	-	x	x
T-14AO	x	x	x	x	-	x	x	-	x	x
T-15BO	x	x	x	x	-	x	x	-	x	x
T-16AO	x	x	x	-	-	-	x	-	x	x
T-17AO	x	x	x	x	-	x	x	-	x	x
T-18DO	x	x	x	x	-	x	x	-	x	x
T-19AO	x	x	x	x	-	x	x	-	x	x
T-20AO	x	x	x	x	-	x	x	-	x	x
T-21AO	x	x	x	x	-	x	x	-	x	x
T-22AO	x	x	x	-	-	-	x	-	x	x
T-23AO	x	x	x	x	-	x	x	-	x	-
T-24BO	x	x	x	x	-	x	x	-	x	-
M-25AO	x	x	x	-	-	-	x	-	x	-
M-26AO	x	x	x	-	-	-	x	-	x	-

Arthur J. Thompson Jr.
 ARTHUR J THOMPSON JR
 Major., USAF
 Commander

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HEADQUARTERS
301st BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

Wing Commander's Remarks

Section I of 4-SAC-T12 for month of June 1954.

I concur with the remarks of the Squadron Commander.

J. C. Hennison, Jr.
J. C. HENNISON, JR.
Colonel, USAF
Commander

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

Wing Commander's Remarks

Section I of

Air Training Report for month of June - RCS: 6-SAC-T12

1. Hours flown performing missions ordered by higher headquarters:

a. Air Force Indoctrination of USMA Cadets	137:35
b. Special Weapons Support to Limestone	6:00
c. Special Weapons Support to Rushmore	9:30
d. Special Test IBDA	38:20
e. San Antonio Evaluation Mission	190:00
f. SAC Evaluation School	<u>234:00</u>
TOTAL	615:25
2. Weather and local conditions. Include estimated loss of flying training hours due to the interference of extreme weather situations or local conditions of such a degree or extent as to have an appreciable effect on training scheduled:
 - a. The San Antonio Evaluation mission, scheduled for 2 June, was postponed to 3 June due to severe weather along the route to be flown.
3. Directives imposed by AWC or this headquarters which restricted flight altitude or interfered with normal training. Remarks will describe the restriction, cite the authority and date, and indicate amount of training lost or affected by the restriction:
 - a. None.
4. Combat Crew member gains and losses:
 - a. None.
5. Crew member changes. List total crew member changes made during the reporting period by crew position:
 - a. None.

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301BW - June

6. New Crews. List crews, by number, which were formed after 0001 of the first day of the month, to include the date each crew was formed:
 - a. None.
7. Crew status changes. List crews, by number, whose status has changed during the reporting period, indicating the effective date of change:
 - a. R7600 to R7600 effective 30 June 1954.
8. Standardization Crews. List the crews by number of wing and squadron standardization crews each month in this item.
 - a. L37AO, A/C Field, Wing Standardization Crew
 - b. L03AO, A/C Fry, 32nd Bomb Squadron Standardization Crew
 - c. L40AC, A/C Krig, 352nd Bomb Squadron Standardization Crew
 - d. L75AO, A/C Lodge, 353rd Bomb Squadron Standardization Crew
9. Remarks on materiel and personnel problems which adversely affected training accomplishments other than those included in 5, 6, 7, and 8 above. Include shortages and limitations of equipment or personnel when either factor has limited the unit capability.
 - a. The shortage of six aircraft maintenance officers (4344) has resulted in a direct loss of supervision and control in the maintenance activity during the past 30 days. Personnel requisitions have not been filled to alleviate this shortage of personnel.
 - b. Shortage of aircraft spares for B-47 aircraft has continued to harass the wing maintenance effort. Those major items which have repeatedly been critical, with quantities needed over and above quantities presently on hand for the next three months, are listed below in accordance with SAC message DM335806:

4227-150H	Actuator	15
4224-FL6-2	Inverter	45
4224-GC18-1	Panel	18
4504-102100-5-655-1	Regulator	10
4839-TF51800-5	Pump	12
4832-021098-030-02	Valve	16
4832-111530-030-02	Pump	8
6263-15900	Indicator	10
6025-815U8-05	Machmeter	15

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301BW - June

6034-16800-1A-1A1	Indicator	15
6025-1214BX8-05	Indicator	12
6025-739CU5-015	Indicator	16
6062-80383A	Control	9
6040-652191	Indicator	30
6134-25100A17A1B1	Indicator	9
6126-149E27	Indicator	48
6400-203963-35	Computer	9
6400-811622	Stabilizer	9
6400-572250	Power Supply	9
1670-218997125	Receiver	30
1670-641200	Power Supply	18
1670-687700	Receiver	24
1670-378200	Indicator	24
3360-073011200	Switch	30
3370-286000-6175	Tube	160
3370-250000-6355	Tube	30
6400-219668-1	Converter	9
3350-849700-4511	Resistor	28

10. If SAC minimum training requirements were not accomplished, reasons why, other than those mentioned above, will be specifically indicated:
 - a. Not applicable.
11. At the conclusion of a special training month include an analysis of accomplishments which do not fall into the routine categories of training:
 - a. Not applicable.
12. Field Training Operations. This item will indicate the number of special atomic field training operations conducted during the month, as follows:
 - a. Test of facilities: None.
 - b. Exercises: None.
 - c. Maneuvers: None.
13. Non-combat crews that could be used in case of emergency. List the total number of non-combat ready crews assigned as of the last day of the reporting period whom in the opinion of the wing commander have been trained to a point where they could be deployed flying unit aircraft if an emergency so dictated:
 - a. Five.

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301EW - June

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14. Non-combat ready crew training. When average flying time of non-combat crews that were available during the month does not compare favorably with average time flown by combat ready crews, indicate specific reasons therefor:
 - a. Not applicable.
15. Comments or recommendations of the Wing Commander:
 - a. The 301st Bomb Wing planned to fly 307 sorties and 1682 flying hours; 327 sorties and 1611 flying hours were accomplished. Over 80% of SAC Reg 50-8 minimum training accomplishments were completed at the end of June.
 - b. The air refueling demonstration reviewed by the USA cadets was completely successful. Twenty aircraft were scheduled for air refueling, one ground aborted; however, the formation leader accomplished two extra hookups so all the cadets witnessed an air refueling.
 - c. Results of the San Antonio Evaluation mission were very commendable. To accomplish these results the Wing selected the most reliable aircraft for "K" equipment and scheduled the same aircraft each night wherever possible. This procedure insured all observers had the same opportunity equipment-wise.
 - d. Nine crews successfully completed SIC during June. An additional 10 crews will report to SIS during July.
 - e. Twelve newly assigned pilots completed ground training for B-47 aircraft during June and will complete their flying training during July.
 - f. The 301st Bomb Wing has 16 second lieutenants assigned to the B-47 program. The Wing has only nine copilot positions where second lieutenants can be used. An overage of second lieutenants can very easily cause a morale problem if they are not assigned crew duty. It is recommended that consideration be given to the assignment of second lieutenants to Select and Lead crews.
 - g. During the month of June to preclude the loss of training, T33 aircraft were used to expedite delivery of critical parts for B-57 and B-47 aircraft. Loss of all airspeed indicators on one B-47 night flight required a chase aircraft be dispatched. As a result of the value received by the wing through use of a T-33 aircraft in June and the certainty that similar dividends will be realized by use of a T-33 in succeeding months it is recommended that serious consideration be given the assignment of a minimum of one T-33 to each B-47 wing.

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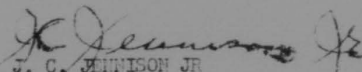
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h. The following Cross Errors, due to equipment malfunction, are summarized for month of June:

<u>CREW #</u>	<u>DATE</u>	<u>TYPE RUN</u>	<u>RES SITE</u>	<u>SCORE</u>	<u>MAFUNCTION</u>
I05AO	3 Jun	Radar	San Antonio	9840	Stab Unit
I05AO	3 Jun	Radar	Little Rock	5650	Stab Unit
R11AO	8 Jun	Radar	Dallas	8050	Polar Converter
R12AO	8 Jun	Visual	Houston	2200	Stab Unit
R12AO	8 Jun	Visual	Houston	3870	Stab Unit
L36AO	12 Jun	Radar	Sacramento	6650	Polar Converter & Stab Unit
L38AO	12 Jun	Radar	Los Angeles	5670	Polar Converter & Stab Unit
R12AO	14 Jun	Radar	Little Rock	5400	CEM
L14AO	23 Jun	Visual	Dallas	2400	Erratic PHI Amplifier
L14AO	23 Jun	Visual	Dallas	2650	Erratic PHI Amplifier
L14AO	23 Jun	Visual	Dallas	2350	Erratic PHI Amplifier
L14AO	23 Jun	Visual	Little Rock	2000	Erratic PHI Amplifier
L71BO	23 Jun	Visual	Oklahoma City	2000	THETA Sensitivity
LL4AO	28 Jun	Visual	Oklahoma City	2850	Erratic TAC Amplifier

Request the above runs not be considered by the probation board for quantity or quality.


 J. C. JENNISON JR.
 Colonel USAF
 Commander

CONFIDENTIAL

SECRETHEADQUARTERS
301ST BOMBARDMENT WING, (M)
Barksdale Air Force Base
LouisianaClassification: SECRET
Authority: CO, 301st BW
Initials: Jarrison
Date: 14 Jun 54

May 1954

14 June 1954

Analysis of SAC Management Control System

General

The attached data indicates the status of the 301st Bombardment Wing under the SAC Management Control System as if the month of May was the end of a complete quarter. The score obtained on quantitative items measures the percent of progress achieved in one third of the training quarter ending 31 July 1954. The score on proficiency items indicates the proficiency on those activities during May 1954.

CommentsPersonnel

MIRS for airmen was 70.0 percent as to 40.0 percent for April 1954.

Materiel

The score for T.O.C. reflects an inaccurate estimate due to unavailable information.

Training Minimums

Had it not been for additional requirements such as RBS Radar Record Runs with IBDA, Simulated Radar Attacks, Camera Scored with GPI and Radar Rendezvous in hours of darkness the score for training minimums would have been considerably higher.

Physical Conditioning

Due to operational commitments for the first 18 days of the month time did not permit required training to be accomplished.

The following attachments are provided for detailed information:

Attachment #1

SAC Management Control System

Attachment #2

Squadrons Operations Standings

Bennett P. Browder Jr.
BENNETT P. BROWDER, JR.
Lt. Colonel, USAF
Controller

SECRET

0493

SECRET301ST BOMBARDMENT WING (H)
SAC MANAGEMENT CONTROL SYSTEM

Estimated Score for Training for Months of April - May 1954

ITEM	MAX SCORE	% MAX SCORE OBTAINED	TOTAL SCORE	POINTS LOST
A. PERSONNEL				
1. Manning in Req'd Specialties				
a. Officers	25.0	70	18.0	7.0
b. Airmen	45.0	70	32.0	13.0
2. AVOL Rate per 1000	30.0	100	30.0	-
3. Ground Safety	25.0	100	25.0	-
4. Reenlistment Rate	40.0	10	4.0	36.0
5. MTD Utilization	20.0	15	3.0	17.0
TOTAL	185.0	61	112.0	73.0
B. MATERIEL				
1. Flying Hours Del as a % of Req'd	60.0	98	59.0	1.0
2. Reports of Survey	20.0	75	15.0	5.0
3. T.O.C.	60.0	63	38.0	22.0
TOTAL	140.0	80	112.0	28.0
C. USCM & FLYING SAFETY				
1. USCM Effectiveness	80.0	100	80.0	-
2. Flying Safety	40.0	100	40.0	-
TOTAL	120.0	100	120.0	-
D. OPERATIONS				
1. Training Minimums				
a. Bombardment	150.0	53	79.0	71.0
b. Tanker	50.0	54	27.0	23.0
2. RBS Radar Bombing Accuracy	40.0	98	49.0	1.0
3. RBS Visual Bombing Accuracy	25.0	100	25.0	-
4. Nite Cel. Nav. Prof. (KC-97)	20.0	100	20.0	-
5. Cruise Control Prof. (KC-97)	15.0	100	15.0	-
6. Air Refueling Prof.				
a. Wet Hook-ups	20.0	100	20.0	-
b. Radar Rendezvous	20.0	100	20.0	-
7. Scored Crews				
a. Bombardment	40.0	55	22.0	18.0
b. Tanker	10.0	100	10.0	-
8. Combat Ready Crews				
a. Bombardment	40.0	50	20.0	20.0
b. Tanker	10.0	100	10.0	-
9. Physical Conditioning	20.0	10	2.0	18.0
TOTAL	460.0	69	319.0	141.0
GRAND TOTAL	905.0	75	663.0	242.0

ATTACHMENT NO. 1

SECRET

0494

301ST BOMBARDMENT WING

SAC Management Control System
Squadron Operations Standing

May 1954

ITEM	Item Weight		Percent of Maximum Score Obtained				
	Bomber	Tanker	Wing	32	352	353	AES
1. Training Minimums							
Bombardment	150		53	52	55	53	
Tanker		50	54				54
2. RBS Radar Bombing Accuracy	40		98	100	84	100	
3. RBS Visual Bombing Accuracy	25		100	100	100	100	
4. Nite Cel. Nav. Prof (KC-97)		20	100				100
5. Cruise Control (KC-97)		15	100				100
6. Wet Hookups	20	20	100	100	100	100	100
7. Radar Rendezvous	20	20	100	100	100	100	100
8. Scored Crews							
Bombardment	40		55	50	70	45	
Tanker		10	100				100
9. Combat Ready Crews							
Bombardment	40		50	60	50	50	
Tanker		10	100				100
TOTAL PERCENT OF MAXIMUM	335	145	72.04	68.20	68.38	66.42	84.13

SECRET

SECRET

ATTACHMENT NO. 2

0495

HEADQUARTERS
301st BOMBARDMENT WING MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

3DOT

4 June 1954

SUBJECT: Semi-annual Ground Training Report HCS:2AF-GT-T20

TO: Commanders
All Squadrons
301st Bombardment Wing (M)
Barksdale Air Force Base
Louisiana

1. In compliance with paragraph 8, 2AF Regulation 50-6, 21 October 1953, a semi-annual report of training accomplishments will be submitted as of 2400 hours 30 June and 31 December each year.
2. This report will include only those supplements not proportionally completed (50% end of June). It will indicate the percentage of assigned personnel not trained and reason for failure to meet proportionate amount of training required by the various supplements of 2AF Regulation 50-6.
3. Suspense date for submission of above report is 1600, 2 July 1954.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison
CLARENCE H. GARRISON
Captain USAF
Adjutant

43

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3DOT

2 June 1954

SUBJECT: First Amendment, Ground Training Schedule for June 1954

TO: See Distribution

1. Paragraph 8, EMP Initial Briefing - is amended to read as follows:

<u>DATE</u>	<u>TIME</u>	<u>CREWS</u>	<u>PLACE</u>
3 June	0730-1630	L88, R69, L81, L48	War Room
4 June	0730-1630	L10.	"
4 June	1000-1800	L35, L41, L47	"
7 June	0730-1630	L16	"
11 June	0730-1630	L40	"
11 June	1000-1800	R17	"
16 June	0730-1630	L15, L06, L14, L13	"
17 June	0730-1630	L74	"
17 June	1000-1800	L08	"
21 June	0730-1630	L75, L78, L38, L48	"

2. Paragraph 9, EMP Study-is amended to read as follows:

<u>DATE</u>	<u>TIME</u>	<u>CREWS</u>	<u>PLACE</u>
5 June	0730-1130	L03, L04, L07, L10, L05	War Room
5 June	0730-1130	L39, L36	"
7 June	1000-1500	L42	"
7 June	1000-1500	L35, L41, L47	"
8 June	0730-1130	L43, L45, L46	"

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3DOT

SUBJECT: First Amendment, Ground Graining Schedule for June 1954

<u>DATE</u>	<u>TIME</u>	<u>CREWS</u>	<u>PLACE</u>
8 June	0730-1130	L68	War Room
9 June	0730-1130	L72, L70, L79	"
9 June	0730-1130	L73	"
10 June	0730-1130	L02	"
10 June	0730-1130	L16	"
15 June	0730-1130	L40	"
19 June	0730-1130	L16, R06, R13, R14, R17	"
22 June	0730-1130	L37	"
22 June	0730-1130	L74	"
24 June	0730-1130	L48, L38, L75, L78	"
25 June	0730-1130	L08, L09, R11	"
28 June	0730-1130	L80, L83, L71	"
29 June	0730-1130	L77	"
30 June	0730-1130	R69, L81	"

3. Paragraph 15, IFI & OM-is amended to read as follows:

Times listed on all dates should be

0730-0930
0930-1130
1230-1430
1430-1630

4. A & E Post Loading Team Training.

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
24 & 25 June	0730-1630	3 Officers and 3 Airman	SW Area
26 June	0730-1130	on Post Loading teams in	

3AE

3DOT

SUBJECT: First Amendment, Ground Training Schedule for June 1954

BY ORDER OF THE COMMANDER:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain USAF
Adjutant

DISTRIBUTION:

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3A&L	3 cys
3FMS	3 cys
3FMS	3 cys
3MED	3 cys
3LR	7 cys
3B1	7 cys
3E2	7 cys
3E3	7 cys
301 Sec Sect	2 cys
Base Chaplain	1 cy
Flt Surgeon (Shot Sect)	1 cy

HEADQUARTERS 301ST BOMBARDMENT WING (H)
Barksdale Air Force Base, Louisiana
25 June 1954

ANNEX "B" TO OPERATIONS PLAN)

NUMBER 219-54)

GROUND TRAINING SCHEDULE

PART I: GENERAL:

This annex constitutes the Master Ground Training Schedule for all squadrons of the 301st Bombardment Wing, for the month of July. The schedules in this annex may be, in some cases, contradictory to the Master Ground Training Schedule published by 4th Air Division, and, in such cases, will be followed rather than the 4th Air Division Schedule.

PART II: TRAINING SCHEDULE:

1. OFFICER DETAILS (JULY 1954):

<u>DATE</u>	<u>SAO</u>	<u>OD</u>	<u>FPBC</u>	<u>AO</u>	<u>TWR OFFICER</u>	<u>WDO</u>
1	3B1					3B1
2	3B1					3B2
3	3B1					3B3
4	3B2					3AR
5	3B2					3B2
6	3B2					3B3
7	3B2					3B1
8	3B2					3B2
9	3B2					3B3
10	3B2					3B1
11	3B3					3AR
12	3B3				3B3	3B3
13	3B3	3B3		3AE	3B3	3B1
14	3B3	3B2	3B3	3B3	3AR	3B2
15	3B3	3HS	3HS	3HS	3HS	3B3
16	3B3	3B1	3B1	3B1	3AR	3B1
17	3B3	3B2	3B2	3B2	3B2	3B2
18	3AR	3AR	3AR	3AR	3AR	3AR
19	3AR	3B1	3B1	3B1	3B1	3B1
20	3AR	3AE	3B3	3B3	3AR	3B2
21	3AR	3B2	3B2	3B2	3AR	3B3
22	3AR	3B2	3B1	3AR	3B2	3B1
23	3AR	3HS	3AR	3AR	3AR	3B2
24	3AR		3B2	3HS	3AR	3B3
25	3B1		3B1	3B1	3AR	3AR
26	3B1		3AR	3AR		3B2
27	3B1			3AR		3B3
28	3B1					3B1
29	3B1					3B2
30	3B1					3B3
31	3B1					3B1

a. Wing Duty Officer: A B-47 duty officer will be designated by the bombardment squadrons on the dates indicated. This officer will be a qualified B-47 aircraft commander. He will check in to Capt. Eckert (Ext 546 or 803) at 0700

on day scheduled. He will report to Gladiola Control Room at 1545 on day scheduled and will remain on duty until 0700 the following morning - Monday through Friday. The B-47 duty officer will report to the control tower during his tour of duty when emergencies involving B-47 aircraft exist, and during instrument conditions when B-47 aircraft are airborne. The Wing Duty Officer will sleep in the Conference Room and will be available in the event an emergency arises. The Wing Duty Officer on Saturday and Sunday can be any commissioned officer. His tour of duty will be from 0700 to 0700. He will be available in the event an emergency arises and acts as a responsible officer in the absence of the Wing Commander during non-duty hours.

b. Sabotage Alert Officer: Refer to letter, Hq 301st Bomb Wing, 310, dated 26 April 1954, Schedule for Sabotage Alert Plan, (Condition JAWBORN), and letter, Hq 301st Bomb Wing, 310, dated 22 June 54.

c. Officers Scheduled for Base Details: Instructions are found in the Daily Bulletin. Note that the Tower Officer is a detail other than the Wing Duty Officer.

d. If it is impossible for the scheduled officer to perform the duties of FPBO, AO, or OD, the squadron adjutant, of the individual concerned, will furnish the 301st Wing AG Section, Ext 726, the name and rank of a replacement. Reporting instructions are found in the Base Daily Bulletin.

- (1) The FPBO must have 1000 hours total flying time, 5 years service and a current instrument card.
- (2) The AO must be a rated officer, not necessarily a pilot.
- (3) The OD must be a captain or higher rank.

e. KC-97 Tower Officer: A qualified KC-97 aircraft commander will be designated by the 301st Air Refueling Squadron as Tower Officer, each day that KC-97 aircraft of the 301st Bomb Wing are flying. The KC-97 Tower Officer is to be on duty in the control tower when emergencies involving KC-97 aircraft exist, and during instrument conditions when KC-97 aircraft are airborne. The name of the designated KC-97 tower officer will be called in to Gladiola Control (Ext 546 - 803) at 0700 on the day scheduled. The above detail may be coordinated with the 376th ARS to provide one tower officer for both squadrons during those periods when both Air Refueling Squadrons have aircraft flying.

2. Personnel Inspections: Reference letter Hq, 301st Bomb Wing, 300, dated 12 January 1954, subject: Personnel Inspections. "The standby inspection of personnel living in barracks and the open ranks inspection of personnel on separate rations will be conducted on the second Saturday of each month."

3. The MAD Monthly Parade and Review is scheduled for Saturday, 10 July 54. Details to be found in Daily Bulletin.

4. Immunization: The second Saturday of each month is the scheduled day for immunization shots for personnel of the 301st Wing. It is the responsibility of each squadron to call the Immunization Section, Sgt Nelson, Ext 2457, on or before Thursday, 8 July 1954, of the number of each type shot needed and also for a scheduled time to report for the shots. Immunization will be scheduled after the parade if a parade is scheduled on this date. This schedule is also subject to change in event of a priority operational schedule on this date.

5. Character Guidance: All military personnel are required to attend. "Present for duty" and "Present for lecture" strengths will be submitted to the Base Chaplain within 48 hours after the scheduled lecture.

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
13 July	1330	3FMS	Base Chapel
24 July	0900	3B1, 3B2, 3B3, 3AR, 3AE	Base Theatre
24 July	0945	3FMS, 3AE, 3AS	Base Theatre

6. FLYING SAFETY MEETING:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
17 July	1000	All B-47 Crew Members	353rd Briefing Room
24 July	0800	All KC-97 Crew Members	3AR Briefing Room

7. INTELLIGENCE LECTURES:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
17 July	0800-1000	All combat crew members and intelligence personnel	301st AFS Briefing Room

8. EMP STUDY:

<u>DATE</u>	<u>TIME</u>	<u>CREWS</u>	<u>PLACE</u>
1 July	0730-1130	L35, L36, L39, L41	War Room
1 July	1230-1630	L38, L48	"
2 July	0730-1130	L70, L79, L72, L74	"
2 July	1230-1630	L75	"
3 July	0730-1130	L02, L08, L09, R11	"
8 July	0730-1130	L73, L71, L77	"
8 July	1230-1630	L80, L83	"
10 July	0730-1130	L43, L45, L46	"
13 July	0730-1130	R17	"
13 July	1230-1630	L37	"
14 July	0730-1130	R69, L81, L78	"
15 July	0730-1130	L03, L04, L05, L07, L10	"
17 July	0730-1130	L68	"
19 July	0730-1130	L40	"
19 July	1230-1630	L47	"
22 July	0730-1130	L43	"
24 July	0730-1130	L06, L13, L15, L16	"
30 July	0730-1130	L14	"

9. BOMB CREWMEN'S REFRESHER:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
1-2 July	0730-1630	5 crews 3B1	SW Area
		1 crew 3B2	"
		2 crews 3B3	"
6-7 July	0730-1630	2 crews each bomb squadron	"
12-13 July	0730-1630	2 crews each bomb squadron	"
19-20 July	0730-1630	2 crews each bomb squadron	"
26-27 July	0730-1630	2 crews each bomb squadron	"

10. IFI, IFE AND OH:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
7 July	0730-0930	2 crews 3B1	SW Area
	0930-1130	2 crews 3B2	"
	1230-1430	2 crews 3B3	"
	1430-1630	2 crews 3B1	"
8 July	0730-0930	2 crews 3B2	"
	0930-1130	2 crews 3B3	"
	1230-1430	2 crews 3B1	"
	1430-1630	2 crews 3B2	"
9 July	0730-0930	2 crews 3B3	"
	0930-1130	2 crews 3B1	"
	1230-1430	2 crews 3B2	"
	1430-1630	2 crews 3B3	"
14 July	0730-0930	2 crews 3B1	"
	0930-1130	2 crews 3B2	"
	1230-1430	2 crews 3B3	"
	1430-1630	2 crews 3B1	"
15 July	0730-0930	2 crews 3B2	"
	0930-1130	2 crews 3B3	"
	1230-1430	2 crews 3B1	"
	1430-1630	2 crews 3B2	"
16 July	0730-0930	2 crews 3B3	"
	0930-1130	2 crews 3B1	"
	1230-1430	2 crews 3B2	"
	1430-1630	2 crews 3B3	"
21 July	0730-0930	2 crews 3B1	"
	0930-1130	2 crews 3B2	"
	1230-1430	2 crews 3B3	"
	1430-1630	2 crews 3B1	"

22 July	0730-0930	2 crews 3B2	SJ Area
	0930-1130	2 crews 3B3	"
	1230-1430	2 crews 3B1	"
	1430-1630	2 crews 3B2	"
23 July	0730-0930	2 crews 3B3	"
	0930-1130	2 crews 3B1	"
	1230-1430	2 crews 3B2	"
	1430-1630	2 crews 3B3	"
28 July	0730-0930	2 crews 3B1	"
	0930-1130	2 crews 3B2	"
	1230-1430	2 crews 3B3	"
	1430-1630	2 crews 3B1	"
29 July	0730-0930	2 crews 3B2	"
	0930-1130	2 crews 3B3	"
	1230-1430	2 crews 3B1	"
	1430-1630	2 crews 3B2	"
30 July	0730-0930	2 crews 3B3	"
	0930-1130	2 crews 3B1	"
	1230-1430	2 crews 3B2	"
	1430-1630	2 crews 3B3	"

NOTE: If any squadron is unable to schedule at least one crew for the assigned period the school will be called at Ext 473, to allow other squadrons to utilize the vacant periods.

11. AIR CREW LOADING:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
7 July	0600-0800	2 crews 3B1	At aircraft to be scheduled at a later date
	0800-1000	2 crews 3B2	
8 July	0600-0800	2 crews 3B3	"
	0800-1000	2 crews 3B1	
14 July	0600-0800	2 crews 3B1	"
	0800-1000	2 crews 3B2	
15 July	0600-0800	2 crews 3B3	"
	0800-1000	2 crews 3B1	
21 July	0600-0800	2 crews 3B1	"
	0800-1000	2 crews 3B2	
22 July	0600-0800	2 crews 3B3	"
	0800-1000	2 crews 3B1	
28 July	0600-0800	2 crews 3B2	"
	0800-1000	2 crews 3B3	
29 July	0600-0800	2 crews	Make up periods. Call Ext 696 To Schedule Crews Who Have Not Completed 50-8 Requirements.
	0800-1000	2 crews	

12. AIRCREW OBSERVERS D.C. SCHOOL:

40 hours will be scheduled during month of August. Bomb crew members not having attended DC School or Air Crew Observers DC School will attend. Several spaces are open for 12 thru 17 July. Any squadron desiring spaces on these dates coordinate with Wing Special Weapons Officer, Ext 696.

13. SW LOADINGS FOR A&E TEAMS:

<u>DATE</u>	<u>TIME</u>	<u>PLACE</u>
10 July	0600-1000	At aircraft as listed
17 July	0600-1000	in the Maintenance
24 July	0600-1000	Operations Plan.
31 July	0600-1000	

14. AIR MONITOR (BASIC):

<u>DATE</u>	<u>TIME</u>	<u>PHASE</u>	<u>PERSONNEL</u>	<u>PLACE</u>
10 July	0800-1100	I	Any crew member	SW Area
17 July	0800-1100	II	not having com-	"
24 July	0800-1100	I	pleted course.	"
31 July	0800-1100	II	"	"

NOTE: Length of course 6 hours, two phases. Personnel must complete Phase I before taking Phase II.

15. PASSIVE DEFENSE TRAINING:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
6 July	0800	Squadron PDO	Wg Ops Room 101

16. PASSIVE DEFENSE TEAM REFRESHER:

To be scheduled at a later date.

17. GROUND MONITOR REFRESHER:

To be scheduled at a later date.

18. GUNNERY PRE-FLIGHT FOR SES:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
8 July	0730-1600	5 Co-pilots scheduled for SES 20 July 3D3	Aircraft to be scheduled at a later date - See Maintenance Plan
15 July	0730-1600	5 Co-pilots scheduled for SES 27 July 3D3	"
22 July	0730-1600	5 Co-pilots scheduled for SES August 3B1	"
29 July	0730-1600	5 Co-pilots scheduled for SES August 3D1	"

19. GUNNERY TRAINER AFG/TIA:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
6 July	1200-1400 1400-1600	1 Co-pilot 3B2 1 Co-pilot 3B3	ADTF Area "
7 July	1200-1400 1400-1600	1 Co-pilot 3B1 1 Co-pilot 3B2	" "
8 July	1200-1400 1400-1600	1 Co-pilot 3B3 1 Co-pilot 3B1	" "
9 July	1200-1400 1400-1600	1 Co-pilot 3B2 1 Co-pilot 3B3	" "
12 July	1200-1400 1400-1600	1 Co-pilot 3B1 1 Co-pilot 3B2	" "
13 July	1200-1400 1400-1600	1 Co-pilot 3B3 1 Co-pilot 3B1	" "
14 July	1200-1400 1400-1600	1 Co-pilot 3B2 1 Co-pilot 3B3	" "
15 July	1200-1400 1400-1600	1 Co-pilot 3B1 1 Co-pilot 3B2	" "
16 July	1200-1400 1400-1600	1 Co-pilot 3B3 1 Co-pilot 3B1	" "
19 July	1200-1400 1400-1600	1 Co-pilot 3B2 1 Co-pilot 3B3	" "
20 July	1200-1400 1400-1600	1 Co-pilot 3B1 1 Co-pilot 3B2	" "
21 July	1200-1400 1400-1600	1 Co-pilot 3B3 1 Co-pilot 3B1	" "
22 July	1200-1400 1400-1600	1 Co-pilot 3B2 1 Co-pilot 3B3	" "
23 July	1200-1400 1400-1600	1 Co-pilot 3B1 1 Co-pilot 3B2	" "
26 July	1200-1400 1400-1600	1 Co-pilot 3B3 1 Co-pilot 3B1	" "
27 July	1200-1400 1400-1600	1 Co-pilot 3B2 1 Co-pilot 3B3	" "
28 July	1200-1400 1400-1600	1 Co-pilot 3B1 1 Co-pilot 3B2	" "

29 July	1200-1400 1400-1600	1 Co-pilot 3B3 1 Co-pilot 3B1	ADTF Area "
30 July	1200-1400 1400-1600	1 Co-pilot 3B2 1 Co-pilot 3B3	" "

NOTE: If a co-pilot achieves a score of 150 points or more, after completing 4 hours on the trainer, no further training will be required for the present quarter. If a co-pilot reports late to TL training, it will be impossible for them to be scored.

20. CONVENTIONAL AMMUNITION LOADING:

Personnel: All E-47 combat crew personnel and appropriate A&E personnel. Units will schedule training concurrently with aircraft flying schedule when munitions are used.

21. WEAPONS FAMILIARIZATION:

Scheduled on request through Wing Ground Training Officer Ext 2591.

22. INSTRUMENT SCHOOL:

<u>DATES</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
12 thru 16 July	0730-1130	Any pilot due for	Training Office
26 thru 30 July	0730-1130	instrument training	at Base Operations

23. INSTRUMENT TRAINER (C-8 for 3AR and C-11 for Bomb Sqdns)

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
C-8 Mon thru Fri	0730-0930	1 Pilot 3AR	Bldg S-17
	0930-1130	1 Pilot 3AR	"
C-11 Mon thru Fri	1230-1330	1 Pilot 3B2	"
	1330-1430	1 Pilot 3B3	"
	1430-1530	1 Pilot 3B1	"
	1530-1630	1 Pilot 3B2	"

NOTE: It is permissible to exchange times between Bomb Squadrons.

24. RADAR TRAINEES:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
Mon thru Fri	0800-1000	3B3	Bldg S-17
	1000-1200	3B1	"
	1200-1400	3B2	"
	1400-1600	3B3	"

NOTE: One observer will be scheduled, Monday thru Friday during period 1 July thru 20 July, for T-3 Trainer. One crew will be scheduled Monday thru Friday, during period 21 July thru 31 July for T-2A Trainer. Times may be exchanged between squadrons to give those crews needing runs priority.

25. GROUND SCHOOL FOR OBSERVERS:

Ground school for observers will be held every Wednesday and Thursday at 1400-1600 hours during the month of July. Classes will be held in building S-15. All available observers are to attend one of these classes.

26. BASIC SURVIVAL:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
19 July	0730	14 crewmembers 3AR	S-532

NOTE: Officers will pay for 8 meals. Airmen will be taken off separate rations for 8 meals. (Precludes their paying for meals). At least one of the trainees listed above will be an officer. Other organizations desiring to send personnel to Basic Survival contact Wing Ground Training Officer at Ext 2591.

27. ADVANCED SURVIVAL:

<u>STARTING DATE</u>	<u>PERSONNEL</u>
7 July	3 Spaces 3B1 7 Spaces 3AR
17 July	3 Spaces 3B2 7 Spaces 3AR

28. REFRESHER SURVIVAL:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
Each Tuesday	0730-1130	Any crew member needing refresher	Bldg S-532

NOTE: Schedule NLT preceding day. Minimum 10 students, maximum 40 students.

29. AQUATIC SURVIVAL:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
26 - 30 July	0730 & 1130	All aircrew personnel	Bldg S-532

NOTE: Schedule one day in advance. Students check in at building S-532 at 0730 or 1130 for transportation to survival area. Fatigues or flying suits will be used for this training.

30. SWIMMING PROFICIENCY:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
Tues & Thur	0900-1100	Applicable to all aircrew personnel	See Note

NOTE: Students are required to have swimming trunks, soap and towel.
Schedule MLT the day preceding desired utilization. Information as to pool to be used will be given at that time.

31. PHYSICAL TRAINING:

<u>DATE</u>	<u>TYPE TRAINING</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
6 July	Judo	1030-1130	1 Crew 3B3 and 3AR	Bldg S-711
	PCU	1430-1530	1 Crew 3D1 and 3D2	"
7 July	Judo	1030-1130	1 Crew 3D1 and 3D2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
8 July	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3D1 and 3D2	"
9 July	Judo	1030-1130	1 Crew 3D1 and 3D2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
12 July	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3D1 and 3D2	"
13 July	Judo	1030-1130	1 Crew 3D1 and 3D2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
14 July	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3D1 and 3D2	"
15 July	Judo	1030-1130	1 Crew 3D1 and 3D2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
16 July	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3D1 and 3D2	"
19 July	Judo	1030-1130	1 Crew 3D1 and 3D2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
20 July	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3D1 and 3D2	"
21 July	Judo	1030-1130	1 Crew 3D1 and 3D2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
22 July	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3D1 and 3D2	"
23 July	Judo	1030-1130	1 Crew 3D1 and 3D2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
26 July	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3D1 and 3D2	"
27 July	Judo	1030-1130	1 Crew 3D1 and 3D2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
28 July	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3D1 and 3D2	"
29 July	Judo	1030-1130	1 Crew 3D1 and 3D2	"
	PCU	1430-1530	1 Crew 3B3 and 3AR	"
30 July	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	PCU	1430-1530	1 Crew 3D1 and 3D2	"

NOTE: The above schedule establishes the minimum number of personnel to

be scheduled on the dates and times indicated. Credit for Physical Training is now limited to one hour of any one phase during any one day and not more than four such periods per week. A maximum of 12 people may be scheduled for Judo, and 15 people for PCU during each period. Coordination between scheduled squadrons will be necessary when scheduling more people than the minimums listed above.

32. PHYSIOLOGICAL TRAINING:

Schedule through Wing Ground Training Officer.

33. SEAT EJECTION TRAINING:

Schedule through Wing Ground Training Officer.

34. CODE TRAINING:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
Wednesdays	0730-1130	Anyone needing code	Bldg S-58E

NOTE: Must be scheduled preceding day. 14 students maximum. Dates listed below reserved for skill level of students as indicated:

7 July	-	Radio Operators
14 July	-	D-47 Crew members
21 July	-	Pilots and Observers
28 July	-	D-47 Crew members

35. MANAGEMENT TRAINING:

Two officers to be assigned by 3DP.
Two NCO's to be assigned by 3DP.

DATES: Mondays, Wednesdays and Fridays starting 7 July.

TIMES: NCO's 0730-0930, Officers 1000-1200.

Duration of course 4 hours, 2 hours per day.

36. ORGANIZATIONAL SUPPLY COURSE:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
6 July	0730-1130 Monday thru Friday	1 Officer, 3D1, 3D2, 3D3, 3AR	Bldg S-532
12 July	"	"	"
19 July	"	"	"
26 July	"	"	"

NOTE: This course is applicable to all Officers with rank of Captain or below, and all Officers and Airmen assigned to organizational supply personnel. Classes start on Monday, and end on Friday of each week. Two Airmen will be assigned to this class each week by 3DP.

37. FIRST AID TRAINING:

Scheduled on request. Call Ext 603.

38. PROFICIENCY TESTING:

Scheduled on request through Wing Ground Training Officer.

39. PHASE III ALTITUDE INDOCTRINATION:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
24 July	0730	All B-47 crew members who have not completed Phase III Alt. Ind.	32nd Briefing Room

40. MTD:

Wing 2/Lts recently assigned 301st Bomb Wing start B-47 MTD on 6 July 54, classes 0730-1130 Monday thru Friday until completed.

41. NAVIGATION CLASS:

Wing 2/Lts to attend navigation course starting 12 July 54 from 1230-1630 Monday thru Friday. Place to be announced later.

JENNISON

OFFICIAL:

Shepherd W. Wilkins
for SHEPHERD W. WILKINS
Colonel, USAF
Director of Operations

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3LED	3 cys	301 Sec Sect 2 cys
3LR	7 cys	Base Chaplain 1 cy
3BL	7 cys	Flt Surgeon
3B2	7 cys	(Shot Sect) 1 cy

HEADQUARTERS
301ST BOMBARDMENT WING, MEDICAL
Barksdale Air Force Base
Louisiana

18 June 1954

NUMERICAL INDEX OF 301ST BOMB WING (M) MATERIEL DIRECTIVES
(This supersedes Index dtd 4 Sep 53 & Chg 1 dtd 11 Sep 53)

1. The following listed Materiel Directives are currently in-effect in the 301st Bombardment Wing (M). This index will be maintained with the file of Materiel Directives, in each organization.

<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
1		
2	1 Sep 53	Storage of AF Form 263 Equipment.
3	10 Nov 53	Expendable Supplies & Linen Exchange.
4		
5	2 Sep 53	Reparable Evacuation Policy.
6		
7	16 Oct 53	Supply Difficulty Letters.
8	11 Sep 51	Pyrotechnic Kits, Aircraft Storage, Other Storage and Replenishment.
9	19 Oct 53	Processing of 263 Equipment.
10		
11	12 Nov 53	Maint of AF Form 538.
12		
13	19 Jan 52	Supply and Maintenance - Storage.
14	1 Sep 53	Hand Receipts.
15		
16	17 Apr 52	Assignment of Responsibility for Personal Equipment Functions.
17	28 Oct 52	Report of Survey.
18	12 May 54 24 May 54	Organizational Clothing and Equipment. Change 1.

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301st Bomb WG (M) Numerical Index to Materiel Directives (Cont'd)

<u>NO.</u>	<u>DATE</u>	<u>SUBJECT</u>
19	6 Aug 58	Preparation and Maintenance of AF Form 255.
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		

BY ORDER OF THE COMMANDER:

DISTRIBUTION
"D"

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3DMS

8 June 1954

SUBJECT: Inspection of Flying Clothing and Equipment

TO: Commanders
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. Squadron Commanders will conduct a showdown inspection on all flying clothing and equipment issued on hand receipt to personnel assigned to their organization. This inspection will include B-15 jackets issued to mechanics.
2. All unserviceable items found as the result of the above inspection will be turned in to base supply and a replacement item ordered, if the item is authorized.
3. Squadron Commanders will reply by indorsement prior to 1200 hours 15 June 1954, indicating completed action on paragraphs 1 and 2 above.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

47

0514

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3DM

11 June 1964

SUBJECT: Building Utilization

TO: Commanders
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. The annual inventory of existing facilities at Barksdale Air Force Base is being accomplished. This report is used by higher headquarters in approving new construction and M&O funds. The importance of this report requires detailed study by commanders before submission.

2. The following information is required from your organization for assistance in preparation of the report:

Bldg No./Facility Name/Present Utilization /Programed Utilization/
/Nomenclature/Area S.F./ /Nomenclature/Area S.F./

This listing will reflect all space and buildings now assigned units. In some instances buildings will require a breakdown by space and standard nomenclature which will comprise of the grand total of square footage of the structure. Buildings jointly used will be consolidated at this headquarters.

3. Following is a list of nomenclatures to be used:

Shop, Maint, Orgnl.
Hq, Squadron
Hq, Wing
Supply & Issue, Orgn
Hq, Squadron
Ops, Squadron
Shop, Maint (type)
Frcht, Shop, Base
Shop, Eng Build-up
Admin. Maint
Recreational, Fac, m/Pur
Sp Weapon Tng
Shelter, Wing/Eng.
Hangar, Maint
Dorm, Airmen

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Hq 301st BWG, BAFB, La, 3DM, Subj: Bldg Utilization

Additional nomenclatures will be used if necessary to adequately describe utilization. In addition, each line entry must indicate whether it is a building, space, standard or non-standard. Inclosure #1 is an example of the report to be submitted.

4. This information will be furnished this headquarters by 1200 hrs 22 June 1954.

BY ORDER OF THE COMMANDER:

1 Incl:
Rpt example

Clarence H. Garrison
CLARENCE H. GARRISON
Captain, USAF
Adjutant

E X A M P L E

HEADQUARTERS
301ST PERIODIC MAINTENANCE SQUADRON
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

BUILDING NO.	FACILITY NAME	PRESENT UTILIZATION		PROGRAMMED UTILIZATION	
		NOMENCLATURE	AREA SF	NOMENCLATURE	AREA SF
T-9	P.I. Maint Off	Shop Maint Orgnl Space Non/Std	100	Adm, Maint Space N/Std	1,200
		Adm, Maint Space Non/Std	500		
		Sup & Issue Orgn, Space, Non/Std	600		
P-501	Airmen Barracks	Dorm, Airmen Bldg Std	10,000	Dorm Airmen Bldg Std	10,000

/s/ John Mitchell
NAME
Commander, 301st Periodic Maintenance Squadron

encl #1

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0600 Z 28 June 1954

ANNEX C TO OPERATIONS)

ORDER 219-54)

Logistics

1. General situation: The month of July is the last month in the current training quarter, therefore every effort must be made to insure maximum effectiveness of our maintenance activities. The overall plan for July encompasses 4 primary tasks: 1st to meet all aircraft schedules and operational commitments as outlined in Operations Plan 219-54. 2ndly to accomplish the maximum T.O.C.'s on B-47 and KC-97 aircraft. 3rdly to initiate the 200hr Periodic Inspection concept in B-47's. And finally to exert effort toward improved "K" system maintenance.
 - a. Our 1st task will take the exerted efforts of all Squadron Commanders, Maintenance Officers & Supervisors and can be achieved only thru the accomplishment of ~~Maximum~~ aircraft maintenance during the daily maintenance cycle. Squadron Commanders, Maintenance Officers and Supervisor are directed to take positive action to insure max accomplishment of maintenance during the daily maintenance cycle.
 - b. Our 2nd task must take a relatively high precedence due to rapid influx of T.O.C.'s received during the latter part of June. Our goal is to reach the lowest possible T.O.C. rate on all aircraft by the end of July. Primary action will be taken by the Maintenance Control Unit in obtaining list and scheduling T.O.C.'s.
 - c. The primary purpose of our 3rd task is to establish the necessary procedures and "controlling machinery for the new 200hr B-47 Periodic

ANNEX C TO OPERATIONS ORDER 219-54
Page 1 of 4 pages

Inspection." Such factors as refined scheduling of personnel, calendar time standards and manhour data must be determined under this new inspection concept during July.

- d. Our 4th task must be emphasized primarily by the A & E Squadron Commander, however, Bomb Squadron Commanders are enjoined to promote maximum coordination between Staff and Crew Observers on the respective A & E Flight Line Maintenance Officers. The implementation of SAC programming Plan 22-54 to improve the overall A & E maintenance will be initiated on 1 July.
2. Task for subordinate units.
 - a. The 805th Air Base Group will provide:
 - (1) Logistical support for 301st Bombardment Wing as outlined in Appendix I of this Annex.
 - (2) Logistical support for Base Flight maintenance activities to perform task as outlined in Appendix VI of this Annex.
 - b. The 32d Bombardment Squadron will provide:
 - (1) Eighty-nine (89) scheduled B-47 sorties.
 - (2) Four (4) B-47 for periodic inspection.
 - (3) Six (6) B-47's for ground training.
 - c. The 352d Bombardment Squadron will provide:
 - (1) Ninety-four (94) scheduled B-47 sorties.
 - (2) Two (2) B-47's for periodic inspections.
 - (3) Three (3) B-47's for ground training.
 - d. The 353d Bombardment Squadron will provide:
 - (1) **Sixty-seven (67) B-47 sorties from Barksdale AFB.**

- (2) Two aircraft, one primary and one spare, each day 12 thru 16 and 19 thru 23 July for General Landrays checkout. Aircraft assigned this project are 7048 and 2339.
 - (3) Three (3) B-47's for periodic inspection.
 - (4) Three (3) B-47's for ground training.
 - (5) Ten (10) B-47's for SES. Five to depart 20 July and five the 27th of July.
 - (6) Necessary personnel and equipment to support SES flight line requirements for ten (10) aircraft. Capt. Fulgham has been appointed project officer to coordinate all logistics matters for this exercise
- e. The 301st Air Refueling Squadron will provide:
- (1) Ninety-one (91) scheduled KC-97 sorties.
 - (2) Seven (7) special mission aircraft on dates indicated in KC-97 flying schedule.
 - (3) Fifty-eight (58) KC-97's for weather stand-by and supply pilot pick-up. These aircraft may be used as substitute aircraft on scheduled sorties but under no condition will be added to published flying schedule.
 - (4) Four (4) KC-97's for periodic inspection.
- f. The 301st Armament and Electronics Squadron will provide:
- (1) Personnel and spares to accompany the 353rd Squadron to SES on 20 & 27 July 54.
 - (2) Personnel and spares to support flying schedule and daily maintenance cycle of all aircraft. (See Appendix IV duty Schedule)
 - (3) Personnel and spares to support an aggressive T.O.C. program as scheduled by the Maintenance Control Unit.

- (4) A & B specialists to support 4 KC-97's and 8 B-47's periodic inspections.
- (5) Implement SAC programming plan 22-54 commencing 1 July 1954.
This plan will get constant command emphasis to insure desired progress in all phases.

E. The 301st Field Maintenance Squadron will provide:

- (1) Personnel and spares to accompany the 353rd Squadron to SES on 20 & 27 July 54.
- (2) Personnel and spares to support flying schedule and daily maintenance cycle of all aircraft. (See Appendix IV duty schedule)
- (3) Personnel and spares to support an aggressive T.O.C. program as scheduled by the Maintenance Control Unit.
- (4) Maximum repair of all ground power equipment.
- (5) Specialists personnel to support 4 KC-97 and 8 B-47 periodic inspections.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:

1cy 300	100cy 301 Ch Maint	RICHARD E. BARTON
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3cy 352d BS	4cy 805th Supply Sq	
3cy 353d BS	10cy of App IX to 2AF Scheduling Sect	
3cy FMS	4cy of App X to 3SSS	
5cy FMS		
5cy A&E		
10cy 3DM		
5cy 805DM		
1cy 805 CO		
1cy 4DM		
4cy 301st Historian		

ANNEX C TO OPERATIONS ORDER 219-54

Page 4 of 4 pages

HEADQUARTERS 301ST BOMBARDMENT WING (H)
Barksdale Air Force Base, Louisiana
0600Z 20 June 1954

APPENDIX I to ANNEX C
of
OPERATIONS PLAN 219-54

BASE SUPPORT REQUIREMENTS

1. Mission for the 805th Air Base Group:

- a. To provide logistical support required to provide 1555 B-47 and 800 KC-97 flying hours during the month of July 1954.
- b. To provide logistical support required to provide 1700 flying hours for Base Flight aircraft during the month of July 1954.
- c. To provide logistical support required to provide 600 flying hours for the 3rd Strategic Support Squadron.
- d. To determine adequacy of A&A Depot supply support in connection with parent wing maintenance responsibilities.

2. Supply:

- a. During the latter part of June an unusual number of TOC's arrived this station. In almost every case special "fits" must be obtained to complete the TOC. It will be necessary during July that the Priorities Section of Base Supply and Supply Liaison of the 301st jointly take aggressive action to obtain subject TOC fits. This action cannot be over emphasized.
- b. Base Supply activities:

(1) - 1 - 2 July	0700-1600 Complete Support 1600-2400 Limited Support
3 - 5 July	Transient aircraft, limited support
6 - 30 July (Except Saturdays & Sundays)	0700-1600 Complete Support 1600-2400 Limited Support

APPENDIX I TO ANNEX C OF OPERATIONS ORDER 219-54
Page 1 of 3 Pages

0522

Saturdays 0700-1200 Complete Support
 1200-2400 Stand-by Only

Sundays 0001-2400 Stand-by Only

- (2) To furnish aircraft spares for:
 - (a) Ten (10) B-47 aircraft for SES departing this station
20 and 27 July 1954.
- (3) To furnish special assistance for project "Follow-Up".
- (4) Munitions: Bomb and ammunition loading will be in accordance
with SAC Manual 20-1.
 - (a) The 301st A&E Squadron will coordinate with the Munitions
Section on exact loading times. At least twenty-four (24)
hours notice will be given on all loadings.

3. Transportation:

a. Air:

- (1) Normal.

b. Ground:

- (1) Normal.

4. Aircraft Refueling Requirements:

- a. During June a study was made to determine peak load time schedules
for B-47 and KC-97 aircraft. It was found that peak loads were from
1400 to 2300 daily and 2300 to 0600 found very few aircraft being
refueled. Based on this study the following requirements are submitted:

- (1) Base flight aircraft: One (1) hydrant on twenty-four (24) hour
duty.
- (2) 301st Bomb Wing: 2300 - 0600 daily, one (1) hydrant
 0600 - 1400 daily, two (2) hydrants
 1400 - 2300 daily, three (3) hydrants

b. Refueling pits must maintain defueling capabilities at all times.

DISTRIBUTION:
Same As Annex "C"

RICHARD L. BARTON
Lt. Colonel, USAF
Chief of Maintenance

APPENDIX I TO ANNEX C OF OPERATIONS ORDER 219-54
Page 3 of 3 Pages

0524

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0600Z 28 June 1954

APPENDIX II TO ANNEX "C"
of
OPERATIONS PLAN 219-54
AIRCRAFT FLYING SCHEDULE

1. 301ST AIR REFUELING SQUADRON:

<u>1 July</u>	<u>2 July</u>	<u>3, 4 & 5 July</u>
2874 SES 2847 SES 2858 Sup Stand By	2872 Eglin 2858 Sup Stand By	2858 Sup Stand By
<u>6 July</u>	<u>7 July</u>	<u>8 July</u>
2874 2865 2853 2870 2863 2858 Sup Stand By & WX 2862 Sup Stand By & WX	2864 2850 2871 2868 2867 2876 Sup Stand By & WX 2873 Sup Stand By & WX	2866 2869 2857 2859 2861 2872 Sup Stand By & WX 2862 Sup Stand By & WX
<u>9 July</u>	<u>10 July</u>	<u>11 July</u>
2873 2872 2853 2870 2863 2865 Sup Stand By & WX 2874 Sup Stand By & WX	2846 Test Hop 2865 Sup Stand By & WX 2874 Sup Stand By & WX	2865 Sup Stand By & WX 2874 Sup Stand By & WX
<u>12 July</u>	<u>13 July</u>	<u>14 July</u>
2862 2850 2866 2863 2858 2872 Sup Stand By & WX 2873 Sup Stand By & WX	2874 2846 2857 2870 2863 2864 Sup Stand By & WX 2873 Sup Stand By & WX	2847 2871 2872 2867 2861 2864 Sup Stand By & WX 2873 Sup Stand By & WX
<u>15 July</u>	<u>16 July</u>	<u>17 July</u>
2862	2874	2869 Test Hop

2850	2868	2864 Sup Stand By & WX
2866	2846	2873 Sup Stand By & WX
2853	2857	
2858	2865	
2864 Sup Stand By & WX	2864 Sup Stand By & WX	
2873 Sup Stand By & WX	2873 Sup Stand By & WX	
<u>18 July</u>	<u>19 July</u>	<u>20 July</u>
2864 Sup Stand By & WX	2850	2869
2873 Sup Stand By & WX	2871	2865
	2876	2872
	2853	2874 Sup Stand By & WX
	2859	2863 Sup Stand By & WX
	2861 SES	
	2864 SES	
	2843 Sup Stand By & WX	
	2874 Sup Stand By & WX	
<u>21 July</u>	<u>22 July</u>	<u>23 July</u>
2864	2862	2873
2846	2871	2876
2870	2859	2872
2861	2858	2853
2853	2874 Sup Stand By & WX	2874 Sup Stand By & WX
2874 Sup Stand By & WX	2863 Sup Stand By & WX	2863 Sup Stand By & WX
2863 Sup Stand By & WX		
<u>24 July</u>	<u>25 July</u>	<u>26 July</u>
2868 Test Hop	2874 Sup Stand By & WX	2862
2874 Sup Stand By & WX	2863 Sup Stand By & WX	2866
2863 Sup Stand By & WX		2871
		2859
		2861
		2865 SES
		2870 SES
		2874 Sup Stand By & WX
		2863 Sup Stand By & WX
<u>27 July</u>	<u>28 July</u>	<u>29 July</u>
2864	2847	2862
2873	2850	2866
2876	2869	2871
2857	2872	2859
2858	2857	2870
2863 Sup Stand By & WX	2863 Sup Stand By & WX	2863 Sup Stand By & WX
2846 Sup Stand By & WX	2846 Sup Stand By & WX	2846 Sup Stand By & WX

30 July

2864
2873
2876
2857
2861
2863 Sup Stand By & WX
2646 Sup Stand By & WX

31 July

2853 Test Hop
2863 Sup Stand By & WX
2646 Sup Stand By & WX

2. 32ND FLYING SCHEDULE:6 July

7026
7034
7059
7060
5243 No Replacement

7 July

2343
7046
7019
7054
7075

8 July

7035
7037
7024
7025
5254

9 July

7026
7034
7054
7060
2343

10 July

7059 Test Hop

12 July

7037
7059
7039
7075
7046

13 July

7026
7034
7054
5254
2343

14 July

7037
7024
7025
7060
7059
5254 S/W

15 July

2343
7046
7019
7039
7034
7059 S/W & Gun

16 July

7037
5254
7054
7075
7026
7059 S/W

17 July

7035 Test Hop

19 July

7035
7024
7019
7060
7025

20 July

7026
7059
7046
7039
5254

21 July

7034
7037
2343
7025

22 July

7035
7024
7019
7054
7060

<u>23 July</u>	<u>24 July</u>	<u>26 July</u>
7059	7075 Test Hop	7034
7046		2343
5254		7037
7026		7054
7039 S/W		7039
<u>27 July</u>	<u>28 July</u>	<u>29 July</u>
7035	7026	2343
7024	7046	7024
7025	5254	7054
7060	7039	7075
7075	7037 S/W	
<u>30 July</u>	<u>31 July</u>	
7034	7019 Test Hop	
7035		
7037		
7059		
7025		
7060 S/W		

3. 352ND FLYING SCHEDULE:

<u>6 July</u>	<u>7 July</u>	<u>8 July</u>
7050	7035	7049
7050	7061	2353
7056	7053	5251
7032	7020	7044
7047	5245 S/W	5246
5245	5246 Boy Scouts	5245 S/W & Gun
<u>9 July</u>	<u>12 July</u>	<u>13 July</u>
5250	7050	7032
7061	2353	7036
7047	5246	7049
7020	7053	5250
7032	7050	7044
5245 S/W		
<u>14 July</u>	<u>15 July</u>	<u>16 July</u>
7020	7061	7036
7038	7030	7032
5251	2353	7049
7047	7050	7044
7053	7046	7053

<u>19 July</u>	<u>20 July</u>	<u>21 July</u>
2353	7061	7036
7030	7030	7044
5250	7053	2353
5251	7020	7049
7047	5246	5251
<u>22 July</u>	<u>23 July</u>	<u>24 July</u>
7038	7061	7050 Test Hop
5246	7053	
7047	7030	
7032	5250	
7020		
<u>26 July</u>	<u>27 July</u>	<u>28 July</u>
7044	7050	5250
2353	7020	7061
7030	7047	7030
7049	7032	7053
5251	7038	7036
<u>29 July</u>	<u>30 July</u>	<u>31 July</u>
7038	7050	5246 Test Hop
7044	7020	
5251	7047	
2353	7032	
7049	7061	

4. 353RD FLYING SCHEDULE:

<u>6 July</u>	<u>7 July</u>	<u>8 July</u>
7040	7051	7041
5256	7028	7027
7058	7021	7023
7073	7042	7057
2339	7022	7056
<u>9 July</u>	<u>10 July</u>	<u>12 July</u>
7040	7048 Test Hop	7041
5256		7051
7058		7023
7073		7056
2339		7022
		(13) Gen
		339) L

13 July

7027
7040
7023
7042
7057
339) : Gen
048) : L

14 July

7041
7058
5256
7073
048) : Gen
339) : L

15 July

7051
7028
7023
7042
7022
339) : Gen
048) : L

16 July

7027
7040
7073
7057
7056
339) : Gen
048) : L

17 July

7021 Test Hop

19 July

7041
7023
7058
7042
5256
339) : Gen
048) : L

20 July

7027 SES
7051 SES
7040 SES
7021 SES
7022 SES
339) : Gen
048) : L

21 July

7073
7057
7042 S/W
339) : Gen
048) : L

22 July

7041
7028
5256
7042 S/W & Gun
339) : Gen
048) : L

23 July

7023
7058
7056

26 July

7057
7073

27 July

7041 SES
7028 SES
7023 SES
7056 SES
7042 SES
5256
2339

28 July

7056
7048

29 July

7073
7057
2339 S/W & Gun

30 July

5256
2339

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
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RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0600Z 28 June 1954

APPENDIX III TO ANNEX "C"
of
OPERATIONS PLAN 219-54

1. INSPECTION SCHEDULE B-47 AIRCRAFT:

<u>DOCK #1</u>		<u>DOCK #2</u>	
7039	6 July - 10 July	7048	6 July - 10 July
7035	12 July - 17 July	7022	12 July - 17 July
7075	19 July - 24 July	7050	19 July - 24 July
7019	26 July - 31 July	5246	26 July - 31 July

2. INSPECTION SCHEDULE KC-97 AIRCRAFT:

2646	6 July - 10 July
2869	12 July - 17 July
2868	19 July - 24 July
2853	26 July - 31 July

3. WORK SCHEDULE:

PMS: 0600 - 1230 daily six (6) days each week.

A&E: 1130 - 1800 daily six (6) days each week.

4. TOC: It will be noted that B-47 aircraft enter both docks on the same day. One of the two aircraft will be programmed for TOC's on the first day in the dock and the other will be programmed for TOC's on the last day in the dock.

5. The B-47 docks will begin operation under the two hundred (200) hour periodic maintenance concept on 6 July 1954.

BY ORDER OF THE COMMANDER:

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RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

APPENDIX III OF ANNEX "C" TO OPERATIONS PLAN 219-54

Page 1 of 1 Page

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0600Z 28 June 1954

APPENDIX IV TO ANNEX "C"
of
OPERATIONS PLAN 219-54

Duty Schedule

1. General:
 - a. Each organization will plan the working hours of their assigned maintenance personnel and/or specialists. All personnel must be properly briefed.
 - b. This schedule does not include aircraft away from this station; however, the same planning factors will be used to determine work schedule for maintenance personnel packages for TDY aircraft.
2. Work Schedule by Organizations:
 - a. Flight Line maintenance organizations: Monday thru Friday 0700-1600 Saturday 0700-1100 (To be utilized for maintenance clean-up and squadron training). Flight Line Maintenance Teams- Monday thru Friday 1600 until after last airplane lands.
 - b. PMS:
 - (1) APG 0600-1230 six days per week.
 - (2) A & E 1130-1800 six days per week.
 - c. Field Maintenance Squadron:
 - (1) Monday thru Friday 0700-1600. Saturday 0700-1100 (To be utilized for maintenance clean-up and squadron training).
 - (2) Monday thru Saturday 0600-1800 support for Docks as required.
 - (3) Monday thru Friday 1600-2400 support for five (5) aircraft undergoing maintenance cycle.

APPENDIX IV TO ANNEX "C" OF OPERATIONS PLAN 219-54
Page 1 of 2 pages

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(4) At all times other than named above, maintain sufficient personnel on stand-by as dictated by experience to support parent wing responsibilities.

d. Armament and Electronics Squadron:

- (1) Monday thru Friday 0700-1600. Saturday 0700-1100 (To be utilized for maintenance clean-up and Squadron training.)
- (2) Monday thru Saturday 1130-1800 support A & E portion of docks as required.
- (3) Monday thru Friday 1600-2400 support for five (5) aircraft undergoing maintenance cycle.
- (4) At all times other than named above, maintain sufficient personnel on stand-by as dictated by experience to support parent wing responsibilities.

BY ORDER OF THE COMMANDER:

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RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0600Z 28 June 1954

APPENDIX V TO ANNEX "C"
of
OPERATIONS ORDER 219-54

B-47's FOR GROUND TRAINING SCHEDULE

Special Weapons and Gunnery

1. GENERAL:

- a. Aircraft as scheduled in this appendix will not be replaced or re-scheduled in the event of an abort. This applies to all training other than that directed by higher headquarters.
- b. Crews to full-fill training periods will be furnished by squadrons as directed by the 301st Bomb Wing Monthly Ground Training Schedule.

2. TASKS FOR SUBORDINATE UNITS:

- a. The 301st Armament and Electronics Squadron will furnish the necessary supervisors to:
 - (1) Insure that the following items are completed and operational on all scheduled aircraft for special weapons loadings.
 - (a) U-2 hook in the forward position.
 - (b) Arming control in the rear position.
 - (c) Model 40-60 sway braces installed.
 - (d) T-23 check performed for T-18 and T-19 and recorded in form 1, part II.
 - (e) U-2 hook operational check.
 - (f) C-9 hoists, junction boxes and cables installed.
 - (g) C-9 hoist operational check.
 - (h) C-9 hoist "Y" type power cable aboard the aircraft.

APPENDIX V TO ANNEX "C" OF OPERATIONS ORDER 219-54
Page 1 of 7 Pages

- (i) Bomb-bay door support cables aboard the aircraft.
- (j) CF 609 cable installed.
- (k) T-127 at the aircraft.
- (l) 28 volts DC power source is at aircraft.
- (m) U-2 slings aboard the aircraft.
- (n) Security curtains are aboard the aircraft.
- (2) Insure that the following items are completed and operational 48 hours prior to time aircraft are scheduled to depart for SES.
 - (a) U-2 hook in the forward position.
 - (b) Arming control in the rear position.
 - (c) Model 40-60 sway braces installed.
 - (d) T-23 check performed for T-18 and T-19 and recorded in the form 1, part II.
 - (e) U-2 hook operational check.
 - (f) C-9 hoists, junction boxes and cables installed.
 - (g) C-9 hoist operational check.
 - (h) C-9 hoist "Y" type power cable aboard the aircraft.
 - (i) CF-609 cable installed.
 - (j) Bomb Bay door support cables aboard the aircraft.
 - (k) U-2 slings aboard the aircraft.
 - (l) Security curtains aboard the aircraft.
 - (m) Two straps, to secure capsule to IPI tool box, aboard the aircraft.
 - (n) One T-23 and two spare C-9 hoists per ten aircraft are deployed to Davis Monthan during the period aircraft are TDY.
 - (o) Gunnery Requirements.

1. The A-5 system and guns will be in the best possible condition in all B-47 aircraft.
2. The guns will be harmonized and bore-sighted in accordance with SAC Regulation 51-24.
3. The A&E Squadron Commander will certify that harmonization has been completed.
4. 200 rounds of 20 MM TRW99 ammunition per gun will be loaded in each can of each aircraft.
5. The ammunition will not be torqued in to the guns until required at Davis Monthan AFB.
6. The guns on aircraft at Davis Monthan AFB will be inspected daily, however, a complete inspection will be required at least 3 hours prior to scheduled take-off on the gunnery sortie.
7. Shop facilities for 20 MM gun maintenance will be available in the 43rd A&E Maintenance Squadron while at Davis Monthan AFB.
8. A-5 maintenance personnel TDY at Davis Monthan AFB will be under the direct supervision of the MOIC of Gunnery Evaluation, 3908th SES.
9. Weapons and A-5 system personnel will deploy with the following additional tools and equipment.
 - a. One magic wand.
 - b. One each volt-ohm ammeter.
 - c. One cleaning rod and brush.
 - d. Sufficient patches to clean 20 guns.

APPENDIX V TO ANNEX "C" OF OPERATIONS ORDER 219-54
Page 3 of 7 Pages

- g. Two Cans of Rifle Bore cleaner.
- f. Two cans of gun preservation oil.
- g. Bolt unlocking tool for 20mm gun.
- h. Spanner wrench for 20 mm gun.
- i. One firing pin contact remover for 20mm gun.
- i. Rear buffer wrench for 20mm gun.
- k. Lock nut wrench for 20mm gun.
- l. One spool safety wire.
- m. Cotton rags for 20mm gun and feeder.
- n. Rags necessary to clean 20mm guns.

- (3) All aircraft scheduled for air to air gunnery will be loaded with either 700 or 200 rounds of T71-99 20mm ammunition as required. Gunnery preflight inspections will be accomplished, unless the requirement is waived by Headquarters 2AF.
- (4) All aircraft scheduled for co-pilots gunnery preflight training will be equipped with the following:
 - (a) Operational APG 321 radar.
 - (b) Two 20mm guns.
 - (c) 200 rounds of 20mm ammunition per gun for each aircraft.
- (5) Project Follow-Up - Ten (10) B-47 aircraft are designated as "test fire" aircraft and are equipped with new chrome guns, feeders and chargers. All remaining aircraft are subject to the project, however they will receive normal maintenance and supply support. The ten (10) aircraft selected for specialized maintenance on the project are as follows:

<u>Acft S/N</u>	<u>Type/System</u>	<u>Acft S/N</u>	<u>Type/System</u>
7059	GE	7026	GE
5254	GE	7034	Crosley
7075	Crosley	7025	GE
7046	GE	7039	GE
7019	GE	7035	GE

Special approval from the Chief of Maintenance must be obtained before changes to this schedule can be authorized. Any substitutions must be of the same type manufacturer, i.e. GE or Crosley.

(6) Estimated number of gunnery sorties:

(a) 5-30 July 54 60 training - 35 follow-up

(7) Malfunction Analysis must be accomplished on all sorties, however, the malfunction analysis team (two (2) A-5 system technicians) in the 32nd Bombardment Squadron will be augmented with the following technical representatives:

- (a) WADC: One (1) Technical Representative.
- (b) Ordnance: Two (2) Technical Representatives.
- (c) Crosley: Two (2) Technical Representatives.
- (d) General Electric: Two (2) Technical Representatives.
- (e) Johnson Paradox: One (1) Technical Representative.
- (f) Boeing: One (1) Technical Representative.

(8) The AEE Squadron Commander will assign the minimum of three (3) A-5 system technicians on full time duty on Gunnery Malfunction Analysis for the 352nd and 353rd Bomb Squadrons.

(9) Harmonization and bore sighting will be accomplished on the A-5 systems of all aircraft scheduled to the docks. Waivers or deviations are not authorized.

(10) Harmonization checks after initial harmonization will be made after each 4th, 6th, 7th and 10th mission.

- (11) Radar failures will be reported on the Malfunction Analysis Report.
- (12) Normal supply procedures will be used during July 1954.
- b. Tactical Squadrons will:
- (1) Furnish equipment from 263 bins as required by the 301st AEB Squadron.
 - (2) Monitor and control, issue and receipt of 263 equipment as required by material directives.
 - (3) Check aircraft configurations of deploying aircraft to conform with paragraphs 2 a (2), (3), (4), and (5) this annex. (Normally this will be accomplished by the Aircraft Commander.)
 - (4) Furnish crews for ground training as required by the 301st Bombardment Wing (1) Monthly Ground Training Schedule.

3. MASTER SCHEDULE:

- a. Aircraft for Special Weapons loadings: (Aircraft for gunnery training will be combined with SW loadings on 8, 15, 22 and 29 July 1954)

<u>DATE</u>	<u>AIRCRAFT NUMBER</u>	<u>DATE</u>	<u>AIRCRAFT NUMBER</u>
7 July	5245	22 July	7042
8 July	5245	23 July	7039
9 July	5245	28 July	7037
14 July	5254	29 July	2339
15 July	7059	30 July	7060
16 July	7059		
21 July	7042		

- b. Aircraft to deploy to SES:

<u>DATE</u>	<u>AIRCRAFT NUMBER</u>	<u>DATE</u>	<u>AIRCRAFT NUMBER</u>
20 July	7027	27 July	7041
20 July	7051	27 July	7028
20 July	7040	27 July	7023
20 July	7021	27 July	7058
20 July	7022	27 July	7042

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21-54
Lt. Colonel, USAF
Chief of Maintenance

APPENDIX V TO ANNEX "C" OF OPERATIONS ORDER 219-54
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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

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GA

REGULATION)

28 June 1954

NUMBER 55-401A)

OPERATIONS

Gunnery Procedures in the B-47 Aircraft

301st Bombardment Wing Regulation 55-401, "Gunnery Procedures in the B-47 Aircraft", (also erroneously numbered as 55-410), dated 25 June 1954, is changed as follows:

Wherever the number "55-410" appears in this regulation it will be changed to read, "55-401". (Re: Top, right-hand corner of pages 2, 3 and 4; Upper, left-hand corner of page 1; and the line inclosed in parentheses that establishes that this regulation supersedes Bomb Wg Reg 55-410).

BY ORDER OF THE COMMANDER:

OFFICIAL:

CLARENCE H. GARRISON
Major, USAF
Adjutant

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

55-401
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Page 1

REGULATION)

25 June 1954

NUMBER 55-410)

OPERATIONS

Gunnery Procedures in the B-47 Aircraft

(This regulation supersedes 301st Bomb Wg Reg 55-410, dated 31 Aug 53.)

1. PURPOSE: The purpose of this regulation is to establish the procedure for operation of the A-5 Fire Control System in the B-47 aircraft.

2. SCOPE: This directive applies to all Aircraft Commanders, Co-pilots, A & E Gunnery Personnel and the Wing Gunnery Officer of the 301st Bombardment Wing (M).

3. RESPONSIBILITY: The Bombardment Squadron Commanders, the Commander of the 301st Armament and Electronics Maintenance Squadron and the Director of Operations are responsible for compliance with this regulation.

4. PROCEDURE:

a. Pre-Flight, Loading and Post-Flight

- (1) The gunnery section of the A & E Maintenance Squadron will accomplish the pre-flight inspection, loading of guns and post-flight inspections, as outlined in SAC Manual 66-12, and 301st Bomb Wing Reg 136-3.
- (2) Ammunition will be torqued into the guns within four hours before scheduled take-off by the A & E Gunnery team. This policy will apply both to individual sorties and Unit Simulated Missions.
- (3) The Co-pilot of the crew scheduled to fire ammunition will check Part II of AF Form 1 to insure the pre-flight has been accomplished and the guns are loaded, and complete the Co-pilots' A-5 Gunnery Pre-Flight Check List for both Cockpit and Tail Compartment.
- (4) Malfunction analysis will be performed by a Malfunction Analysis Team as designated by the A & E Maintenance Squadron Commander as outlined in 2AF Regulation 136-4, as amended.

b. Position of Switches:

- (1) To insure maximum safety in preventing accidental firing of the guns, the gun safe fire switch, trigger switch, and the turret selector switch will be in the "OFF" or "SAFE" position for all take-offs and landings.

0 5 4 2

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Page 2

- (2) The manual hold back switch will be in the "RELEASE" position for take-off and "HOLDBACK" position for landings.

c. In-Flight Operation:

- (1) For operation of the A-5 system refer to Co-Pilot's gunnery check list. 2AFOTS / A-5 / 1 Mar 54.
- (2) The turret selector switch will be placed in the "OPERATION" position only under the following conditions.
 - (a) When the aircraft is over a designated firing-area, and ammunition is scheduled to be fired.
 - (b) When fighter interception with practice "lock-on" is scheduled and ammunition is not loaded in the ammunition cans.
- (3) When ready to fire guns, all crew members will clear the area as follows:
 - (a) The observer will clear the surface area of vessels visually and with the assistance of radar for at least twenty miles ahead of the bomber.
 - (b) The Aircraft Commander will clear the area forward of approaching aircraft. The Co-pilot will clear the area aft of approaching aircraft.
 - (c) The Co-pilot will search the aft area of the bomber radar "Long-Range", depress the action switch, and move the turret to the full left and right positions while on the full down limits. If a "lock-on" is not affected, the area is clear to fire.
 - (d) The Aircraft Commander will give the commands to commence fire and cease fire. If at any time during the firing the observer detects a vessel, or the Aircraft Commander detects another aircraft within eight nautical miles of the bomber's flight path, they will notify the Co-pilot to cease fire immediately.
- (4) When firing is interrupted by other aircraft or vessels, the gun safe fire switch will be placed in the "SAFE" position until the area is clear.

d. Fighter interception (attempting to detect fighters in search) may be conducted in conjunction with live firing if the following requirements are met:

- (1) That live firing be conducted before interception.

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Page 3

- (2) That the following switches remain in the "OFF" position during all interceptions to insure the Co-pilot does not attempt a "lock-on".
 - (a) Trigger Switch
 - (b) Gun SAFE-FIRE Switch
 - (c) Fire Power Fuse is removed.
 - (d) Antenna Action Switch

e. Formation Firing: Gunnery may be conducted in formation if the following criteria is met:

- (1) All aircraft clear the area visually with the assistance of radar for at least 20 miles forward of the formation.
- (2) The Formation Commander is the Fire Control Officer.
- (3) All aircraft will keep well forward in formation so as not to be endangered by the guns of other aircraft.
- (4) If an aircraft cannot hold the proper position the Aircraft Commander will give the cease fire order.
- (5) All guns should be fired due aft.

5. REPORT - GUNNERY MISSION LOG: The Gunnery Mission Log is a Second Air Force Form (2AF 75C) designed to compile data for accomplishments and improvement of equipment and techniques.

a. The Gunnery Mission Log will be attached to the Aircraft Commander's Mission Report in duplicate. Parts I and II of the form will be accomplished by the pilot and turned in to the NCOIC of the Analysis Team or left in the scope hood of the AFG-32A Radar.

b. The NCOIC of the A & E Analysis Team will describe the malfunctions (if any occur) in Part III of the Gunnery Mission Log, and he will submit one copy of the form to A & E Control for necessary corrective action.

c. When the A & E Control has extracted the original copy and completed their phase, a copy of the form will then be sent to the Director of Operations, Attention: Wing Gunnery Officer.

d. The Wing Gunnery Officer will extract necessary information, verify the ammo count, and submit the form to the Squadron Gunnery Officer.

e. The Squadron Gunnery Officer will maintain a current file of Gunnery Mission Log, which will be the major source for malfunctions analysis and recommendations for improvement of operation techniques and materiel failures. The forms will be destroyed after six months in accordance with paragraph 96m, AFM 181-5, as amended.

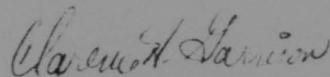
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f. Bombardment Squadron Gunnery Officers will requisition necessary 2AF Forms 75C to assure a minimum of 100 copies are "on-hand" in squadron operations.

BY ORDER OF THE COMMANDER:

OFFICIAL:



CLARENCE H. GARRISON
Major, USAF
Adjutant

CLARENCE H. GARRISON
Major, USAF
Adjutant

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Barksdale Air Force Base
Louisiana

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REGULATION)
NUMBER 55-424)

OPERATIONS

3 June 1954

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Alert KC-97 for Emergency Aerial Refueling

1. PURPOSE: To provide one or more KC-97's on alert for aerial refueling when weather conditions are forecast to be less than 1000 feet and 2 miles.
2. SCOPE: The provisions of this regulation are applicable to the 301st Air Refueling Squadron, Maintenance Control and Gladiola Control.
3. RESPONSIBILITY: The Commanding Officer of the 301st Air Refueling Squadron, Director of Operations and Chief of Maintenance are responsible for insuring compliance with the provision of this regulation.
4. PROCEDURES:
 - a. Gladiola Control will:
 - (1) Notify the operations officer of the 301st Air Refueling Squadron and maintenance control any time the weather is forecast to be less than 1000 feet and 2 miles and B-47's of the 301st Bombardment Wing are flying or scheduled to fly.
 - (2) Call Base Weather for area of best weather for air refueling.
 - (3) Notify Air Refueling Squadron of best area for air refueling.
 - (4) If contacted by any B-47 low on fuel, dispatch the alert KC-97 to the area of best weather.
 - (5) Notify B-47 when KC-97 is airborne.
 - b. Maintenance Control will:
 - (1) Prepare one (1) KC-97 with a minimum of 20,000 lbs of JP-4 fuel and 5000 gals of aviation gasoline for each 10 B-47's airborne.
 - (2) Have necessary preflight equipment in place at the alert aircraft.

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c. 301st Air Refueling Squadron Operations Officer will:

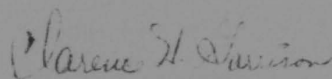
- (1) Alert a crew to be on standby until last B-47 is on the ground.
- (2) Have transportation on continuous standby for crew.

d. The alert crew will:

- (1) Preflight aircraft.
- (2) Have personal equipment in aircraft.
- (3) File an open flight plan to area of best weather.
- (4) Be available and able to be airborne thirty (30) minutes after receiving scramble notice.

BY ORDER OF THE COMMANDER:

OFFICIAL:



CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

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2 Pages
Page 1

REGULATION) 16 June 1954
NUMBER 55-425)

OPERATIONS

Mass Take-Offs

53

1. PURPOSE: To expedite and coordinate take-offs of large numbers of aircraft.
2. SCOPE: This regulation is directive upon all personnel involved in planning or coordinating take-offs of 301st aircraft.
3. RESPONSIBILITY: Compliance with this directive by all concerned is the responsibility of their direct supervisor.
4. PROCEDURES:
 - a. Command Post for all operations will be Gladiola Control.
 - (1) Phone numbers 803, 546 and Field Phone
 - (2) UHF radio T/R 321.0 mc.
 - (3) Call Sign - "Gladiola Control"
 - (4) Gladiola Control will assign the priority of the spare aircraft.
 - (5) Gladiola Control will notify base operations and coordinate with all other flying organizations on Barksdale the take-off and landing times of 301st aircraft.
 - (6) Arrange crew transport through Base Operations (Ext 633 or 838)
 - b. Operations Officers:
 - (1) Assign a ramp officer who will be the expediter for any difficulties encountered by the crew.
 - (2) Arrange transportation for expediting crew changing.
 - (3) Assign crews to preflight spare aircraft.
 - (4) Have complete set of personal equipment at spare aircraft.
 - (5) Have Form "F" for spare aircraft filed at Base Operations.
 - c. Crews:
 - (1) Standby on UHF channel 2 for taxi and take-off instructions, (to be given every 15 minutes).

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2 Pages
Page 2

- (2) Taxi with wing-lights on steady after landing to avoid confusion with aircraft taxiing out for take-off. Aircraft taking-off will use blinking lights.
- (3) Start engines 10 minutes prior to taxiing.
- (4) Taxi 10 minutes prior to take-off for runway No. 14 and taxi 15 minutes prior to take-off for runway No. 32.
- (5) Taxi B-47's and KC-97's to warm-up pad if take-off is on runway No. 14.
- (6) Taxi B-47's to warm-up pad and KC-97's down the center taxi-strip for take-offs on runway No. 32 when KC-97 and B-47 take-offs are interspersed.
- (7) Any deviations or exceptions to these instructions will be contained in the operations order or control sheet for the particular mission.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

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55-426
4 Pages
Page 1

REGULATION)

16 June 1954

NUMBER 55-426)

OPERATIONS

Use of Oxygen, Personal and Survival Equipment in B-47 Aircraft

1. PURPOSE: To establish requirements necessary for the use of oxygen, personal and survival equipment for use in the B-47 aircraft.

2. SCOPE: This regulation applies to personnel who fly in B-47 type aircraft.

3. RESPONSIBILITY: Bombardment Squadron Commanders are responsible for compliance with this regulation.

4. PROCEDURE:

a. Oxygen Procedures: All personnel will be required to comply with the following procedures while flying in the B-47 aircraft.

- (1) Each crew member or passenger must have an A-13 type oxygen mask which has been fitted by Wing Personal Equipment or Altitude Chamber personnel.
- (2) The oxygen pressure system will be filled to the following pressures on training flights as indicated:
 - (a) Four crew members for less than 10 hours: 400 PSI
 - (b) Four crew members for more than 10 hours: 450 PSI
 - (c) Three crew members for more than 12 hours: 450 PSI
- (3) All personnel who fly in B-47 aircraft will be briefed by aircraft commanders on the following oxygen conservation procedures which will apply on sorties of more than 10 hours duration and until the cabin pressure reaches 11,000 feet altitude.
 - (a) The aircraft commander and co-pilot will breathe normal oxygen, alternating in 15-minute intervals.
 - (b) The observer will breathe normal demand oxygen the entire time.
 - (c) If a passenger is carried, he will breathe normal oxygen for 5 minutes every 30 minutes.
- (4) Normal oxygen procedures will be used on normal training sorties of less than 10 hours duration. Normal procedures will apply until the cabin pressure reaches 11,000 feet altitude and then procedures are as follows:

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- (a) All crew members will breathe normal oxygen continuously.
 - (b) The passenger will breathe normal oxygen for at least 10 minutes each 30 minutes or continuously if required. The passenger will keep his mask readily available for immediate use in case of loss of cabin pressure.
- (5) All personnel aboard B-47 aircraft with cabin pressure between 11,000 to 15,000 feet will breathe normal demand type oxygen.
- (6) Emergency procedures will apply if cabin pressure rises above 15,000 feet altitude. The following are the emergency procedures:
- (a) Normal oxygen will be breathed by all B-47 flight personnel until the cabin pressure reaches 28,000 feet altitude.
 - (b) Above 28,000 feet altitude the diluter lever will be placed in the 100% oxygen position, and the passenger will move the A-21 regulator knob to the required altitude between 30,000 and 42,000.
 - (c) The aircraft commander will require an oxygen check every 15 minutes if the cabin pressure is above 15,000 feet altitude and he will keep the passenger informed of any change in cabin altitude so he may adjust the A-21 regulator.
- b. Personal and Survival Equipment Procedures:
- (1) Overwater equipment will be carried on all flights that are anticipated to extend more than 100 miles out to sea. The equipment carried will be as follows:
- (a) Each crew member and passenger will wear the "Mae West" life vest.
 - (b) Each crew member will insert modified A-1 Survival Kit in the seat. This will be used for over-land or -water bailout.
 - (c) Passengers will carry one C-23 (one-man) life raft.
 - (d) The 4-man life raft (less the sea survival kit) will be carried on all flights that are anticipated to extend farther than 250 miles at sea.

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- (2) R-1 or MARK IV Anti-Exposure Suits will not be required on normal training missions which do not exceed the 100-mile offshore limit. If the flight is anticipated to extend farther than 100 miles offshore, the R-1 Suit will be carried in stowed position in the aircraft or the MARK IV Suit will be worn.
- (3) Medical equipment (less morphine kits) will be carried stowed aboard the aircraft at all times. The morphine kits will be carried on deployment or unit simulated mission outside of the Zone of Interior.
- (4) Parachutes: Crew members and staff crews will have assigned parachutes. The fitting of these parachutes must be checked at least every 30 days by Personal Equipment personnel. Passengers will have parachutes assigned as required. The individual crew member or passenger will check the following when the parachute is issued:
 - (a) Correct fitting of parachute harness.
 - (b) H-2 Oxygen Bailout Bottle for maximum pressure and safety pin.
 - (c) Correct setting of the F-1A automatic release.
 - (d) Assure the release pins are engaged in the rear of the parachute.
 - (e) Check the parachute for general cleanliness and ascertain that oil, grease or moisture are not present.
- (5) P-4 Helmets and Oxygen Masks: Helmets and A-13 oxygen masks will be issued by squadron supply sections. Helmets and masks will be fitted to the individual at the Altitude Chamber or 301st Bombardment Wing Central Personal Equipment Pool. The fitting of the helmet and mask will be rechecked by the 301st Bombardment Wing Personal Equipment Section each 30 days. The Personal Equipment Section will provide cleaning facilities for the A-13 Oxygen Mask.
- (6) Each crew member will be required to carry a hunting knife while flying in the B-47 aircraft. The knife will be available for emergency use on parachute landing or accidental pre-release of the one-man raft in the Modified A-1 Survival Kit.

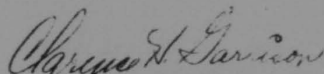
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- (7) Special Instructions for use of the Modified A-1 Survival Kit:
- (a) The kit may be released by pulling the zipper slide off the closed end while descending or just prior to impact with the water.
 - (b) The chest strap should be loosened or unfastened just prior to impact so the life vest may be inflated.
 - (c) The parachute canopy should be released on impact with the water to prevent tangling in the shroud lines.
 - (d) The one-man raft should inflate immediately on release of the zipper slide from the zipper. If it does not release continue to pull the zipper forward very hard. DO NOT ATTEMPT TO UNZIP THE KIT AS THE CO₂ BOTTLE WILL NOT RELEASE IN THE REVERSE DIRECTION.

4. REPORTS: Reports are not required for this regulation; however, the contents of this directive will be reviewed at General and Specialized Briefings, and at Wing and Squadron Flying Safety Meetings. All new flying personnel will be furnished with a copy of this regulation before being scheduled to fly in the B-47 aircraft.

BY ORDER OF THE COMMANDER:

OFFICIAL:



CLARENCE H. GARRISON
Captain, USAF
Adjutant

CLARENCE H. GARRISON
Captain, USAF
Adjutant

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301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

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2 Pages
Page 1

REGULATION)
NUMBER 55-427)

22 June 1954

OPERATIONS

Duties and Functions of Personal and Survival Equipment Personnel

1. PURPOSE: To establish responsibilities for Personnel Equipment Functions within the 301st Bombardment Wing (M).
2. SCOPE: This directive applies to all personnel monitoring, procuring, supplying, storing, inspecting and repairing personal and survival equipment.
3. RESPONSIBILITY: The Commander of the 301st Air Refueling Squadron, the Wing Director of Operations and Director of Materiel are responsible for complying with the provisions of this regulation.
4. DEFINITIONS:
 - a. The Wing Personal Equipment Officer is assigned a primary duty, AFSC 1435, and operates the Central B-47 Personal Equipment Pool for the Director of Materiel.
 - b. The Wing Equipment and Survival Training Officer is assigned as additional duty and monitors operational requirements and training of flying personnel in Personal Equipment and Survival for the Director of Operations.
5. PROCEDURE:
 - a. The Director of Materiel will insure that the Wing Personal Equipment Officer:
 - (1) Operates the Central B-47 Personal Equipment Pool on a 24-hour daily schedule with the assistance of four airmen on detached duty from the Bombardment Squadrons.
 - (2) Accomplishes inspections on all personal and survival equipment in compliance with applicable Technical Orders.
 - (3) Conducts a monthly critique with personnel of the Central Pool, Raft Shop and Parachute Shop for the purpose of correcting deficiencies and improving equipment and techniques.
 - (4) Coordinates operational requirements with the Wing Equipment and Survival Training Officer.
 - (5) Performs adjustments to the following combat crew equipment:
 - (a) P-4 Helmet and A-13 Oxygen Mask
 - (b) A-11 Helmet and A-13 Oxygen Mask
 - (c) Parachute Harness Assembly
 - (d) F-1a Automatic Parachute Release
 - (e) Visor Assembly for the P-4 Helmet

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- (6) Monitors all reports on Personal Equipment and coordinates supply requirements.
- (7) Trains support personnel who inspect, handle or repair personal equipment.

b. The Director of Operations will insure that the Wing Equipment and Survival Training Officer:

- (1) Monitors combat crew training in the Altitude Chamber and use of personal and survival equipment.
- (2) Establishes operational requirements for training sorties and unit simulated missions.
- (3) Monitors all personal and survival equipment, as furnished, to insure that it is adequate for operational requirements.
- (4) Monitors oxygen and flight lunch requirements on quarterly training sorties or unit simulated missions.
- (5) Critiques combat crew members on adequacy and improvement of personal and survival equipment.
- (6) Coordinates personal equipment training with the Wing Flying Safety Officer.

c. The Commander of the 301st Air Refueling Squadron will insure that the Squadron Personal Equipment Officer complies with SAC Regulation 55-8, as amended.

d. The Director of Materiel and the Commander of the 301st Air Refueling Squadron will rotate airmen assigned to the B-47 Central Pool and the 301st Air Refueling Squadron Personal Equipment Sections between the parachute and raft shops for duty in conjunction with OJT refresher training.

6. REFERENCES: AFR 146-16; SAC Regs 50-12, 55-8, 55-17, 60-8; 2AF Reg 160-1; and 2AF Letter 50-4.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

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301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
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92-1
2 Pages
Page 1

REGULATION)

25 June 1954

NUMBER 92-1)

FIRE PROTECTION AND AIRCRAFT CRASH RESCUE

Emergency Plan for Minimizing Fire Damage to Aircraft on the Flight Line

1. PURPOSE: To provide a standard plan to aid fire fighting and crash rescue personnel in movement of aircraft and to minimize damage to adjacent aircraft in case of fire. This regulation is supplemental to 4th Air Division "Emergency Plan for Minimizing Fire Damage to Aircraft on the Flight Line", dated 30 April 1954.

2. SCOPE: This regulation is applicable to the 32nd, 352nd and 353rd Bombardment Squadrons, 301st Air Refueling Squadron and the 301st Periodic Maintenance Squadron.

3. RESPONSIBILITY:

a. Organizational Responsibility:

- (1) Each Squadron Commander will designate and publish orders assigning individuals to two teams of at least five men each for aircraft removal. These orders will be republished or amended as necessary to keep the list of personnel current.
 - (a) The Teams will be composed of at least a minimum of one team chief, a qualified towing tractor operator, one man to ride in the airplane and two men to act as wing walkers.
 - (b) One team will act as primary removal team and the other as alternate.
 - (c) One man on each team will be named as team chief.
 - (d) The organizational commander will assure that the team members receive proper training in their duties.
 - (e) The organizational commander will assure that initial and periodic coordination is effected with the Fire Chief for training of removal teams in survival, precautionary measures and coordination with fire fighting personnel.
 - (f) In event of a fire in any other organization, the Squadron Commander of each unaffected squadron will immediately dispatch a removal team to the squadron where the emergency exists.
- (2) Each Squadron Commander will brief all personnel not on the team or not requested by the Removal Team Chief or Flight Line Maintenance Officer during an emergency to remain clear of the effected area.

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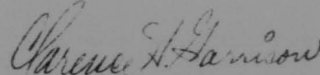
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2 Pages
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b. Removal Team Chief Responsibilities:

- (1) Each Team Chief will be absolutely certain that each man assigned to his team is familiar with his duties and knows the location of all necessary emergency equipment.
- (2) The Team Chief will coordinate with the Fire Chief in the removal of airplanes, equipment or any item from the critical area.
- (3) The Team Chief will coordinate the activities of any other teams which may have been dispatched from other organizations.

BY ORDER OF THE COMMANDER:

OFFICIAL:




CLARENCE H. GARRISON
Major, USAF
Adjutant

CLARENCE H. GARRISON
Major, USAF
Adjutant


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HISTORY

30th BOMBARDMENT WING, MEDIUM


BARKSDALE AIR FORCE
 BASE LA.

7526



2ND
 AIR FORCE

1 July - 31 August 1954



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0562

BSI Cogn. No.
208925

3-2299-5A

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SECRET

Classification: Secret
Authority: Op. 301st Bomb Wg
Initials: Brown
Date: 25 Oct 54

HISTORY

OF THE

301ST BOMBARDMENT WING (MEDIUM)
BARKSDALE AIR FORCE BASE, LOUISIANA
1 JULY 1954 THRU 31 AUGUST 1954

ASSIGNED UNITS

301ST HEADQUARTERS SQUADRON SECTION
32ND BOMBARDMENT SQUADRON
352ND BOMBARDMENT SQUADRON
353RD BOMBARDMENT SQUADRON
301ST AIR REFUELING SQUADRON
301ST FIELD MAINTENANCE SQUADRON
301ST PERIODIC MAINTENANCE SQUADRON
301ST ARMAMENT AND ELECTRONIC MAINTENANCE SQUADRON
301ST TACTICAL HOSPITAL

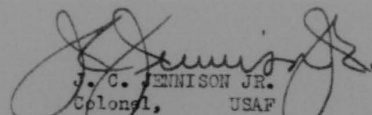
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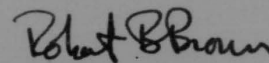
BY

T/SGT. CLEO W. MCCOMAS

APPROVED BY:

MONITORED AND EDITED BY:


J. C. JENNISON JR.
Colonel, USAF
Commander


ROBERT B. BROWN
Major, USAF
Historical Officer

STRATEGIC AIR COMMAND
SECOND AIR FORCE
FOURTH AIR DIVISION

SECRET

0564

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NARRATIVE

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CHAPTER I

COMMAND

Flying time expended during the month of July in accomplishing project "Follow up" could not be efficiently utilized for SAC Regulation 50-8 training. "Follow up" a class B project, required planning for gunnery sorties far in excess of those required. Consequently, the crews concerned did not expend their effort on those training items most needed.¹

On the 16th and 17th of August 1954 a special weapons exercise was conducted in accordance with Second Air Force Operations Order 127-54.² Seventeen B-47 aircraft and crews,

1. 301st BW Air Training Report for July, Section I. See Exhibit # 52
2. 301st BW Air Training Report for August, Section I. See Exhibit # 54

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Page 2

and one KC-97 aircraft and crew were utilized on the 16th of August 1954. Seventeen B-47 aircraft and crews were utilized on the 17th of August 1954.³ The mission was considered successful and the training beneficial. The August normal training program was planned to terminate on 20 August 1954 because of SAC Bombing Completion being held at Barksdale Air Force Base. However, by SAC directive, this wing continued flying with primary emphasis being placed on the "Follow up"⁴ gunnery project.

Lack of summer flying clothing presents an ever increasing problem. Unserviceable clothing has been turned to base supply however replacement is not being made. Crews are flying in such clothing as they possess; some in winter suits, some in fatigues and other in class B uniforms.⁵

The wing is continually hampered in its operational commitments by an abnormally high AOCF and ANFE rate.⁶ To add to this harassment a transportation handicap has arisen.⁷ Depots are not using commercial air freight known as "Mercury".

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3. "IBID"
 4. "IBID"
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 6. "IBID"
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Page 3

This method requires that items marked for Barksdale Air Force Base, be airlifted to OCAMA to SAAMA. There they are unloaded, reloaded, and airlifted to Barksdale. This reshipping has both delayed and lost AOCF items, requiring rerequisitioning action.⁸

During the month of July the 301st Air Refueling Squadron indoctrinated APROTC Cadets attending summer camp at Barksdale Air Force Base, Louisiana in procedures for in-flight refueling and electronic rendezvous technique. This mission was accomplished in conjunction with normal training missions with the Cadets observing every crew function from pre-flight to Post-flight. A total of 324 cadets took part in this training which included indoctrination in day and night in flight refueling, electronic rendezvous, navigation,⁹ individual crew duties and aircraft familiarization. The cadets expressed great interest in the operation of a SAC Bombardment Wing and were very favorably impressed with air refueling techniques. A total of sixty-four hours and forty minutes were flown to accomplish this mission.¹⁰

8. "IBID"

9. 301st BW Air Training Report (6-SAC-T12) for July 1954, Section H. See Exhibit # 53

10. "IBID"

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Hours flown during the months of July and August in the performance of missions ordered by higher headquarters were as follows:

JULY

Project "Follow up"	71:00
Ferrying aircraft to Marietta, Georgia and Tinker Air Force Base, Oklahoma	4:55
SAC Evaluation School	167:45
Test of Special Weapons Device	<u>8:40</u>
TOTAL	252:20

AUGUST

Aircraft Commander check out for General Landry	50:55
Proficiency mission for General Old	2:10
Bombing missions for news release on SAC bombing competition	4:40
Ferrying aircraft	2:00
Operations "Green Bean" Missions flown in support of 376th Bombardment Wing	71:15
Project "Follow up"	381:55
SAC Bombing Competition	41:40
SAC Evaluation Mission	246:20
Indoctrination flights for outstanding AFRDTC Cadets	<u>13:30</u>
TOTAL	<u>814:25</u>

11. 301st BW Air Training Report for July, Section I. See Exhibit # 52
12. 301st BW Air Training Report for August, Section I. Exhibit # 54

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CHAPTER II
PERSONNEL

The 301st Aviation Squadron was deactivated, the first of July. The ground work was laid during June to provide for the continuation of the functions of that unit. The related activities of the wing and air base group have absorbed the responsibilities of the aviation squadron and in most cases the personnel of the deactivated unit were reassigned to activities receiving the added responsibilities and have continued to perform the duties they were assigned in the aviation squadron.

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There were three AWOL's during July and two during August, as compared to four in June and one in May. This is somewhat out of the ordinary as statistical records of previous years, indicate AWOL's increase during the months of July and August.

The reenlistment rate has increased considerably during the months of July and August. Rates for the last five months are as follows:

	<u>DISCHARGES</u>	<u>REENLISTMENTS</u>
April	14	1
May	10	1
June	19	0
July	25	6
August	51	26

The MIRE for officers and airmen have dropped during the month of August due to calculations being computed on

1. 301st BW Analysis of SAC Management Control System for Quarter Ending July 1954, dated 14 August 54. See Exhibit # 51.
2. 301st BW Analysis of SAC Management Control System for August 1954, dated 13 September 54. See Exhibit # 50
3. 301st BW Analysis of SAC Management Control System for Quarter Ending July 1954, dated 14 August 54. See Exhibit # 51
4. 301st BW Analysis of SaC Management Control System for August 1954, dated 13 September 54. See Exhibit # 50
5. "IBID".

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the authorizations contained in July ⁶ issue of the manning authorization in accordance with instructions from Forth Air Division. The manning in required specialties are as follows:

	<u>JULY</u>		
	<u>REQUIRED</u>	<u>IRS</u>	<u>% IRS</u>
Officers	377	347	92.0
Airmen	1602	1255	78.3
	<u>AUGUST</u>		
	<u>REQUIRED</u>	<u>IRS</u>	<u>% IRS</u>
Officers	429	347	80.9
Airmen	1635	1260	77.0

Personnel nominations to higher headquarters caused the wing to regress two combat ready crews to non-ready status during July. This problem can be overcome only if sufficient warning of transfers are given so that additional crew members can be trained at a more accelerated pace to absorb these losses.⁷

As a result of known observer losses the wing will have 39 combat ready crews and 11 non-combat ready crews by 31 October 1954. With known inputs and the training

6. 301st BW Analysis of SAC Management Control System for Quarter Ending July 1954, dated 14 August 54. See Exhibit # 51.

7. 301st BW Air Training Report for July, Section I. See Exhibit #52

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Page 6

status of observers being assigned to the 301st Bombardment Wing it is not anticipated that a strength of 45 combat³ ready crews can be reattained until late December.

Lt. Colonel Frank J. P. Raser was assigned duties as⁹ Wing Comptroller effective 1 July 1954.

Lt. Colonel Richard E. Barton was assigned duties as¹⁰ Director of Materiel effective 2 August 1954.

Major Ernest W. Liverman was relieved from duty as OIC Wing Target Section and assigned duties as Chief,¹¹ Prediction and Target Section effective 1 August 1954.

Major Robert B. Brown was assigned duties and assumed command of Headquarters Squadron Section, 301st Bombardment Wing, effective 8 July 1954.

8. 301st BW Air Training Report for August, Section I. See Exhibit # 54

9. 301st BW PERAM # 38, dated 6 July 1954. See Exhibit # 17

10. 301st BW PERAM # 46, dated 2 August 54, See Exhibit # 20

11. 301st BW PERAM # 45, dated 28 July 54. See Exhibit # 19

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CHAPTER III
OPERATIONS

Normal flying training during the month of July suffered from a sudden action project to test a special weapons device. Three sorties for eight hours and forty minutes were required to complete this project. Each month an effort is made to learn of and plan for higher headquarters missions. Failure to include or plan for such requirements multiply the difficulties encountered in accomplishing routine SAC Regulation 50-8 requirements.¹ On the 16th and 17th of August an additional special weapons exercise was conducted in accordance with Second Air Force Operations

1. 301st BW Air Training Report For July 1954, Section I.
See Exhibit # 52

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127-54. Seventeen B-47 aircraft and crews, along with one KC-97 aircraft and crew were utilized on 16 August 1954. Seventeen B-47 aircraft and crews were utilized on 17 August 1954. The missions were considered successful and the training beneficial.²

Ten newly assigned pilots completed preparatory ground training for utilization as B-47 co-pilots during August and will commence flying training during September. These pilots are assigned as third pilots on select or lead crews and will be checked out as co-pilots under the provisions of SAC Regulation 51-19.³

Gunnery accomplishments during the month of August were primarily to support the operational requirements for project "Follow up" and secondarily to accomplish the requirements of crew evaluation at Davis Monthan Air Force Base. A total of 35,393 rounds of a munition was fired with a overall average of 84% fire-out capability. A total of 113 gunnery sorties were scheduled under operations "Follow up", or the 92 sorties flown were actual mission files.

-
2. 301st BW Air Training Report for August, Section I. See Exhibit # 54.
 3. "IBID"

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Fifty-eight sorties were classified as effective. A total of 55 sorties were lost for the following reasons:

Aircraft ground short	21
Aircraft air abort	9
Weather over the gunnery range	10
Change in flight plan due to probation requirements	15

The average amount of flying time was two hours and forty-five minutes, which resulted in utilizing approximately 138 flying hours to accomplish gunnery under project "Follow up". Thirty-two crews were involved in flying the gunnery sorties. A total of 79 effective gunnery sorties have been flown for the project, since 28 June 1954.⁴ Phase II of this project (to evaluate 100 missions under normal training conditions in the Zone of Interior) will be completed by 15 September 1954. The fire-out percentage has shown a 30% increase as a result of improved techniques developed during this project. In the initial stages of the project, 30 to 40% of rounds loaded were not fired-out due to improper maintenance techniques or lack of knowledge of the maintenance requirements of the system. Pre and

4. "IBID"

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post mission analysis teams, composed of factory, ordnance department, and armanent-electronics representatives, were formed and a check sheet devised. Use of this analysis system has reduced fire-out failure due to maintenance error to approximately 6% for the overall period of the project.

Hours flown during the months of July and August in the performance of missions ordered by higher headquarters were as follows:

JULY

Project "Follow up"	71:00
Ferrying aircraft to Marietta, Georgia and Tinker Air Force Base, Oklahoma	4:55
SAC Evaluation School	167:45
Test of Special Weapons Device	<u>8:40</u>
TOTAL	252:20

AUGUST

Aircraft Commander check out for General Landry	50:55
Proficiency mission for General Old	2:10
Bombing missions for news release on SAC Bombing Competition	<u>4:40</u>

-
5. 301st BW Air Training Report for July, Section I. See Exhibit # 52.
 6. 301st BW Air Training Report for August, Section I. See Exhibit # 54.

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Ferrying aircraft	2:00
Operations "Green Bean" missions flown in support of 376th Bombardment Wing	71:00
Project "Fellow up"	381:55
SAC Bombing Competition	41:40
SAC Evaluation mission	246:20
Indoctrination flights for outstanding AFROTC Cadets	13:30
TOTAL	814:25

A requirement was placed on the 301st Air Refueling Squadron, to deploy to Bermuda, six KC-97 aircraft and crews (60 personnel) to support the 6th Air Division in project "Leap Frog" (To deploy 50 KC-97 aircraft to Kindley Air Force Base and provide tanker support for 90, B-47 aircraft of the 38th Air Division during long range combat missions) on 2 August thru 7 August 1954. The refueling exercise was actually accomplished with the deployment of 47, KC-97 aircraft, with 22 from the 306th Air Refueling Squadron, 19 from the 305th Air Refueling Squadron, and 6 from the 301st Air Refueling Squadron. Upon arrival at Bermuda, aircraft and personnel were under the control of the 6th Air Division.

7. 301st BW Operations Plan 220-54, 29 July 1954. See Exhibit # 58.

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The facilities and personnel of Task Force 6 and Kindley Air Force Base were entirely adequate to fulfill the commitments of the exercise. All necessary facilities were made available, with every need being anticipated or supplied on request. The reserve of air and ground spares was considered in excess of the requirements of the exercise.

The Air Refueling phase of operation "Leap Frog" over Kindley Air Force Base was successfully completed with no aborts due to tanker failure. Eighty-eight of the 90 B-47's scheduled were refueled during the operation, with one aborting for lack of proficiency after receiving 11,000 pounds of fuel. Two B-47 aircraft did not arrive at the orbit point. A total of 115 tanker sorties were scheduled and flown, with a total of 621 hours flying time and an average of 5.4 hours per sortie, to complete the exercise. In spite of the basic success of the mission, there was considerable evidence of failure on the part of the receiver aircraft to follow rendezvous and refueling procedures as briefed. Considerable delay and difficulty was encountered in many instances in the refueling operation as a result of marginal proficiency in

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receiver refueling technique. It was recommended that a complete and thorough briefing be given both receiver and tanker crews for each refueling operation with stress laid on compliance with briefed procedures.

Maintenance personnel deployed as the task force maintenance effort was adequate to support the task force mission. Maintenance difficulties encountered were generally of a minor nature. Materiel support of the mission was excellent. There were no AOCF's and an average incommission rate of 96%. The initial condition of the aircraft and the combined efforts of maintenance and supply personnel were largely responsible for this high incommission rate and resulting the high rate of effective sorties.

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CHAPTER IV
MATERIEL

Several instances have occurred in the past thirty days which indicate that depot support of critical items is not geared sufficiently high to cope with the gravity of the situation. One such incident involved ID-218 indicators S/N 1670-378200 used in the "K" system. These indicators have been extremely critical for the past twelve months. OCAMA was contacted regarding this matter and as a result eight indicators were airlifted to that activity for immediate repair and return. However, a telephone call was received the following day advising that the cathode Ray tube needed replacing in all reparable ID-218 indicators and that the scope tube was not and had not been available at OCAMA for sometime. Therefore, the ID-218's would not

0 5 8 2

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be returned to a serviceable condition until tubes were received at the depot. This Wing undertook the task of obtaining replacement tubes and was successful in obtaining thirty-four tubes from Shiloh Air Depot within five days. Eight of those tubes were delivered to OCAMA by this Wing. Other similar situations have arisen from time to time indicating that maintenance activities at depot level may not be stressing the importance of obtaining components and repair parts on a priority basis from supply. It is inconceivable that Air Materiel Air Depots are unable to obtain replacement spares which are available to the operating bases.¹

Shortages of aircraft spares has made aircraft non-combat ready and caused expenditure of many maintenance man hours not otherwise required. Exhibit number 52 contains a list of AOCF items that were cannibalized during the month of July in order to meet operational requirements. A list of critical items for the month of August are contained in exhibit number 54. The following is a list of critical equipment shortages anticipated for the next ninety days:

-
1. 301st BW Air Training Report for July, Section I. See Exhibit # 52.

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<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>BASE REQN #</u>
8100-209750	Compressor 3000psi 2 ea	17A-54-86 17A-54-87
8200-030875	Air Conditioner A-3 17 ea	19A-53-133 19A-54-84 19A-53-135

This wing has been continually hampered in its operational commitments by an abnormally high AOCF and ANFE rate. To add to this harassment a transportation handicap has arisen. Depots are now using commercial air freight known as "Mercury". This method requires that items marked for Barksdale to be airlifted from OCAMA to SAAMA. There they are unloaded, reloaded, and airlifted to Barksdale. This reshipping has both delayed and lost AOCF items, requiring rerequisitioning action. An example of this occurred on 8 July 54 when B-47 7049 was declared AOCF for P/N 4617-AJS 17070 Joint Assembly, Req #03G-55-1. The following day Mobile Depot indicated availability; however, pick-up could not be accomplished due to necessary utilization of "Mercury". and item was therefore shipped to SAAMA for

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reshipment to Barksdale. After a reasonable length of time had elapsed and item had not arrived, a check with SAMA indicated item could not be located and rerequisitioning (Req #G3G-55-2) action was taken. AOCF item finally arrived on 23 July 54 after innumerable and costly phone calls. This is not an isolated case, other instances are on record within this organization.

2. "IBID"

0 5 8 5

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ROSTER OF KEY PERSONNELSTAFF

COLONEL JOHN C. JERRISON JR.	WING COMMANDER
COLONEL JOHN W. CARROLL	DEPUTY WING COMMANDER
COLONEL SHERMAN W. WILKINS	DIRECTOR OF OPERATIONS
LT COLONEL RICHARD E. BARTON	DIRECTOR OF MATERIEL
LT COLONEL BENNETT F. BROWDER	DIRECTOR OF PERSONNEL
MAJOR CLARENCE H. GARRISON	WING ADJUTANT
CAPTAIN LESLIE D. SIMMONS	WING SURGEON

SQUADRON COMMANDERS

MAJOR ROBERT B. BROWN	HEADQUARTERS SQUADRON SECTION
LT COLONEL CHARLES L. LOWELL	32ND BOMBARDMENT SQUADRON
LT COLONEL WILLIAM B. COLSON	352ND BOMBARDMENT SQUADRON
LT COLONEL HILLIARD L. GANDY	353RD BOMBARDMENT SQUADRON
MAJOR DANIEL L. SJODIN	301ST AIR REFUELING SQUADRON
MAJOR HERBERT DEAN	301ST PER. MAINT. SQUADRON
LT COLONEL JAMES O. OLDSON	301FIELD MAINT. SQUADRON
MAJOR ALBERT A. BIRETTA	301ST A & E MAINT. SQUADRON
CAPTAIN LESLIE D. SIMMONS	301ST TACTICAL HOSPITAL

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A P P E N D I X

0 5 8 7

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301st BW Letter, to Co's All Squadrons, Subj: Clothing show-down Inspection, dated 1 July 1954	29
301st BW Letter, to CO's All Squadrons, Subj: 4th Air Division Parade, 10 July, dated 9 July 1954	30
301st BW Letter, to CO's All Squadrons and All Staff Agencies, Subj: AFR 60-2 Requirements, dated 23 July 1954	31
301st BW Letter, to CO's All Squadrons, Subject: Regular Air Force Commissions	32
301st BW Letter, To CO's All Squadrons, Subj: Air Force Aid Society Membership Campaign, dated 23 July 1954	33
301st BW Letter, To CO's All Squadrons, Subj: Squadron Pickup from Base Publications, dated 29 July 1954	34
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301st BW Letter, to CO's All Squadrons, Subj: 4th Air Division Parade, 14 Aug 1954, dated 12 August 1954	41
301st BW Letter to CO's All Squadrons, Subj: AFR 67-10 dated 14 May 1954, dated 18 August 1954	42
301st BW Letter, to CO's All Squadrons, Subj: Wing Mobility Meetings, dated 19 August 1954	43
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301st BW Operations Order 32-54, dated 9 August 1954	49
301st BW Analysis of SAC Management Control System for August 1954, dated 13 September 1954	50

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301st BW Analysis of SAC Management Control System for the Quarter Ending July 1954, dated 14 August 1954	51
301st BW Air Training Report for month of July (RCS: 6-SAC- T12), dated none	52
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This Special Order consists of one (1) paragraph...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 95)

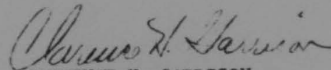
10 July 1954

1. LTCOL WILLIAM E SMITH, 9564A, is REL from ASG 353BOMRON,
SAC, this STA & RSG this HQ, SAC, this STA, REPT NLT 10 Jul 54.
EDCSA: 10 Jul 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CLARENCE H. GARRISON
Major, USAF
Adjutant



CLARENCE H. GARRISON
Major, USAF
Adjutant

DISTRIBUTION "B" PLUS:

3 cys to 3HS
3 cys to 3B3

This Special Order consists of paragraphs 1 thru 5 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 99)

20 July 1954

1. ESPWO, FOL is CFM & made a matter of REC. VOC 15 Jul 54.

FNO, UINDC, SAC, this STA, are DSG as INSTR RFLG INSTR PLT on B-47 type ACFT for 301BOMWG(M), EFF: 15 Jul 54. AUTH: SAC REG 60-7, 30 Oct 53. Vice INSTR RFLG PLTS DSG by PARA 12 SO 72, this HQ, CS.

MAJ	WESLEY L FRY JR	A0828141	32BOMRON
LTCOL	HARRY W FIELD	A0740391	352BOMRON
CAPT	GEORGE B FARRAR	15354A	353BOMRON

2. ESPWO, FOL is CFM & made a matter of REC. VOC 15 Jul 54.

FNO, UINDC, SAC, this STA, are DSG as INSTR PLTS on B-47 type ACFT for 301BOMWG(M). EFF: 15 Jul 54. AUTH: SAC REG 51-19, 17 Nov 54. Vice INSTR PLTS DSG by PARA 11 SO 72, this HQ, CS.

LTCOL	WILLIAM R CHARLESWORTH	8869A	32BOMRON
MAJ	WESLEY L FRY JR	A0828141	DO
MAJ	WILLIAM R GOADE	14552A	DO
MAJ	JAMES D DOUGLAS JR	11688A	DO
LTCOL	HARRY W FIELD	A0740391	352BOMRON
LTCOL	DAYTON R TAYLOR	9339A	DO
MAJ	JOHN C LEWIS	16283A	DO
MAJ	PAUL P TAYLOR	16660A	DO
MAJ	JOHN W HELMS	A0888713	353BOMRON
CAPT	GEORGE B FARRAR	15354A	DO
CAPT	RUSSELL E HODGE	A0684867	DO

3. ESPWO, FOL is CFM & made a matter of REC. VOC 15 Jul 54.

FNO, UINDC, SAC, this STA, are DSG AS INSTR FLT Examiners on B-47 type ACFT for 301BOMWG(M). EFF: 15 Jul 54. AUTH: BAFB REG 50-4, 11 Sep 54. Vice Examiners DSG by PARA 3 SO 72, this HQ, CS.

LTCOL	WILLIAM R CHARLESWORTH	8869A	32BOMRON
MAJ	WESLEY L FRY JR	A0828141	DO
MAJ	WILLIAM R GOADE	14552A	DO
MAJ	JAMES D DOUGLAS JR	11688A	DO
LTCOL	HARRY W FIELD	A0740391	352BOMRON
LTCOL	DAYTON R TAYLOR	9339A	DO
MAJ	JOHN C LEWIS	16283A	DO
MAJ	PAUL P TAYLOR	16660A	DO
MAJ	JOHN W HELMS	A0888713	353BOMRON
CAPT	GEORGE B FARRAR	15354A	DO
CAPT	RUSSELL E HODGE	A0684867	DO

SO 99, HQ 301BOMWG(M), Barksdale AFB, La., 20 Jul 54, CONT'D...

4. FMA are AMD FERM GR with DOR as INDC. AUTH: AFR 39-29.

GR, Name & AFSN	FERM GR to be AMD	DOR
TSGT JOHN L MILLER AF17028027	TSGT	18 Aug 51
TSGT CHESTER MURCH AF17154367	TSGT	1 Aug 53
SSGT FRANKIE J STEVENS AF18119728	SSGT	17 May 51
SSGT BENNIE F SCROGGINS AF14227983	SSGT	15 Jun 51

5. IAW AFR 67-10, EA of FNO, UINDC, SAC, this STA is detailed ADDU as MER of a BD to INV loss of AF 263 PROP and establish pecuniary liability.

LTCOL ELLSWORTH A POWELL	AO419229	HEDRON	PRES
MAJ WILLIAM F WILLIAMS	AO743554	352BOMRON	MER
CAPT EDWIN C FULGHAM	AO307713	353BOMRON	DC
1STLT GEORGE W ARMANTROUT	AO2216717	32BOMRON	DO
2NDLT ROY R OAKES	AO3006416	301AREFS	Recorder

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

CLARENCE H. GARRISON
Major, USAF
Adjutant

DISTRIBUTION "B" PLUS:

3 cys to 3HS
48 cys to 3P1
48 cys to 3B2
23 cys to 3B3
3 cys to 3AR
12 cys to 3FM

This Special Order consists of one (1) paragraph...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 101)

23 July 1954

3

1. LTCOL WILLIAM R GOADE 14552A, is REL from ASG 32BOMRON, SAC, this STA & RSG 353BOMRON, SAC, this STA, REPT NLT 24 Jul 54. EDCSA: 24 Jul 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

CLARENCE H. GARRISON
Major, USAF
Adjutant

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

DISTRIBUTION "A" PLUS:

2 cys to 3B1
3 cys to 3B2

This Special Order consists of paragraphs 1 thru 9 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 100)

22 July 1954

1. ESPWO, FOL is CFM & made a matter of REC. VOC as INDC.

FNO, 32BOMRON, SAC, this STA, are DSG as Lead CR/M. EFF dates indicated. AUTH: SUPPL XVIII, SAC REG 50-8, 30 Nov 53 & 301BOMWG(M) REG 55-1, 12 Aug 53.

EFF: 29 Apr 54.

MAJ	RICHARD S ZIEBER	13593A	L06A0
MAJ	FRANKLIN D BLANTON	21458A	DO
CAPT	GAROLD GENUNG	A0759798	DO

EFF: 14 May 54

CAPT	GAIL R CARTER	A0781220	L13B0
CAPT	PHILLIP E WOOZ	A0699282	DO
MAJ	NICHOLAS P ASCIENZO	A0660960	DO

EFF: 24 May 54.

MAJ	ROBERT J GETTELFINGER	13066A	L14A0
1STLT	LEELAND S KING JR	A01911926	DO
CAPT	JOEL A ANTHONY	A0698090	DO

2. ESPWO, FOL is CFM & made a matter of RLD. VOC 1 Jul 54.

FNO, 352BOMRON, SAC, this STA, are DSG as Select CR/M. EFF: 1 Jul 54. AUTH: SUPPL XVIII, SAC REG 50-8, Nov 53 & 301BOMWG(M) REG 55-1, 12 Aug 53.

MAJ	JOHN C LEWIS	16283A	S35A0
CAPT	JOHN C MOAK	A02045135	DO
LTCOL	OSCAR L BLACK	A0427121	LO
LTCOL	HARRY W FIELD	A0740391	S37A0
CAPT	JOHN F DENT	17850A	DO
MAJ	JACK S NEAL	A0739046	DO

MAJ	PAUL P TAYLOR	16660A	S39A0
CAPT	HAROLD J SHREVEY	18338A	DO
MAJ	RANDALL W FENDRESS	A0934741	DO

LTCOL	KENNETH A KRIG	A0720271	S40A0
CAPT	CURTIS D CURTIS	16475A	LO
LTCOL	ALBERT L BEALS	A0762064	DO

SO 100, HQ, 301BOMWG(M), Barksdale AFB, La., 22 Jul 54, CONT'D...

MAJ	JOSEPH C HENDERSON	A0795054	S42A0
CAPT	NEIL E GRAMLY	A0711653	DO
MAJ	WALLACE E HUFFMAN	A02087166	DO
LTCOL	DAYTON R TAYLOR	9339A	S43A0
CAPT	ANTHONEY J GASBARRE	A0815878	DO
LTCOL	MELVIN E DUNN	16201A	DO

3. ESIWO, FOL is CFM & made a matter of REC. VOC as INDC.

FNO, 353BOMRON, SAC, this STA, are DSG as Lead CR/M. EFF dates indicated. AUTH: SUPPL XVIII, SAC REG 50-8, 30 Nov 53 & 301 BOMWG(M) REG 55-1, 12 Aug 53.

EFF: 21 Jan 54.

MAJ	DONALD F KASSELMAN	A0835486	L68
CAPT	WALTER V COLEMAN JR	16480A	DO
CAPT	LEONARD L REINSMITH	A0789505	DO

EFF: 7 Feb 54.

MAJ	WILLIAM K CALLAM	A0696056	L70
CAPT	PHILIP H YOULD	A0725017	DO
1STLT	FREDERICK L MALOY	23600A	DO

EFF: 25 Feb 54.

CAPT	CLYDE W COURTNEY	16321A	L71
1STLT	FRANK J BATH JR	A01911337	DO
CAPT	JAMES J CADDEN	A0807895	DO

EFF: 25 Jan 54.

MAJ	JOHN W HELMS	A0888713	L72
MAJ	MONROE M MILLER	12922A	DO
MAJ	NORBERT A ZWICKE	12378A	DO

EFF: 30 Jan 54.

CAPT	DONALD L KESSLER	12750A	L79
1STLT	ROBERT L MITCHELL	A0784213	DO
CAPT	LEWIS E WILLIAMS	17056A	DO

EFF: 5 Feb 54.

CAPT	RALPH I EVANS JR	A0760607	L81
CAPT	JOHN W ROCKAFELLOW JR	A02092458	DO
CAPT	PETER BROWN	A02064212	DO

EFF: 6 Feb 54.

MAJ	THOMAS S PEARSON	A0754667	L83
MAJ	ROBERT H OTTMAN	A0725345	DO
LTCOL	LOY A MC GOWEN	A02086552	DO

SO 100, HQ 301BOMWG(M), Barksdale AFB, La., 22 Jul 54, CONT'D...

MAJ	WAYNE D MORGAN	14722A	L78
MAJ	THOMAS R PAPPAS	11373A	DO
MAJ	GEORGE A PUCILOWSKI	6037A	DO

4. ESIWO, FOL is CFM & made a matter of REC. VOC 1 Jul 54.

FNO, 353BOMTRON, SAC, this STA, are DSG as Select GR/M. EFF: 1 Jul 54. AUTH: SUPPL XVIII, SAC REG 50-8, Nov 53 & 301BOMWG(M) REG 55-1, 12 Aug 53.

MAJ	JOHN W HELMS	A0888713	S72
MAJ	MONROE M MILLER	12922A	DO
MAJ	ROBERT A ZWICKE	12378A	DO

MAJ	WILLIAM H PERKINS	16598A	S73
1STLT	MILES G MURPHY	A02095621	DO
MAJ	JOSEPH H PALMER	A0704308	DO

MAJ	JACK R LINDEMAN	17314A	S74
MAJ	JAMES L KRIDM	A0833476	DO
MAJ	BURGESS A FIELD	A02064488	DO

MAJ	THOMAS S PEARSON	A0754667	S83
MAJ	ROBERT H OTTMAN	A0725345	DO
LTCOL	LOY A HIGGOMEN	A02086552	DO

5. ESIWO: FOL is CFM & made a matter of REC. VOC 30 Apr 54.

CAPT HOWARD W BOWLES JR, A0535776, 353BOMTRON, SAC, this STA, is AFPD Lead Crew PLT on crew NR L78, vice MAJ THOMAS R PAPPAS, 11373A. EFF: 30 Apr 54.

6. ESIWO: FOL is CFM & made a matter of REC. VOC 10 May 54.

CAPT EDWIN C FULGHAM, A0807713, 353BOMTRON, SAC, this STA, is AFPD Lead Crew PLT on crew NR L71, vice 1STLT FRANK J BATH JR, A01911337. EFF: 10 May 54.

7. PARA 1, SO 69, this HQ, CS, is REVO.

8. TSGT MACK S MORRIS, AF38235385, this HQ, SAC, this STA, is AWD PERM GR of TSGT with DOR 18 Aug 51. AUTH: AFR 39-29.

9. EA of the FNA, having been ASGD this HQ, SAC, this STA, by PARA 1, SO 118, HQ 13TH AF (FEAF), 8 Jun 54, is further ASG to UINDC, SAC, this STA. EDCSA: 1 Aug 54.

TSGT	MARLIN W LAW	AF14223158	301AREFS
TSGT	FLOYD C BUCHANAN	AF17060910	301PERMAINTRON

BY ORDER OF THE COMMANDER:

SO 100, HQ 301DOMWG(M), Barksdale AFB, La., 22 Jul 54, CONT'D...

OFFICIAL:

CLARENCE H. GARRISON
Major, USAF
Adjutant

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

DISTRIBUTION "B" PLUS:

6 cys to 3HS
18 cys to 3B1
42 cys to 3B2
78 cys to 3B3
3 cys to 3A1
23 cys to 3DFO

This Special Order consists of paragraphs 1 to 9 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 102)

27 July 1954

1. SMOP 1 SO 101, this HQ, CS, as reads, "EDCSA: 24 Jul 54",
IATR, "EDCSA: 1 Aug 54".

2. SSGT NORBERT S KERCH, AF15283733, having been ASG from
3530TH STURON, 3530TH PLT TNG WG, ATRC, Bryan AFB, TEX, to this HQ,
SAC, this STA, by PARA 18, SO 141, HQ 3530TH PLT TNG WG, ATRC, Bryan
AFB, TEX, is further ASG to 352BOMRON, SAC, this STA, REPT NLT 28
Jul 54. EDCSA: 1 Aug 54.

3. MAJ JOHN A FRANCO, AO739082, is REL from ASG 301AREFS, SAC,
this STA & RSG this HQ, SAC, this STA, REPT NLT 15 Aug 54. EDCSA:
16 Aug 54.

4. FNO are APPD Safety of FLT Check Officers for B-47 type ACFT.
AUTH: SAC REG 51-19, C2, 7 Jun 54. EFF: 27 Jul 54.

COL SHERMAN W WILKINS	5059A
LTCOL ELLSWORTH A POWELL	AO419229
MAJ DONALD H MERTEN	7741A

5. ESPWO, CFM, VOC: 22 Jul 54. LTCOL DANIEL L SJODIN, 10551A,
301AREFS, SAC, this STA, is DSG INSTR PLT for KC-97 type ACFT for
301BOMWG(M). EFF: 22 Jul 54. AUTH: SAC REG 60-7, 30 Oct 54.

6. ESPWO, CFM, VOC: 22 Jul 54. LTCOL KENNETH A KRIG, AO720271,
352BOMRON, SAC, this STA, is DSG INSTR PLT of B-47 type ACFT for 301-
BOMRON(M). EFF: 22 Jul 54. AUTH: SAC REG 51-19, 17 Nov 53.

7. ESPWO, CFM, VOC: 22 Jul 54. LTCOL KENNETH A KRIG, AO720271,
352BOMRON, SAC, this STA, is DSG INST FLT EXAM on B-47 type ACFT for
301BOMWG(M). EFF: 22 Jul 54. AUTH: BAFB REG 50-4, 11 Sep 53.

8. ESPWO, CFM, VOC: 22 Jul 54. LTCOL KENNETH A KRIG, AO720271,
352BOMRON, SAC, this STA, is DSG ACFT COMDR of SQ Standardization BD
crew on B-47 type ACFT for 352BOMRON. EFF: 22 Jul 54. AUTH: SAC
REG 51-4, 12 Nov 52.

9. ESPWO, CFM, VOC: 22 Jul 54. LTCOL KENNETH A KRIG, AO720271,
352BOMRON, SAC, this STA, is DSG INFLT RFLG INSTR PLT on B-47 type
ACFT for 301BOMWG(M). EFF: 22 Jul 54. AUTH: SAC REG 60-7, 30 Oct 53.

BY ORDER OF THE COMMANDER:

SO 102, HQ 301BOMWG(M), Barksdale AFB, La., 27 Jul 54, CONT'D...

OFFICIAL:

CLARENCE H. GARRISON
Major, USAF
Adjutant

Clarence H. Garrison

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This Special Order consists of paragraphs 1 to 7 inclusive...

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 104)

30 July 1954

1. 2DLT BRUNO F PITTS, A03006209, is REL from ASG 353BOMBW, SAC this STA & RSG 32BOMBW, SAC, this STA, REPT NLT 31 JUL 54. WDOSA: 1 AUG 54.

2. SSGT JOHN P WEAVER, AF20731222, 301FLDMAINTRON, SAC, this STA, is AMD PERM GR of SSGT with DOR 19 DEC 51. AUTH: AFR 39-29.

3. The FMOA, 301REFS, SAC, this STA, are DSG as Standardization CR/M, KC-97 type ACFT for the 301BOMBW (M). EFF: 29 JUL 54. AUTH: SAC REG 51-4, 12 NOV 52.

2DLT	FRANK L. OLLIZIO	A03006417	1231C	FLT
MSGT	EDWIN F. SCHMIDT	AF16020813	43179F	BO

4. ESPRO, FOL is CFM & made a matter of REC. VOC 1 JUL 54.

FMO, 3230 TON, SAC, this STA, are DSG as Select CR/M. EFF: 1 JUL 54. AUTH: SUPPL XVIII, SAC REG 50-8, 30 NOV 53 & 301BOMBW (M) REG 55-1, 12 AUG 53.

LT COL	JAMES D. DOUGLAS JR.	11688A	SO4
CAPT	RICHARD F. HAZELTON	A0731580	DO
LT COL	JACK P. RICHARDSON	A0730296	DO

LT COL	WILLIAM R. GOLDE	14522A	SO8
CAPT	HARRY L. HE DON	A0809954	DO
CAPT	HARVEY L. EUSTROM	A0926793	DO

MAJ	RAY A. ELLIOTT	A02080832	SO9
CAPT	WILLIAM C. LEONARD JR.	15279A	DO
1ST LT	LAUGHLIN M. MCGELCHY	A0765824	DO

5. ESPWO, FOL is CFM & made a matter of REC. VOC 17 JUL 54.

CAPT OTIS A PRATER, 16332A, 32BOMBW, SAC, this STA, is APFD Select Crew A/C on crew NR SO8, vice LT COL WILLIAM R GOLDE, 14552A. EFF: 17 JUL 54.

6. ESPWO, FOL is CFM & made a matter of REC. VOC 17 JUL 54.

CAPT WILLIAM C LEONARD JR, 15279A, 32BOMBW, SAC, this STA, is APFD Select Crew FLT on crew NR SO9, vice MAJ CHARLES B ASHEY, 16175A. EFF: 17 JUL 54.

SO 104, HQ, 301BOMB (11), Barksdale AFB, La., 30 JUL 54, CONT'D

7. 1ST LT WILLIAM H KELLY, AO 1911923, 32BOMB, SAC, this STA,
is APD Lead Crew FLT on crew NR 106, vice MAJ FRANKLIN D BLANTON,
214581. EFF: 31 JUL 54.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

CLARENCE H. GARRISON
Major, USAF
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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 106)

4 August 1954

1. MAJ ROBERT J GETTELFINGER, 13066A, 32BOMRON, SAC, this STA, is DTL to INVES the ACFT INCD REPT of 1STLT GEORGE W ATKINSON, A0842403, which occurred O/A 20 Jul 54. INVES W/B conducted & PREP IAW AFR 62-5 & SAC REG 62-15. COMPL RPT of INVES W/B submitted to this HQ NLT 6 Aug 54, in nine (9) copies.

2. FNO, this HQ, SAC, this STA are APT MBR of Wing AMN FROM ED to CVN at the call of the PRES for the purpose of placing in order of priority AMN of this Wing REGM to GR E-6 & E-7 under PROV of AFR 39-29.

COL	JOHN W CAPROLL	8432A	FRES
COL	SHERMAN W WILKINS	5095A	MER
LTCOL	RICHARD E BARTON	9910A	MER
LTCOL	BENNETT P BROWDER JR	A0662532	MER
MAJ	CHARLES D HUCKLEBERRY	A0669726	MER
MAJ	CLARENCE H. GARRISON	A0876829	ALT Recorder
CAPT	DAVID L MOFFAT	A0551468	Recorder

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 107)

5 August 1954

1. MAJ KENNETH R VAN ZANDT, 16596A, 352BOMRON, SAC, this STA, is DSG INSTR PLT on B-47 type ACFT for 301BOMWG(1). EFF 23 Jul 54. ESPWO, CFM, VOC 23 Jul 54. AUTH: SAC REG 51-19, 17 Nov 53.
2. TSGT CHARLES A FREXCHETTE, AF20710033, is REL from ASG with this HQ, SAC, this STA & RSG 301AREFS, SAC, this STA, REPT NLT 9 Aug 54. EDCSA: 9 Aug 54.
3. UP AFR 39-29, EA of the PMA is PROM to the GR INDC with rank from 1 Aug 54. AUTH: 2AFIRA 4738, 30 Jul 54.

TO SSGT (TEMP) REG AF

A/1C	JAMES J MATTHEW	AF19392609
A/1C	WILLIAM E CHAMBLEE	AF14369832
A/1C	JODA F HUNT	AF25528548
A/1C	B WINFRED SMITH	AF18401257
A/1C	NORMAN J SMART	AF15443168
A/1C	RICHARD L STROBERG	AF26241324
A/1C	RONALD BERKOWITZ	AF12362257
A/1C	KENNETH R LARSON	AF17327808
A/1C	BILLY H HIXON	AF14370563
A/1C	ALLEN W TREVELYAN	AF14411665
A/1C	ROBERT E L MC CAHILL	AF18375931
A/1C	RONALD J FORNEY	AF12359541
A/1C	WILLIAM J POLCA	AF13400569
A/1C	HOWARD E FAGEN	AF16373692
A/1C	RAY C CARPENTER	AF18374486
A/1C	HARRY E STEPPE	AF13416789
A/1C	WILLIAM F SIMMERS	AF35268703
A/1C	CECIL E WHITNEY	AF13360393
A/1C	JOSEPH H MERCER	AF13361569
A/1C	DONALD B VAN DEWERKER	AF19345262
A/1C	EARL B CAVIN	AF14403518
A/1C	MAURICE E BEEL	AF16354965
A/1C	CHARLES D FISHER	AF14399905
A/1C	GORDON F FOX	AF16354830
A/1C	EDGAR M GUTHRIE	AF14400199
A/1C	DONALD O HAGG	AF18399804
A/1C	THOMAS D HAMM	AF18386042
A/1C	DONALD R OBERDIECK	AF17318580
A/1C	ROBERT L WOODS	AF16373990
A/1C	JOSEPH J TOOLEY JR	AF18399028
A/1C	CALVIN D BRUCE	AF18400415
A/1C	JOHN W BOLT	AF24581895

SO 107, HQ 301ECMMG(M), Barksdale AFB, La., 5 Aug 54, CONT'D...

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 108)

10 August 1954

1. A/1C ALFRED HOTZINGER, AF12410217, having been ASG from HQ, 2577TH AFRFTC (14AF) (COMAC), Brooks AFB, TEX, to this HQ, SAC, this STA, by PARA 1 SO 153, HQ, Brooks AFB, TEX, 3 Aug 54, is further ASG to 352BOMRON, SAC, this STA, REPT NLT 11 Aug 54. EDCSA: 16 Aug 54.
2. A/1C CHARLES M NELSON, AF16377028, having been ASG this HQ, SAC, this STA, from HQ 2AF, SAC, this STA, by PARA 9 SO 159, HQ 2AF, this STA, 4 Aug 54, is further ASG to 301FLDMAINTRON, SAC, this STA, REPT NLT 10 Aug 54. EDCSA: 13 Aug 54.
3. TSGT STANLEY SEMCHESKI, AF33351366, this HQ, SAC, this STA, is placed on SD with 301ARNT&ELECTMAINTRON, SAC, this STA, for a PD of APRX 45 days. EFF: 9 Aug 54. ESPWO, CFM, VOCCO, 9 Aug 54.
4. UP AFR 39-29, EA of the FNA is PRGM to the GR INDC with rank from 1 Aug 54. AUTH: 2AFPPA 4738, 30 Jul 54.

TO SSGT (TEMP) REG AF

A/1C ROBERT J PARKER AF7003585
A/1C EDWARD M WARTELLE AF25505553

5. SMOP 2 SO 107, this HQ, CS, as reads, "TSGT CHARLES A FRESCHETTE", IATR, "TSGT CHARLES A FRESCHETTE".

6. IAW AFM 173-10, 1STLT LESLIE E HALCOTT JR, A0805890, 301-AREFS, SAC, this STA is APTD Class "A" Agent to Finance Officer, Barksdale AFB, LA, for purpose of making payment of Aug 54 payroll to AMN of this ORGN at overseas destination, APO 677, c/o FM, NY, NY.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison
CLARENCE H. GARRISON
Major, USAF
Adjutant

CLARENCE H. GARRISON
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Adjutant

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 109)

11 August 1954

1. FNO are REL from ASG with this HQ, SAC, this STA & RSG
32BOMRON, SAC, this STA, REPT NLT 13 Aug 54. EDCSA: 13 Aug 54.

2NDLT	ALFRED W FASS	A03025580	
2NDLT	DONALD MAC LEOD JR.	A03025595	
2NDLT	KENNETH B STARNES	A03025605	

2. 2NDLT GEORGE R OSTEEN JR, A03026370, is REL from ASG this
HQ, SAC, this STA & RSG 32BOMRON, SAC, this STA, REPT NLT 23 Aug 54.
EDCSA: 23 Aug 54.

3. FNO are REL from ASG with this HQ, SAC, this STA & RSG
UINDC, SAC, this STA, REPT NLT 23 Aug 54. EDCSA: 23 Aug 54.

2NDLT	BYRON D EDMONDS	A03026089	352BOMRON
2NDLT	EDWARD N JONES	A03025794	DO
2NDLT	JOHN R KNOWLTON	A03026103	DO
2NDLT	MICHAEL J STRENICH	A03033856	DO
2NDLT	KENNETH A CALDWELL JR	A03025781	353BOMRON
2NDLT	KARL H PENNER	A0325804	DO

4. FNO, UINDC, SAC, this STA, are DSG as INSTR FLT Examiners
on B-47 type ACFT for 301BOMWG(M). EFF: 9 Aug 54. ESPWO, CFM, VOC
9 Aug 54. AUTH: BAFB REG 50-4, 11 Sep 53.

LTCOL	WILLIAM R CHARLESWORTH	8869A	32BOMRON
MAJ	WESLEY L FRY JR	A0828141	DO
MAJ	JAMES D DOUGLAS JR	11688A	DO
LTCOL	HARRY W FIELD	A0740391	352BOMRON
LTCOL	DAYTON R TAYLOR	9339A	DO
MAJ	JOHN C LEWIS	16283A	DO
MAJ	PAUL P TAYLOR	16660A	DO
MAJ	JOHN W HELMS	A0888713	353BOMRON
CAPT	GEORGE B FARRAR	15354A	DO
MAJ	RUSSELL E HODGE	A0684867	DO

5. FNO, UINDC, SAC, this STA, are DSG as SQ Standardization BD
Crews on B-47 type ACFT for SQ INDC. EFF: 9 Aug 54. ESPWO, CFM, VOC
9 Aug 54. AUTH: SAC REG 51-4, 12 Nov 52.

MAJ	HAROLD L SWANAGON	A0699911	32BOMRON
MAJ	RICHARD T CARRINGTON JR	15384A	DO
MAJ	FRANCISCO BAUTISTA	A0746678	DO
MAJ	KENNETH A KRIG	A0720271	352BOMRON
CAPT	CURTIS D CURTIS	16475A	DO
MAJ	ALBERT L BEALS	A0762064	DO
MAJ	RUSSELL E HODGE	A0684867	353BOMRON
CAPT	ROBERT W DUPRAS	A02078593	DO
CAPT	DARREL D STANSBERRY	A0208445	DO

SO 109, HQ 301BOMWG(M), Barksdale AFB, La., 11 Aug 54, CONT'D...

6. FNO, UINDC, SAC, this STA are DSG as INSTR PLTS on E-47
type ACFT FOR 301BOMWG(M). EFF: 9 Aug 54. ESPWO, CFM, VOC 9 Aug 54.
AUTH: SAC REG 51-19, 17 Nov 53.

LTCOL	WILLIAM R CHARLESWORTH	8869A	32BOMRON
MAJ	WESLEY L FRY JR.	A0828141	DO
MAJ	HAROLD L SWANAGON	A0699911	DO
MAJ	JAMES D DOUGLAS JR	11688A	DO
LTCOL	HARRY W FIELD	A0740391	352BOMRON
LTCOL	DAYTON R TAYLOR	9339A	DO
MAJ	JOHN C LEWIS	16283A	DO
MAJ	PAUL P TAYLOR	16660A	DO
MAJ	JOHN W HELMS	A0888713	353BOMRON
CAPT	GEORGE B FARRAR	15354A	DO
MAJ	RUSSELL E HODGE	A0684867	DO

BY ORDER OF THE COMMANDER:

OFFICIAL:

CLARENCE H. GARRISON
Major, USAF
Adjutant

Clarence H. Garrison
CLARENCE H. GARRISON
Major, USAF
Adjutant

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 110)

12 August 1954

1. UP AFR39-29, EA of the FNA i# FROM to the GR INDC with rank from 1 Aug 54. AUTH: 2AFPRA 4738, 30 Jul 54.

TO MSGT (TEMP) REG AF

TSGT	CLAUDE A KERSHNER JR	AF33623222
TSGT	MACK S MORRIS	AF38235385
TSGT	CURTIS N FOSTER	AF14070348
TSGT	CHARLES P MAY	AF38403677

TO TSGT (TEMP) REG AF

SSGT	ALBERT A WAGNER	AF6553519
SSGT	LLOYD R SCHNEIDER	AF19330445
SSGT	OSCAR N GILLESPIE	AF34345112
SSGT	REX J HUTCHESON	AF14318949
SSGT	JOHN W KLINE	AF15281532
SSGT	FRANKIE J STEVENS	AF18119728
SSGT	ROBERT W DITTUS	AF15293518
SSGT	RICHARD T STEPHENSON	AF18306395
SSGT	WILLIAM J FRANKLIN JR	AF14144390
SSGT	RAYMOND C NORMAN	AF18302857
SSGT	GROVER E GIBSON	AF16054646
SSGT	WINFRED GRAVES	AF18381339

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

CLARENCE H. GARRISON
Major, USAF
Adjutant

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 111)

13 August 1954

1. WOJG LUTHER DOTSON, AW2201792, is REL from ASG with this HQ, SAC, this STA & RSG 301ARMT&ELECTMAINTRON, SAC, this STA, REPT NLT 17 Aug 54. EDCSA: 17 Aug 54.

2. FNO, 352BOMRON, SAC, this STA, are DSG as INFLT RFLG INSTR PLTS on B-47 type ACFT for 301BOMWG(M). EFF: 5 Aug 54. ESPWO, CFM, VOC 5 Aug 54. AUTH: SAC REG 60-7, 30 Oct 53.

MAJ	PAUL P TAYLOR	16660A
MAJ	JOHN C LEWIS	16283A

3. SMOP 7, SO 98, this HQ, CS, as pertains to LTCOL DAYTON R TAYLOR, 9339A, 352BOMRON, SAC, this STA, is RESC.

BY ORDER OF THE COMMANDER:

OFFICIAL:

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Major, USAF
Adjutant

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 112)

17 August 1954

1. LTCOL DANIEL L SJODIN, 10551A, 301AREFS, SAC, this STA, is granted six (6) days ordinary leave. EFF: O/A 7 Sep 54. UCMR to proper ORGN & STA. AUTH: AFR 35-22.

2. FNO are REL from ASG this HQ, SAC, this STA & RBG to UINDC, SAC, this STA, REPT NLT 19 Aug 54. EDCSA: 19 Aug 54.

CAPT	PETER J CHILLE	17231A	353BOMRON
CAPT	JAMES R COBB	40667259	32BOMRON

3. PARA 5, SO 109, this HQ, CS, is RESC.

4. FNO, UINDC, SAC, this STA, are DSG as SQ Standardization BD Crews on B-47 type ACFT for SQ INDC. EFF: 9 Aug 54. ESPWO, CFM, VOC 9 Aug 54. AUTH: SAC REG 51-4, 12 Nov 52.

MAJ	HAROLD L SWANAGON	40699911	32BOMRON
MAJ	KENTON H TRIMBLE	40733378	DO
LTCOL	CLARENCE P GISEL	11142A	DO
LTCOL	KENNETH A KRIG	40720271	352BOMRON
CAPT	CURTIS D CURTIS	16475A	DO
LTCOL	ALBERT L BEALS	40762064	DO
MAJ	RUSSELL E HODGE	40684867	353BOMRON
CAPT	ROBERT W DUPRAS	402078593	DO
CAPT	DARREL D STANSBERRY	40208445	DO

BY ORDER OF THE COMMANDER:

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Adjutant

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

SPECIAL ORDERS)
NUMBER 113)

20 August 1954

1. FNO are REL from ASG this HQ, SAC, this STA & RSG to UINDC, SAC, this STA, REPT NLT 21 AUG 54. EDCSA 21 AUG 54.

CAPT BEN W COTTON, JR	A0699061	32BOMBON
CAPT RICHARD M SIMMONS	A0698609	353BOMRCN
CAPT LAWRENCE P MYERS	A02101852	301FLDMAINTRON

2. FNO are REL from ASG this HQ, SAC, this STA & RSG to UINDC, SAC, this STA, REPT NLT 6 SEP 54. EDCSA 6 SEP 54.

2LT JOSEPH R FEARNO	A03033935	353BOMBON
2LT JOHN E RYAN	A03033872	DO
2LT ROBERT E QUICK	A03033951	32BOMBON

3. Technical SGT JACK K WALTERS, AFL3255204, is REID from ASD this HQ, SAC, this STA & RSG 32BOMBON, SAC, this STA, REPT NLT 24 AUG 54. EDCSA 24 AUG 54.

4. SMOP 3, SO 209, this HQ, 1953 series, as pertains FNO, 353BOMBON, SAC, this STA, is RESC.

LTCOL HILLIARD L GANDY	8161A	AIRCOM
MAJ JAMES B VOGLER JR	12079A	FLT
MAJ CHARLES J STEVENS	A 0409907	OBSR

5. FNO, 353BOMBON, SAC, this STA, are DSG as FLT Safety CK Crews for 353BOMBON. ESPMO, CFM, VOC 14 AUG 54. EFF 14 AUG 54. AUTH: SAC REG 51-19, 17 NOV 53.

MAJ JOHN W HEIMS	A0888713	AIRCOM
MAJ MONROE M MILLER	12922A	FLT
MAJ NORBERT A ZWICKE	12378A	OBSR

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clairence H Garrison

CLAIRENCE H GARRISON
Major, USAF
Adjutant

CLAIRENCE H GARRISON
Major, USAF
Adjutant

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

24 August 1954

SPECIAL ORDERS)
NUMBER 114)

1. 1STLT CHESTER E BENNETT JR, AO2039028, is REL from ASG, this HQ, SAC, this STA & RSG 353BOMRON, SAC, this STA, REPT NLT 24 Aug 54. EDCSA: 24 Aug 54.

2. FNA, 30LARMT&ELECTMAINTRON, SAC, this STA, are AWD PERM GR with DOR as INDC. AUTH: AFR 39-29.

GR, Name & AFSN	PERM GR TO BE AWD	DOR
SSGT WAYNE CHISM AF45041529	SSGT	14 Feb 51
TSGT GROVER E GIBSON AF16054646	SSGT	18 Apr 51
TSGT LAWRENCE A F HANDYSIDE AF16140228	SSGT	19 Sep 51
MSGT WILBURN J HAWKINS AF38445896	TSGT	18 Aug 51

BY ORDER OF THE COMMANDER:

OFFICIAL:

CLARENCE H. GARRISON
Major, USAF
Adjutant

Clarence H. Garrison
CLARENCE H. GARRISON
Major, USAF
Adjutant

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM (SAC)
Barksdale Air Force Base
Louisiana

16

SPECIAL ORDERS)
NUMBER 123)

28 September 1954

1. CAPT ALFRED G LANDERS, A02043692, is REL from ASG with 32BOMTRON, SAC, this STA & RSG 352BOMTRON, SAC, this STA, REPT NLT 1 Oct 54. EDGSA: 1 OCT 54.

2. FNO, ASG this HQ, SAC, this STA from 806ADIV by PARA 13 SO 223, HQ 806ADIV, Lake Charles AFB, LA, 24 SEP 54, are further ASG to UINDC, SAC, this STA, REPT NLT 29 SEP 54. EDGSA: 1 OCT 54.

CAPT LOWELL D HARRIS	A0697728	32BOMTRON
1STLT MICHAEL MALDONADO	A02225346	353BOMTRON

BY ORDER OF THE COMMANDER:

OFFICIAL:

ROBERT B BROWN
Major, USAF
Adjutant

Robert B Brown

ROBERT B BROWN
Major, USAF
Adjutant

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, SAC
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 38)

6 July 1954

17

1. LT COL FRANK J. P. BASOR, 6894A, this HQ, SAC, this STA is ASS
DY as WG COMPTROLLER, DAFSC 00510, EFF: 1 JUL 54.
2. CAPT ROBERT C. BICE JR., AO 81621h, this HQ, SAC, this STA is
ASS DY as WG REPTS & ANALYSIS OFF with ADEY as OIC, ACFT Records & WG
DISTR OFF, DAFSC 4344.
3. CAPT MILTON C. FREEMAN JR., AO 611764, this HQ, SAC, this STA
is ASS DY as OIC, WG TRNG Standardization Team, DAFSC 4351.

BY ORDER OF THE COMMANDER:

OFFICIAL:

David L. Hoffat
DAVID L. HOFFAT
Capt, USAF
Asst Dir of Pers

BENNETT P. BROWDER
Lt Col, USAF
Director of Personnel

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, SAC
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 43)

23 July 1954

1. CAPT JOHN F. KILPATRICK, AO 799995, this HQ, SAC, this STA, is ASCD BY as Quality Control Unit OFF, EFF 19 JUL 54. DIFSC 4344.

2. 1ST LT EARL M. HARRIS, AO 1851245, this HQ, SAC, this STA, is ASCD BY as WG Munition OFF, EFF 1 JUL 54. DIFSC 3251.

3. SMOF 2, PERAM 40, this HQ, SAC, this STA, CS, pertaining to A/2C KIMBLE D. MCKAY, AF 16386180, is REVO.

4. A/2C KIMBLE D. MCKAY, AF 16386180, HEDRON, 301 BOMWG (1), SAC, this STA, is placed on OJT with DY AFSC same as OJT AFSC. Anticipated date of COMPL of TNG-15 SEP 54, resulting in change of PRIM AFSC. OJT AFSC 92250.

5. Utilization AFSC of the FNL, HEDRON, 301 BOMWG (1), SAC, this STA, as indicated:

<u>GRADE, NAME, AFSN</u>	<u>FROM</u>	<u>TO</u>
SSGT BURL R. BELL, AF 18386058	92210	92230
A/3C BERNARD F. SPENCER, AF 16462962	70010	70230

6. Utilization AFSC of the FNL, 301 BREFS, SAC, this STA, is changed as indicated:

<u>GRADE, NAME, AFSN</u>	<u>FROM</u>	<u>TO</u>
SSGT JAMES H. FERGASON, AF 16365556	32351F	43139F
A/2C DON R. HEATH, AF 19445290	DO	DO
A/2C CHARLES S. ENGLAND, AF 18423861	DO	DO

BY ORDER OF THE COMMANDER:

OFFICIAL

David L. Moffat
DAVID L. MOFFAT
CAPT USAF
ASS'T DIR of PERS

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, SAC
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 45)

28 July 1954

1. MAJ ERNEST W LIVERMAN, AO 662282, this HQ, SAC, this ST₄, is RELD from DY as OIC WG Target SECT and RSGD DY as Chief, Prediction and Target SECT, EFF 1 AUG 54.

2. MAJ WILLIAM P CUMISKEY, AO 1549247, this HQ, SAC, this ST₄, is ASGD DY as OIC WG Target Intelligence Branch. DY AFSC 2044.

BY ORDER OF THE COMMANDER:

OFFICIAL:

David L. Moffat
DAVID L. MOFFAT
CAPT USAF
ASS'T DIR of PERS

BENNETT P. BROWDER
LT COL USAF
Director of Personnel

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, SAC
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 46)

2 August 1954

1. SMOP 1 PERAM 43, this HQ, SAC, this STA, CS, pertaining to CAPT JOHN F KILPATRICK, AO 799995, as reads "Quality Control Unit OFF" is AMND to read "Control Unit OFF".

2. SMOP 2, PERAM 45, this HQ, SAC, this STA, CS, pertaining to MAJ WILLIAM P CUMISKEY, AO 1549247, as reads "is ASGD DY as OIC WG Target Intelligence Branch" is AMND to read "is RELD from PRES DY as PHOTO-RAIDAR OFF, DY with WGINT and ASGD DY as OIC WG Target Intelligence Branch, EFF 1 AUG 54.

3. LT COL RICHARD E BARTON, 9910A, this HQ, SAC, this STA, is RELD from PRES DY as CH of MAINT and ASGD DY as DIR of MATERIEL. DY AFSC 0041C.

4. A/2C JAMES A JOHNSON, AF 15453817, 301ST AREFS, SAC, this STA, is placed on OJT-C with DY AFSC same as OJT AFSC. Anticipated date of COMPL of TNG- 2 OCT 54, resulting in change of PRIM AFSC. PRIM AFSC: 70230. OJT AFSC: 70250.

5. The FNA, 301ST ARMT & ELCTMLINTRON, SAC, this STA, are placed on OJT with DY AFSC same as OJT AFSC. Anticipated date of COMPL of TNG- 2 NOV 54, resulting in change of PRIM AFSC.

NAME, PRIM or ADD AFSC	OJT-code "D"
A/2C (3235OF) LESLIE C WALSH, AF 27516669	46230
A/2C (64010) EDWARD V CHESS, AF 15256524	64131
A/2C (64010) LUTHER E TULLOS, AF 34154507	DO
SSGT (3235OF) OTIS P BLODSON, AF 13323306	DO
A/3C (64010) ROBERT J GUDINAS, AF 16443706	DO

6. The FNA, 301ST ARMT & ELCTMLINTRON, SAC, this STA, are placed on OJT with DY AFSC same as OJT AFSC. Anticipated date of COMPL of TNG- 2 OCT 54, resulting in change of PRIM AFSC.

NAME, PRIM or ADD AFSC	OJT-code "C"
A/2C (32130E) JAMES O CHLSTAIN, AF 14378136	32150E
A/2C (32130E) JOHN M BAILEY, AF 18396783	DO
A/2C (32130E) DICK C RILSON, AF 18378444	DO

7. The FNA, 353D BOMRON, SAC, this STA, are placed on OJT with DY AFSC same as OJT AFSC. Anticipated date of COMPL of TNG- 2 OCT 54 resulting in change of PRIM AFSC.

NAME, PRIM or ADD AFSC	OJT-code "C"
A/2C (43131J) KENNETH R BOWLES, AF 13437101	43151J
A/2C (70230) EDDIE R GAY, AF 14474341	70250
A/2C (43131J) WILLIAM E DAVIS, AF 14491140	43151J
A/2C (43131J) CURTIS D ALBERTSON, AF 14488692	DO

8. The FNA, 301ST Periodic MAINTRON, SAC, this STA, are placed on OJT with DY AFSC same as OJT AFSC. Anticipated date of COMPL of TNG- 2 OCT 54, resulting in change of PRIM AFSC.

NAME, PRIM or ADD AFSC	OJT-code "C"
A/2C (43133) JAMES R FOSS, AF 11239351	43153
A/3C (43131J) BRUCE C KUTZ, AF 13434241	43151J

9. A/2C GERALD D WITZLING, AF 12401840, this HQ, SAC, this STA, has completed OJT EFF 25 JUL 54. AMN entered OJT 25 May 54.

20

PERAM 46, HQ 301 BOMB (M), Barksdale AFB, LA, DTD 2 AUG 54; continued

10. The FMA, 301ST FLDMLNTRON, SAC, this STA, are placed on OJT with DY AFSC same as OJT AFSC. Anticipated date of COMPL of TRG- 2 OCT 54, resulting in change of ADD AFSC.

<u>NAME, ADD AFSC</u>	<u>OJT-code "C"</u>
MSGT (43332) THOMAS B HOLLOWELL, AF 6383915	43352
SSGT (43332) EUGENE T MERRIGAN, AF 13315871	DO

11. A/3C (64010) LENARD D PERKINS, AF 14466371, 301ST FLDMLNTRON, SAC, this STA, is placed on OJT in AFSC 64131. DY AFSC same as OJT AFSC. Anticipated date of COMPL of TRG- 2 NOV 54, resulting in change of PRIM AFSC. OJT-code "D".

BY ORDER OF THE COMMANDER:

OFFICIAL:

David L. Moffat
 DAVID L. MOFFAT
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BENNETT P BROWDER
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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, SAC
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 47)

6 August 1954

1. The FNA, 301ST Periodic MAINTRON, SAC, this STA, are placed on OJT with DY AFSC same as OJT AFSC. Anticipated date of COMPL of TNG- 6 NOV 54, resulting in change of PRIM AFSC.

NAME, PRIM or ADD AFSC

OJT-code-"D"

A/IC (43152B) WILLARD E BARLOW, AF 14416436	43152A
SSGT (43152B) RALPH J BEASLEY, AF 14396594	DO
A/2C (43132B) HOWARD R HAWKINS, AF 14440204	43132A
A/IC (43152B) ALTON J NORNELL, AF 18353505	43152A

2. MAJ JAMES S HUMPHREY, JR, AO 859974, this HQ, S.C, this STA, is ASGD DY as WG COMM OFF, EFF 25 JUL 54. DY AFSC 3016.

BY ORDER OF THE COMMANDER:

OFFICIAL:

David L. Moffat
DAVID L. MOFFAT
CAPT USAF
ASS'T DIR of PERS

BENNETT P BROWDER
LT COL USAF
Director of Personnel

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, SAC
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 48)

12 August 1954

1. LTCOL WILLIAM B COLSON, 7778A, this HQ, SAC, this STA, is ASGD
DY as Chief of MAINT, EFF 5 AUG 54. DY AFSC 4311.

2. A/3C (70010) HEINZ WARD, AF 11276682, this HQ, SAC, this STA, is
placed on OJT-D with DY and Utilization AFSC same as OJT AFSC. Anticipated
date of COMPL of TNG- 12 NOV 54. OJT AFSC 70230.

3. The FNA, 301ST ARMT & ELCT MAINTRON, SAC, this STA, are placed on
OJT-C with DY AFSC same as OJT AFSC. Anticipated date of COMPL of OJT-12
OCT 54.

GR. PRIM or ADD AFSC, NAME, AFSC	OJT AFSC
A/3C (40433) FLOYD AMBUSH, AF 18451130	40453
A/3C (40433) WILLIAM G KING JR, AF 19398302	DO
A/3C (40433) JAMES M ELGAR, AF 19484160	DO
A/3C (40433) WALTER BOLIN, AF 14503316	DO

BY ORDER OF THE COMMANDER:

OFFICIAL:

David L Moffat
DAVID L MOFFAT
CAPT USAF
ASS'T DIR of PERS

BENNETT P BROWDER
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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, SAC
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 49)

14 August 1954

1. The FNA, 301ST ARM&ELECTMAINTRON, SAC, this STA, are placed on OJT-C in AFSC INDC. BY AFSC same as OJT AFSC. Anticipated date of COMPL of TNG-14 OCT 54.

GR. NAME, PRIM AFSC	OJT AFSC
A/3C DANA B FAULKNER (40433) AF11258285	40453
A/3C JOSEPH R ATKINS (46230) AF13417746	46250
A/2C ARCHIE M HUSSER (32130E) AF18375894	32150E
A/3C GEORGE F CLINTON (30130) AF12401224	30150

2. The FNA, 301ST ARM&ELECTMAINTRON, SAC, this STA, are placed on OJT-D in AFSC INDC. BY AFSC and Utilization AFSC same as OJT AFSC. Anticipated date of COMPL of TNG-14 NOV 54.

GR. NAME, PRIM AFSC	OJT AFSC
A/2C FRONKLIN D JACKSON (64010) AF18467182	64131
A/1C DONALD O HAGG (32350F) AF18399804	32130E
A/1C BERNARD J RAKUSKAS (32350F) AF13390413	32130E
A/1C ELWIN A TWO TSON (32350F) AF11226685	32130E

3. PRIM AFSC of CAPT JOHN D REEVES, A0807784, this HQ, SAC, this STA is changed from 1234C to 1411. 1234C is returned as 1st additional. AFSC's 7024 and 4361 are deleted. AUTH: PAR 15a(1) AFM 36-1 as AMND.

4. BY AFSC of CAPT JOHN D REEVES, A0807784, this HQ, this STA is changed from 7521 to 1416.

5. 2D LT LESTER D GRIFFITH, A03009360, this HQ, SAC, this STA, is ASG BY as ASST WG Gunnery OFF EFF 17 AUG 54. DAFSC 3241.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Bennett P Browder
BENNETT P BROWDER
LTCOL USAF
Director of Personnel

BENNETT P BROWDER
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HEADQUARTERS
301ST BOMBARDMENT WING, MEDICAL, SAC
Barksdale Air Force Base, LouisianaPERSONNEL ACTIONS MEMORANDUM
NUMBER 50

19 August 1954

* The PMA, this HQ, SAC, this SW, are ATCHD to MEDRON SEC for
QTR, RMT, AND ADMIN AUTH: SUTFL VII, 2ND WING 35-3.

<u>GR NAME AFSSN</u>	<u>AFSC</u>	<u>DLFSC</u>
MSG ARTHUR E AUNTDELFO, AF 11114239	43170	43171J
MSG HUBERT B BECKHAM, AF 33401889	43171J	43171J
MSG JACK BUSHART, AF 6925079	43171J	43171J
MSG JAMES H CAMPBELL JR, AF 14001809	43171J	43171J
MSG HENRY C CANTARIN, AF 34290195	43171J	43171J
MSG FRANCIS L CARROLL, AF 11024724	43171J	43170
MSG CURR W CHAFFERTON, AF 6294060	43170	43170
MSG L VERNIE B DE LER, AF 6871123	30170	30170
MSG ROBERT J DOW, AF 6914407	43170	43171J
MSG HAROLD E EARLE, AF 6911504	32170	32170
MSG HOWARD D FAULKNER, AF 6251861	64173	64173
MSG WARREN W FORTNAD JR, AF 6254752	43170	43171J
MSG STANLEY L FROST, AF 3757050	30171	30171
MSG HERRON J GALL, AF 6397346	43170	43170
MSG LLOYD D GALLICHER, AF 13027175	43170	43170
MSG WILSON F HARGIS, AF 6295774	43170	43170
MSG ROBERT A HAYWELL JR, AF 38509529	73170	73170
MSG BERT H HUGGINS, AF 29346797	43170	43171J
MSG DONALD D JENGER, AF 17121356	30170	30170
MSG HAROLD C JONES, AF 35035878	60170	60170
MSG JAMES R JONES, AF 6984830	43170	43171J
MSG CLAUDE A KERSHNER A JR, AF 33323222	43170R	46170R
MSG EDWARD H KRAUSE JR, AF 16005774	43170	43170
MSG ROBERT F MAC DONALD, AF 6911626	43170	43170
MSG HAROLD L MARSHALLER, JR, AF 6955591	70270	70270
MSG EARL C MILLER, AF 37228823	30171A	30171A
MSG AUGUST G MORAN, AF 6833902	43170	43170
MSG JACK S MORIS, AF 38235305	32370	32370
MSG JOSE M OLIVEIRA, AF 6544986	43170	43170
MSG EUGENE G PEARSON, AF 34720562	43171J	43171J
MSG ADOLPH A PENCEK, AF 6997857	43170	43170
MSG WINFIELD J PORT, AF 33743142	60170	60170
MSG CLARENCE C POWELL, AF 19063578	43170	43171J
MSG ROBERT E ROYDHOUSE, AF 12029009	73270	73270
MSG BENNIE J SLOMCKER, AF 37505871	43171J	43171J
MSG DONALD B SLYTH, AF 6666557	43170	43170
MSG LEONARD P SYKES, AF 14060774	64173	64173
MSG ROBERT E THOMAS, AF 37184821	43170	43170
MSG ROY H WADDE, AF 20922949	20470	20470
MSG GERALD R WENTZLER, AF 35515863	29370	29370
MSG GEORGE L WILLIAM, AF 7002625	43170	43171J
MSG MAYMOND L WILLIAMS, AF 19023584	43171J	43171J
MSG ALVEN J WIRTH, AF 6817697	70270	70270
MSG JOHN S YODER, AF 39533274	43171J	43171J

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0624

<u>GR NAME AFNH</u>	<u>RAFSC</u>	<u>DAFSC</u>
TSG CHARLES A ANTHONY, AF 34337160	80270	80270
TSG EVERETT H BILLS JR, AF 19147879	64173	64151
TSG BILLIE L BRYANT, AF 14261858	70270	70250
TSG BUDDIE CAMPBELL, AF 18291842	64175	64175
TSG HAROLD E COX, AF 17210183	32571C	32371C
TSG LOUIS J BONELLES, AF 11176526	70270	70270
TSG JOHN W HARRIS JR, AF 14332429	70270	70270
TSG HARLAND D HAUB, AF 43043420	20471	20471
TSG MELVYN H HENRY, AF 38316591	73270	73270
TSG JAMES S LAMBERT, AF 18208691	43170	43170
TSG RICHARD E ORTMAYER, AF 27989040	80270	80250
TSG JOHN R RUTE, AF 38473293	30171	30171
TSG LLOYD R SCHNEIDER, AF 19330445	30171	32171B
TSG SAMUEL SICHESKI, AF 33351566	64173	64151
TSG ALBERT P STOKES, AF 39085502	30171	32171B
TSG CHARLES S STOKLEY, AF 14381208	20470	20470
TSG ROY L TOWNSEND, AF 16098500	64173	64151
TSG JACK K WALTERS, AF 13255204	60170	60170
TSG WILLARD L WELTON, AF 12232747	73270	73270
SSG WILLIAM W BRODT, AF 15429212	70250	70250
SSG BURL R BELL, AF 18386058	92210	92230
SSG GEORGE A BROUSSARD, AF 38485702	70250	70250
SSG JOHN T CARLISLE, AF 17300450	20451	20451
SSG WILMA E CHEBLER, AF 14369632	70250	70250
SSG ROBERT E COOK, AF 19371780	70250	70250
SSG JAMES H ELLIOTT, AF 21913396	70250	70250
SSG EARL W FULLERTON, AF 13359360	43151	43171B
SSG JOHN F HUNT, AF 25528548	70250	70250
SSG GARRY C KEMP, AF 16345669	20450	20450
SSG MATTHEW JAMES J AF 19392309	70250	70250
SSG NOTCHER C MILNER, AF 18024681	32351F	60150
SSG CECIL D LATHAN, AF 18387710	64151	64151
SSG LONGO NICHOLS J, AF 11211885	70250	70250
SSG CHARLES L MCKENNEY, AF 13229432	64151	64151
SSG JAMES B NELTON, AF 14295193	73250	73250
SSG GEORGE D NERRIE, AF 14324461	70270	70270
SSG DELBERT E RUTE, AF 16256081	70270	80170
SSG HARLOW B PRAFF, AF 17300891	70250	70250
SSG ALBERT F POCHEK, AF 12262012	70250	70250
SSG JAMES R POTTS, AF 12341815	43152B	43171B
SSG B THORP SMITH, AF 18401257	70250	73251
SSG BILLY J STYRS, AF 24554408	70250	70250
SSG JAMES SWANSON, AF 17216354	70250	70250
SSG GEORGE R TOCHTENAN, AF 16351920	70250	70250
A1C RICHARD B BARNETT, AF 14459732	20250	20250
A1C DONALD W BLANTIE, AF 17314447	70250	70250
A1C WILLIAM A BRIDGEMAN, AF 17303955	32351F	60130
A1C WILLIAM M CROSTON, AF 28121084	32350C	32350C
A1C DAVID W DILL, AF 19341088	70250	70250
A1C ALFRED D DOZIER, AF 12344184	22350	22350
A1C LAWRENCE H FAWLEY, AF 15432726	70250	70250
A1C FRANK J KAPUT, AF 11209902	64151	64151
A1C HENRY L KOHLMANN JR AF 17307580	70250	70250

GR NAME AFSC	DAFSC	DAFSC
A1C RICHARD J LLOYD, AF 12374265	323500	323500
A1C EDWIN A BOWMAN, AF 16353761	32351F	60130
A1C HARRY F LUMBY JR, AF 16351751	64151	64151
A1C GEORGE W WEBB JR, AF 25556949	70250	70250
A1C CHARLES E PATTERSON, AF 15435879	22350	22350
A1C ROBERT E RAYNE, AF 36773632	83130	83150
A1C EDGAR A PENNY, AF 12347450	70250	70250
A1C HENRY L PHILLIPS III, AF 11177853	22350	22350
A1C JAMES E PRATER JR, AF 14414615	70250	70250
A1C JAMES PRICE JR, AF 16390933	70250	70250
A1C EDWARD R SCHUBERT, AF 12330325	70250	70250
A1C ROBERT L SHELTON, AF 18356150	60150	60150
A1C CHARLES R SHEPARD, AF 16469723	70250	70250
A1C PAUL D STEIN, AF 17315483	70250	70250
A1C THURMAN WALTER E, AF 16359286	70250	92250
A1C THEODORE C THOMAS, AF 16306241	92250	83150
A2C DONALD W ALM, AF 16395001	83150	83150
A2C TREVOR K BUSHNOR, AF 19440963	46151B	46151B
A2C JAMES J BUSHNER, AF 13478380	70230	70250
A2C OSIE CALHOUN JR, AF 16414202	92230	92250
A2C RICHARD W CASLER, AF 11259351	70230	70250
A2C EDWARD W CUMM, AF 15469795	70230	70250
A2C JAMES T KACH, AF 16396985	63130	63150
A2C KIMBLE C KAY, AF 16386180	92230	92250
A2C FREDRICK O KIRKMAN, AF 11243723	20451	20451
A2C RONALD J SMITH, AF 12423628	73251	73251
A2C THEODORE L WELLS, AF 13398095	70230	70250
A2C GERALD D WITZLING, AF 12491810	73230	73250
A3C ROBERT FODD, AF 1460590	60310	60310
A3C BENJAMIN F SPENCER, AF 16562932	70010	70230
A3C HENRY WARD, AF 11276882	70010	70230
A3C RICHARD S YAKUBI, AF 11276543	70010	70230

BY ORDER OF THE COMMANDER:

OFFICIAL:

Bennett P Browder
 BENNETT P BROWDER
 LTCOL USAF
 Director of Personnel

BENNETT P BROWDER
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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, SAC
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS) 20 August 1954
NUMBER 51)

1. SMOP 4, PERAM 49, this HQ, SAC, this STA, CS, pertaining to CAPT JOHN D REEVES, A0807784, as reads "is changed from 7521 to 1416" is AMND to read "is changed from 7521 to 1411".

2. CAPT HARVEY F MCKEAN, A02034641, this HQ, SAC, this STA, is APT RECOFF for DIR of MAT 301 BOMWG (M), IAOD, EFF 21 JUL 54.

3. UP of VOL IV, PARA 8a, AFM 67-1, DTD 1 JUL 53, the FMA, this HQ, SAC, this STA, are AUTH to sign all AF Form 50 tags:

GRADE	NAME	AFSN
SSGT	BURL R BELL	AF 18386058
A/2C	THEODORE C TURKOWICZ	AF 13398244

4. The FMA, 301 TACHOSP, SAC, this STA, are placed on OJT-C in AFSC INDC. BY AFSC same as OJT AFSC. Estimated date of COMPL of TNG-20 OCT 54.

GRADE	PRIM AFSC	NAME	AFSN	OJT AFSC
A/2C	(90230)	PHILIP FAVORS JR,	AF 14431748	90250
A/2C	(90330)	FRANCISCO I SELLA,	AF 10299472	90350
A/1C	(90330)	ARTHUR V CANNON,	AF 18303239	DO
A/2C	(90230)	EMASHA D NELSON,	AF 17357309	90250
A/3C	(90250)	LEE H FORTE,	AF 14402388	DO
A/1C	(90630)	BERNARD J HULSEY,	AF 14223372	90650
A/2C	(90430)	THOMAS J TUCKER,	AF 18441671	90450

5. The Utilization AFSC of the FMA, 301 ARMT&ELCTMLINTRON, SAC, this STA, is changed as INDC, EFF 2 AUG 54:

GRADE	NAME	AFSN	FROM	TO
A/2C	LESLIE C WALSH,	AF 27516669	32350F	46230
CSGT	OTIS P BLOODSOE,	AF 13323306	32350F	64131

6. A/3C HAROLD E RADEL, AF 15414398 (PRIM AFSC 43131J), 301 Periodic MAINTRON, SAC, this STA, is placed on OJT-C in AFSC 43151J. BY AFSC same as OJT AFSC. Anticipated DT of COMPL of OJT- 20 OCT 54.

7. A/3C RICHARD S YAKMAN, AF 11276543 (PRIM AFSC 70010), this HQ, SAC, this STA is placed on OJT-D in AFSC 70230. BY AFSC same as OJT AFSC. Anticipated DT of COMPL of TNG- 20 NOV 54. Utilization AFSC is changed from 70010 to 70230.

BY ORDER OF THE COMMANDER.

OFFICIAL:

Bennett P Browder
BENNETT P BROWDER
LT COL USAF
Director of Personnel

BENNETT P BROWDER
LT COL USAF
Director of Personnel

DISTRIBUTION "B" PLUS
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26

0627

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, SAC
Barksdale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUMS)
NUMBER 52)

20 August 1954

1. UP AFM 36-1, the PRIM AFSC 0036C of COL JOHN W CARROLL, 8423A, this HQ, SAC, this STA, is changed to 0036C. AFSC 1234B is awarded as 1ST ADD AFSC. AFSC 0036C is RTND as ADD. AFSC's 0066A, 0066B, 7011, and 1231B are DELT.

2. UP AFM 36-1, the DY AFSC 6424 of CAPT DONALD V DOANE, AC699799, this HQ, SAC, this STA, is changed to 1231B, EFF 12 AUG 54

BY ORDER OF THE COMMANDER:

OFFICIAL:

Bennett P Browder
BENNETT P BROWDER
LTCOL USAF
Director of Personnel

BENNETT P BROWDER
LTCOL USAF
Director of Personnel

DISTRIBUTION "B" PLUS
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27

0628

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, SAC
Barkedale Air Force Base, Louisiana

PERSONNEL ACTIONS MEMORANDUM
NUMBER 53)

24 August 1954

1. MAJ LINCOLN D RELEYA, AO425674, this HQ, SAC, this STA, is REID from PRCS DY as INTELL OFF DY with WG INTELL SEC and AFSD DY as Acting Chief of INTELL, EFF 21 AUG 54. DAFSC 2016, in TEMP ABS of LTCOL MORRICE E CROUCH, AO395839.
2. SNOP 2, PERM 49, this HQ, SAC, this STA, CS, pertaining to A/IC DONALD O Hagg, AF18399804, and A/IC BERNARD J RAMUSYAS, AF13390413 as deleted.
3. A/IC ALFRED ROTZI GFR, AF12410217, PRIM AFSC 73230, 352 BOLTON, SAC this STA, is placed on OJT-C with DY AFSC same as OJT AFSC. OJT AFSC is 73250.
4. SGT HARLEY D GINGERICH, AF18290062, ADD AFSC 32130E, 201ST AIRTELCTMINTON, SAC, this STA, is placed on OJT-C with DY AFSC same as OJT AFSC. OJT AFSC is 32150E.
5. A/IC KENNETH WYATT, AF26787031, PRIM AFSC 43131J, 32 BOLTON, SAC, this STA, is placed on OJT-C with DY AFSC same as OJT AFSC. OJT AFSC is 43151J.

BY ORDER OF THE COMMANDER:

OFFICIAL:

BENNETT P BROWDER
LTCOL USF
Director of Personnel

BENNETT P BROWDER
LTCOL USF
Director of Personnel

DISTRIBUTION "B" PLUS

10-36P
8-36S
4-3B2
4-3AE
4-3EI

28

0629

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3DMS

1 July 1954

SUBJECT: Clothing Show-Down Inspection

TO: Commanders
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. In compliance with paragraph 8, Section 1, Volume X, Air Force Manual 67-1, unit commanders will conduct a clothing show-down inspection of all assigned airmen on 17 July 1954.
2. The Chief of Supply will distribute appropriate forms (SAC Form 270) to unit supply officers for this inspection. A form will be accomplished for each airman below the first three grades.
3. Non-commissioned officers may be allowed to sign the following certificate in lieu of an actual clothing inspection: "I certify that I have in my possession all items of clothing required by Supplement I, paragraph 9, Section 1, Volume X, Air Force Manual 67-1, and that subject clothing is my correct size and is in a serviceable condition. I further certify that my clothing is marked in accordance with T.O. 14-1-4". The above certificate will also be distributed to unit supply officers by the Chief of Supply.
4. Commanders are reminded that clothing possessed by airmen below the first three grades will also be marked in accordance with T.O. 14-1-4.
5. A report of completed action, signed by the unit commander, will be forwarded to reach this headquarters not later than 7 August 1954.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

29

0630

30

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, (SAC)
Barksdale Air Force Base
Louisiana

SUBJECT: Air Force Regulation 60-2 Requirements

23 July 1954

TO: See Distribution

The following message from Headquarters Strategic Air Command is quoted for your information and necessary action:

"UNCLASSIFIED/ DOTRFO 3093. MY MSG DOTRFO 41853 DATED 24 JUN 54 AND AFR 60-2 DATED 29 DEC 53. TO EXPAND MIN AN FLYING RQR ESTB IN PARA 3C AFR 60-2 AND RAISE STD OF PROFICIENCY OF STAFF OBSR, THIS HQ IS CURR PUB SAC REG WHICH PRESCRIBES ADD RQR AS FOL: A. ALL OBSR WILL SATISFACTORILY PASS WRITTEN EMERG PRO EXAM. - B. AFSC 1525 - NAV: TWO OF SIX RQR NAV LEGS W/B ACCOMP BY CEL. BOMBING: 9 INDIV OBSRS WILL MAINTAIN PROFICIENCY IN BOMBING TRO AND EQP AND WHEN PRACTICAL WILL ACCOMP ACTUAL AND RBS RELEASES. C. AFSC 1534 - NAV: THREE OF SIX RQR NAV W/B ACCOMP BY CEL. INST CALDR: PARTICIPATE IN TWO COMPASS SWINGS GRD OR AIR. D. AFSC 1544 - NAV: SIX NAV LEGS W/B ACCOMP BY DR AND PILOTAGE. BOMBING: (SAME AS B ABOVE). MIN FLYING TIME OF 90 HRS IN ACFT EQUIPPED FOR VIS BOMBING. E. AFSC 1554 - NAV: SIX NAV LEGS W/B ACCOMP BY DR AIDED BY RADAR AND/OR PILOTAGE. BOMBING: (SAME AS B ABOVE). MIN FLYING TIME OF 90 HRS IN ACFT EQUIPPED FOR RADAR NAV OR RADAR BOMBING. F. AFSC 4324. MIN FLYING TIME OF 90 HRS IN ACFT EQUIPPED WITH FLT ENGR STA. MIN OF 50 HRS AT PANEL AS PRIM, ALTN OR SUPV. G. AFSC 3024. PERFORM DUTIES ON ECM EQUIPPED ACFT FOR MIN OF 90 HRS. MIN OF 6 FLTS OF 4 HRS OPERATING ECM EQP. H. AFSC 3244 - 3216. MIN FLYING TIME OF 90 HRS IN ACFT EQUIPPED WITH DEFENSIVE ARM. MIN OF 6 FLTS ON WHICH GNR EQP IS OPERATED. IN ADD TO MIN LISTED ABOVE, RON, WG, AIR DIV AND AF STAFF OBSR WILL PARTICIPATE IN ONE TNG MSN EA CALENDER QTR WITH CREWS OF THEIR UNITS OBSERVING AND SUPERVISING CREW PRO. AFR 60-2 RQRs FOR SIX 500 MI LEGS ARE MOD WITH APPROVAL OF USAF AS FOL: AFSC 4324, 50 HRS PANEL TIME; AFSC 3024, 6 FLTS OF 4 HR DURATION ON WHICH ECM EQP IS OPERATED; AND AFSC 3244, 6 FLTS ON WHICH GNR EQP IS OPERATED. OBSR WHO FAIL TO MEET ABOVE RQR W/B REPT UNDER PAR A. REVS W/B CONTAINED IN THE FORTHCOMING SAC REG. 14/2130Z JUL JED:HM"

BY ORDER OF THE COMMANDER:

Clarence H. Garrison

DISTRIBUTION

All Squadrons
All Staff Agencies

CLARENCE H. GARRISON
Major, USAF
Adjutant

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, (SAC)
Barksdale Air Force Base
Louisiana

23 July 1954

31

3DPO

SUBJECT: Regular Air Force Commissions

TO: Commanders
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

The following message from Headquarters, Strategic Air Command is quoted for your information and necessary action:

"/UNCLASSIFIED/DPMCC 2320. PASS TO ALL LOWER ECH OF COMDS. RES AF OFFICERS, OTHER THAN DOCTORS AND DEN, CURR SERVING ON AD WHO ARE ELIG FOR AND INTERESTED IN REG COMS FOR REGAF COM MAY SEN APPL FROM 1 JUL TO 31 AUG 54 (RES AF OFFICER DSG DOCTORS AND DEN MAY SEN APPL AT ANY TIME UNDER PROV AFR 36-21 DTD 21 APR 54). ELIG RQR AND METHOD FOR APPLYING MAY BE FOUND IN FOL AF DIR: NON-PROFESSIONAL OFFICERS: AFR 36-5 DATED 25 MAY 54. B. JA: AFR 36-7 DTD 24 FEB 54. C. CH: AFR 36-31 DTD 23 JUN 54. D. MEDICAL SV OFFICERS, VET, NURSES, WMSC: AFR 36-31 DTD 8 DEC 53. APPL MUST REACH DIR OF PERS PROCUREMENT AND TRNG, HQ USAF, ATTN: PERS PROCUREMENT DIV, WASH 25, D C, PRIOR TO 15 SEP 54 TO BE CONSIDERED. APPL REC AFTER THAT DATE WILL BE RTN WITHOUT ACTION. WHERE POSSIBLE REQ YOUR SUBOR COMDS PERSONALLY ADVISE ALL ELIG AF RES OFFICERS ASG THEIR UNITS THAT APPL FOR REGAF COM MAY NOW BE SEN AND ENCOURAGE PROSPECTIVE APPL TO APPLY DURING CURR APPL PD. AUTH: HQ USAF MSG AL AJCOM 715/54 DTD 2 JUL 54. 12/1822Z JUL JEDMH"

BY ORDER OF THE COMMANDER:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

0632

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3AG

23 July 1954

SUBJECT: Air Force Aid Society Membership Campaign

32

TO: Commanders
All Squadrons
301st Bombardment Wing (M)
Barksdale Air Force Base
Louisiana

1. The Air Force Aid Society Membership Campaign commences 24 July 1954 and extends through 7 August 1954.
2. In order to maintain a daily status of memberships and contributions for the Wing, a report will be phoned in daily to the Wing Adjutant Section, (ext 653 or 726), giving:
 - a. Number of membership cards sold,
 - b. Total contributions, (aggregate).
3. The first report will be submitted not later than 1530 hours, 27 July 1954.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison
CLARENCE H. GARRISON
Major, USAF
Adjutant

0633

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3AG

29 July 1954

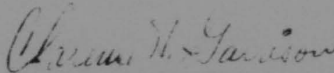
SUBJECT: Squadron Pickup from Base Publications

TO: Commander
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

33

1. Fourth Air Division has recently inaugurated a policy which requires Squadrons to pickup Air Force, Strategic Air Command and Second Air Force publications from the Base Publications Office. Barksdale Air Force Base and 301st Bombardment Wing publications will still be obtained through normal distribution channels.
2. In compliance with this policy it will be necessary for each Squadron of the 301st Bombardment Wing to make at least two pickups per week from the Base Publications Office.
3. This policy will be effective upon receipt of this letter.

BY ORDER OF THE COMMANDER:



CLARENCE H. GARRISON
Major, USAF
Adjutant

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

30 July 1954

3DMS

SUBJECT: Allocation of Maintenance Equipment

TO: Commanders
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

34

1. The 301st Field Maintenance Squadron has been assigned responsibility for maintenance of all ground power equipment authorized for the 301st Bombardment Wing, Medium. Any organization having the following items on hand or received in the future will issue them on hand receipt to the 301st Field Maintenance Ground Power Section:

Geneco Units or Marathons.
G-26 Generators.
G-22 Generators, (all type).
G-21 Generators, (all type).
Compressors, 3000 PSI.
Adapter Assy, K-Carts.
Blowers.

2. Maintenance of the above items and assignment of other maintenance functions to the 301st Field Maintenance Squadron requires that the following tool kits be placed on hand receipt to the 301st Field Maintenance Squadron Supply Officer:

<u>FROM</u>	<u>QUANTITY</u>	<u>ITEM</u>
32nd Bombardment Squadron	2 each	10-47-1
352nd Bombardment Squadron	3 each	10-47-3
353rd Bombardment Squadron	2 each	10-47-1
301st Periodic Maintenance Squadron	3 each	10-47-3
	1 each	10-47-1
	1 each	10-47-3
	10 each	10-43-3
	4 each	10-43-4

0635

Hq 301st Bom Wg (M), Berkshire AFB, La., 3DMS, Subj: Allocation of
Maintenance Equipment

3. Prior to placing the above tool kits on hand receipt to 301st Field Maintenance Squadron, each organization will perform a tool check to insure that all available items have been placed in the kits. The hand receipt prepared for issue to the 301st Field Maintenance Squadron will consist of a consolidated hand receipt of all items.

4. Field equipment and organizational equipment including weapons will be handled in the manner outlined above.

5. This supercedes letter Headquarters, 301st Bombardment Wing, Medium, 3DMS 452.1, dated 7 July 1953, same subject.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison
CLARENCE H. GARRISON
Major, USAF
adjutant

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, (SAC)
Barksdale Air Force Base
Louisiana

3DPO

2 August 1954

SUBJECT: Change 1 - Combat Crew Control (Administration) - 21 July 1954

TO: See Distribution

7. PREPARATION AND SUBMISSION OF SAC FORMS 192, 192a and 193.

d. General.

- (2) Second Air Force message DMAL 4109, dated 28 July 1954 is quoted in part for your information and compliance: "Part II: Subject is signatures on SAC Forms 192, 193 and 192a. In order to avoid delay in forwarding of subject forms, the following policy will be in effect: In the absence of crew members, such notations as TDY, leave, etc., may be entered in lieu of signature. In the absence of Squadron and Wing Commander, officers delegated authority to sign for commanders will sign subject forms. Upon return of crew members from TDY or leave status, SAC Forms 192 retained on file at the individuals organization will be immediately brought to their attention for their review. Any existing discrepancies will be immediately reported on SAC Form 192a or a new SAC Form 192 will be submitted."

BY ORDER OF THE COMMANDER:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

DISTRIBUTION

10 cys to 32BOMBGRON
10 cys to 352BOMBGRON
10 cys to 353BOMBGRON
10 cys to 3DP
10 cys to 3DC
5 cys to 3CC

35

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM, SAC
Barksdale Air Force Base
Louisiana

3DFO

2 August 1954

SUBJECT: Assignment and Transfer of Key Personnel

TO: All Directorates and Commanders
301st Bombardment Wing (M)
Barksdale Air Force Base
Louisiana

1. In some instances, assignments and transfers of key officer personnel have been made without the prior approval of the Wing Commander.
2. In the future, completed actions will not be taken to initially assign, transfer to overseas or other ZI stations, fill school quotas, or transfer anywhere within the wing, key officer personnel without the prior approval of the Wing Commander or Deputy Wing Commander in his absence.
3. When personnel actions such as the above are necessary, coordination between staff sections and squadron commander concerned will be completed and a recommendation determined before submitting to the Wing Commander for approval.
4. It is the responsibility of each Director and Commander within this organization to insure compliance with this policy.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

36

0638

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3AG

3 August 1954

SUBJECT: Separate Ration Request

TO: Commander
All Squadrons
301st Bombardment Wing Medium
Barksdale Air Force Base
Louisiana

1. The following information is quoted from paragraph 7,
Second Air Force Regulation 173-1, 18 February 1954.

"DISCHARGE AND REENLISTMENT. Upon discharge, entitlement to separate rations is automatically terminated. Upon reenlistment (even though there is no break in service), 2AF Form 206 will be initiated and processed in accordance with paragraph 4, above".

2. Separate rations request for newly assigned personnel, who report after delay enroute or leave, will not be dated to include leave time. Leave rations will be paid by MPO as "Leave Rations". Separate rations may commence the day subsequent to expiration of leave.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison
CLARENCE H. GARRISON
Major, USAF
Adjutant

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0639

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3AG

6 August 1954

SUBJECT: Report of Hospitalized Personnel

TO: Commander
All Squadrons
301st Bombardment Wing (M)
Barksdale Air Force Base
Louisiana

1. It is the desire of the Wing Commander to be kept informed of all personnel who are admitted to the USAF Hospital, on this station.
2. A report will be made by all organizations to the Adjutant Section daily of the names of all personnel who are confined to the hospital. This report will be made by telephone not later than 0900 each day. Negative reports will not be required.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

38

0640

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3AG

9 July 1954

SUBJECT: 4th Air Division Parade, 10 July 1954.

TO: Commander
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. The following instructions are supplemental to the 4th Air Division Parade Order #6, 6 July 1954.

a. The following squadrons will be composed of officers and airmen:

32nd Bombardment Squadron
352nd Bombardment Squadron
301st Air Refueling Squadron

b. Commander, Headquarters Squadron will furnish two officers to Commander, 301st Periodic Maintenance Squadron.

c. Commander, 301st Field Maintenance Squadron will furnish 60 airmen to Commander, 301st Periodic Maintenance Squadron.

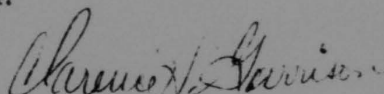
d. Commander, 301st Armament and Electronics Maintenance Squadron will furnish 63 airmen to Commander, Headquarters Squadron.

e. Commander, 353rd Bombardment Squadron will furnish available personnel for the parade to the 32nd and 352nd Bombardment Squadrons in equal increments.

f. Commanders concerned will coordinate time and place of assembly.

2. A dry-run is not scheduled for this parade.

BY ORDER OF THE COMMANDER:


CLARENCE H. GARRISON
Major, USAF
Adjutant

39

0641

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

10 August 1954

3DC

SUBJECT: Administrative Practices

TO: Commanders
All Squadrons
301st Bombardment Wing (M)
Barksdale Air Force Base
Louisiana

1. The general administration of units within this command has noticeably declined from a high state of efficiency and organization to an unacceptable condition in recent months. The factors responsible for this decline have been increased emphasis on operational commitments and loss of qualified administrative personnel without sufficient number of trained replacements to meet our needs.

2. In view of this trend, it is necessary for Unit Commanders to exercise closer supervision of the administrative details connected with their function, if they are to maintain an acceptable state of efficiency and organization. To this end all personnel concerned should become familiar with the basic directives which govern general Air Force administration plus any directives which directly effect administration of their section.

3. Attached is a unit commanders check list which I recommend be utilized as a measure to judge the quality of administration within each unit. This check list is divided into seven major sections and covers the important phases and details of unit administration from orderly rooms down to mail rooms, including all general squadron operational activities.

4. From time to time as dictated by changes in regulations, mission requirements, and Wing procedure, changes will be published to this inspection guide. It will be the responsibility of the appropriate staff agency to monitor, prepare and publish such changes as needed.

1 Incl
Unit Comdr Check List

John W. Carroll
JOHN W. CARROLL
Colonel USAF
Deputy Commander

40

0642

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3AG

12 August 1954

SUBJECT: 4th Air Division Parade, 14 August 1954

TO: Commander
All Squadrons
301st Bombardment Wing (M)
Barksdale Air Force Base
Louisiana

1. The following instructions are supplemental to 4th Air Division Parade Order #6, 6 July 1954.

a. The 301st Bombardment Wing will exchange positions with the 376th Bombardment Wing in the Parade Order on the line of assembly.

b. The following squadrons will be composed of officers and airmen:

32nd Bombardment Squadron
352nd Bombardment Squadron
353rd Bombardment Squadron
301st Air Refueling Squadron

c. Commander, Headquarters Squadron, will furnish two officers to Commander, 301st Periodic Maintenance Squadron.

d. Commander, 301st Field Maintenance Squadron will furnish 75 airmen to Commander, 301st Periodic Maintenance Squadron.

e. Commanders concerned will coordinate time and place of assembly.

2. No dry-run is scheduled for this parade.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison
CLARENCE H. GARRISON
Major, USAF
Adjutant

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0643

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

3DM

18 August 1954

SUBJECT: Air Force Regulation 67-10 dated 14 May 1954

TO: Commanders
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

1. Attached for your information and necessary action is SAC letter, DM3, dated 20 July 1954, subject as above.
2. Immediate action will be taken by unit commanders to bring contents of Air Force Regulation 67-10 to the personal attention of each individual. This will be done through the media of Saturday morning ground training programs.
3. This headquarters has repeatedly stressed the importance of squadron SOP's for safeguarding government property, in an effort to reduce the number of surveys being submitted. SOP's will be established for the following, if applicable:
 - a. Method of securing tool boxes during off duty hours.
 - b. Designated method of storing weapons.
 - c. Designated place of storage and check in and out system for personal baggage.
 - d. Safeguarding of items in barracks during duty hours.
 - e. Designated area for storing field equipment issued to individuals.
 - f. Authorized storage of equipment in wall lockers in hangers. Prescribed methods of identifying and securing these lockers.
 - g. Pick-up, inventory and safeguarding personal effects and government property of individuals ATOL or in hospital.
 - h. Correct procedures for reporting losses of government property.

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0644

Hq 301st Bom Tg (M), Barksdale AFB, La., 3DM, Subj: Air Force
Regulation 67-10 dated 14 May 1954

4. It is imperative that above directives be brought to the attention of each individual. Unit Commanders must make every effort to provide adequate storage and efficient methods of checking equipment in and out of designated areas.

BY ORDER OF THE COMMANDER:

Clarence E. Garrison

CLARENCE E. GARRISON
Major, USAF
adjutant

1 Incl:
SAC Ltr DM3, 20 Jul 54
w/1st Ind fr 2AF

HEADQUARTERS STRATEGIC AIR COMMAND
OFFUTT AIR FORCE BASE
Omaha, Nebraska

DM3

20 July 1954

SUBJECT: AF Regulation 67-10, dated 14 May 1954

TO: Commander
Second Air Force
Barksdale Air Force Base
Louisiana

1. Attached is a copy of a revised AF Regulation 67-10 which outlines the responsibilities of all Air Force personnel for government property. This revision was necessitated due to the existence of many unsatisfactory conditions involving the care and safeguarding of Air Force supplies and equipment.
2. Necessary action will be taken to bring subject regulation to the personal attention of all personnel of your command. In addition, the provisions and implications will be emphasized with a view toward increasing command interest and improving overall supply discipline.
3. The Air Force has been unnecessarily subjected to adverse criticism because of conditions resulting from the lack of supply discipline. Many conditions reported were due to operational commanders and supervisors treating supply discipline as a matter pertaining to supply personnel only. Supply discipline is an inherent responsibility of all personnel and must be emphasized as such. It is well known that effective supply discipline is directly related to command and supervisory efficiency.
4. During the month of March 1954, Reports of Survey processed by this command totaled \$177,309.27 and involved 468 individual Reports of Survey. Responsible individuals were assessed \$4,656.42 for the losses incurred. The loss of \$177,309.27 on these surveys can be attributed to property damage, theft, etc., which are the result of:
 - a. Negligence in command supervision.
 - b. Poor supply discipline.
 - c. Additional duties precluded proper supervision.
 - d. Inadequately trained personnel.
 - e. Irresponsible actions.

Encl 1 (1)

0646

DM3
Subj: AF Reg 67-10, dtd 14 May 54

- f. Lack of safeguards.
- g. Errors in judgment.
- h. Unauthorized utilization of equipment.

5. The above information is being brought to your personal attention so that continued emphasis will be placed on the continued improvement of supply discipline through your commanders, which is essential for increase in operating efficiency and effective utilization of our resources.

BY ORDER OF THE COMMANDER:

1 Incl
AF Reg 67-10

s/t C. J. BOMBLEY, JR.
Brigadier General, USAF
Director of Materiel

DC (20 Jul 54)

1st Ind

HEADQUARTERS SECOND AIR FORCE, Barksdale Air Force Base, Louisiana
26 July 1954

TO: Commander, 4th Air Division, Barksdale Air Force Base, Louisiana

1. Additional copies of the revised AF Regulation 67-10 are not being forwarded due to the fact that they have already been furnished your headquarters through normal distribution channels.

2. It is desired that you bring the contents of this regulation to the personal attention of your entire command.

BY ORDER OF THE COMMANDER:

1 Incl
w/d

s/t ROBERT E. LANDRY
Major General, USAF
Deputy Commander

Incl 1 (3)

2

0647

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

43

19 August 1954

3DML

SUBJECT: Wing Mobility Meetings

TO: Commanders
All Squadrons
301st Bombardment Wing (M)
Barksdale AFB
Louisiana

1. Request all squadrons furnish the Chief of Logistics, 301st Bomb Wing, with one copy of orders assigning a Mobility Officer and an assistant Mobility Officer to coordinate and assist the Squadron Commander on all phases of mobility.
2. Further request that action be initiated immediately to bring up to date, the following administrative matters as they pertain to personnel in your organization (reference paragraph 5g, Part I, 301st Mobility Plan):
 - a. Immunization Records.
 - b. Records of Qualification in Basic Weapons.
 - c. Dental Records.
 - d. Personal Affairs File.
 - e. Allotments and Pay Records.
 - f. Identification Tags.
 - g. Service Records and Classification Records.
3. Beginning on Tuesday, August 24, 1954, weekly mobility meetings will be held at 0900 hours in the office of the Chief of Logistics. Either the Mobility Officer or the assistant Mobility Officer from each squadron will attend these meetings.
4. Request acknowledgement of receipt of this correspondence, NLT 25 Aug 54, to include action taken by you to comply with this directive.

BY ORDER OF THE COMMANDER:

Clarence H. Garrison
CLARENCE H. GARRISON
Major, USAF
Adjutant

0648

HEADQUARTERS
301ST BOMBARDMENT WING MEDIUM, (SAC)
Barksdale Air Force Base
Louisiana

3DPO

19 August 1954

44

SUBJECT: The Warrant Officer Act of 1954

TO: Commanders
All Squadrons
301st Bombardment Wing, Medium
Barksdale Air Force Base
Louisiana

The following message from Headquarters, Strategic Air Command is quoted for your information and necessary action:

"UNCLASSIFIED/DFPS 10090". The fol msg from HEDUSAF, dated 6 Aug 54 is quoted FYI and distribution: FROM AFPP-480 79061. PL 379-83rd Congress, the Warrant Officer Act of 1954 (See AFBul 6, 1954) becomes effective 1 Nov 54. Request all Warrant Officers, and those commissioned officers serving in the active military service who have entitlement to warrant officer status (Vacatees and Selectees), be advised contents of this message without delay. This message in three parts.

PART I. Section 14 (b) (2) of this Act provides for the mandatory retirement of Regular Warrant Officers on that date which is 60 days after the date they complete 30 years of active Federal service. This provision of the law will be implemented as indicated below:

All Regular Warrant Officers who have completed or who complete 30 years active Federal service will be retired on that date which is 60 days after 1 November 1954 or 60 days after the date on which they complete 30 years active Federal service, whichever is later.

a. An individual serving in the active military service as a Regular Warrant Officer who is not eligible for retirement in a commissioned status under the provisions of Title II, PL 810-80th Congress will be retired in his Regular Warrant Officer status.

b. An individual serving in the active military service as a Reserve Commissioned Officer who is not eligible for retirement in a commissioned status under Title II, PL 810-80th Congress will be retired in his Regular Warrant Officer status and will remain on active duty as a commissioned officer until released by competent authority, unless he requests immediate release from active duty under applicable directives. If, while serving on active duty in a commissioned status subsequent to retirement as

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HQ 301ST BOMBG (H), Subject: The Warrant Officer Act of 1954

a Regular Warrant Officer, he attains eligibility for retirement in a commissioned status under Title II, PL 810-80th Congress, he may concurrently:

- (1) Tender his resignation from his retired warrant officer status contingent upon approval of his application for voluntary retirement submitted as indicated in (2) below, and
- (2) Submit application for voluntary retirement in commissioned status in accordance with paragraph 6a, AFR 36-50.

c. An individual serving in the active military service either as a Regular Warrant Officer or as a Reserve Commissioned Officer who is eligible for retirement in a commissioned status under Title II, PL 810-80th Congress may apply for voluntary retirement in commissioned status in accordance with paragraph 6a, AFR 36-50. Applications will be submitted in sufficient time to insure voluntary retirement prior to established date of mandatory retirement as a Regular Warrant Officer.

d. An individual serving in the active military service as a Reserve Commissioned Officer who is eligible for retirement in a commissioned status under Title II, PL 810-80th Congress but does not apply for retirement as outlined in c above, will be retired in his Regular Warrant Officer status and will continue to serve on active duty as a commissioned officer until released by competent authority. At such time as he is released from active duty he may concurrently:

- (1) Tender his resignation from his retired warrant officer status contingent upon approval of his application for voluntary retirement submitted as indicated in (2) below, and
- (2) Submit application for voluntary retirement in commissioned status in accordance with Paragraph 6a, AFR 36-50.

PART II. Consistent with the above provisions relating to Regular Warrant Officers, effective 1 November 1954 non-Regular warrant officers will be released from active duty 60 days after the date they complete 30 years active service, or 60 days from 1 November 1954 whichever is later. Warrant Officers in this category will be encouraged to submit applications for retirement IAW Section 14 (a) of the Warrant Officer Act.

PART III. Regular Warrant Officers serving on active duty as commissioned officers who are or who become eligible to retire as commissioned officers under provisions of par 6a AFR 36-50 may apply for and be retired providing they concurrently tender resignations from Regular Warrant Officer status and meet the current policy governing retirement of Reserve Officers as outlined in Air Mail Msg AFPLP-AMM 7943 dated 10 August 1953.

HQ 301ST BOMB (M) Subject: The Warrant Officer Act of 1954

A policy governing voluntary retirement of Warrant Officers of all components serving on active duty as Warrant Officers, who have completed 20 or more years of active service but less than 30 years is currently under study."

BY ORDER OF THE COMMANDER:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USMP
Adjutant

STATISTICAL SERVICE OFFICE
805TH AIR BASE GROUP
Barksdale Air Force Base

SUBJECT: Semi-Monthly Strength Report as of 15 July 54 OFFICERS

ORGN	AUTH	W/M ASGD	N/M ASGD	W/E ASGD	TOT ASGD	PPD	ATCH
HQ 301st BOMWGN	45	61					
32nd BOMRON	65	61			61	48	
352nd BOMRON	65	59			61	47	
353rd BOMRON	65	59			59	47	
301st AREFS	35	34			59	55	
301st A & E SQ	13	12	1		85	70	
301st FLD MAINT SQ	7	7			12	12	
301st PER MAINT SQ	5	2			7	5	
301st AVWROBOMM					2	2	
HQ 301ST BOMWGN TOT	365	345	1		346	284	
HQ 376th BOMWGN	60	72					
512th BOMRON	65	63			72	56	
513th BOMRON	65	64			63	53	
514th BOMRON	65	57			64	53	
376th AREFS	35	31			57	54	
376th AGE MAINT SQ	13	10	1		32	67	
376th FLD MAINT SQ	7	7			10	15	
376th PER MAINT SQ	5	5			7	5	
HQ 376th BOMWGN TOT	365	367	1		368	307	
HQ 805th ABGRU	58	50					
805th SUP SQ	16	11		2	52	42	4
805th MTR VEH SQ	5	4			11	10	
805th APRON	13	14			4	4	
805th INSTL SQ	8	6			14	12	
805th FOOD SVS SQ	5	3			6	6	5
805th OPRON	23	36			3	2	
4230th USAF HOSP	27	13		3	36	30	
301st TAC HOSP	27	14	1		16	12	1
376th TAC HOSP	27	13		11	26	20	
745th AF BAND	1	1		9	22	16	
805TH ABGRU TOT	216	165	1	25	191	155	10
TOT ASGD UNITS	946	877					
Hq Sq 2d AF	219	202	3	25	905	746	10
46th Comm Sq	7	8		3	205	176	2
HQ 4th AIR DIV	10	15			8	6	
2d RECON TECH SQ	63	43			15	7	
1919-3 AACS	9	3			43	33	
26th Weather Sq	12	15			3	2	
3rd STRAT SUPP SQ	64	68			15	12	
2nd ALT CHAMBER	1	1			63	63	
					1	1	
MT TENNANT UNITS	385	355					
AGGREGATE	1331	1232	3	28	1263	1046	2

STATISTICAL SERVICE OFFICE
805TH AIR BOMB GROUP
Barksdale Air Force Base

SUBJECT: Semi-Monthly Strength Report as of 15 July 54 AIRMEN

ORGN	UNCL	CLASD	UNCL	CLASD	UNCL	CLASD	UNCL	CLASD	UNCL	CLASD	UNCL	CLASD	UNCL	CLASD
HQ 301st BOMBGR	107	138	6											
301st BOMBGR	105	105	5											
301st BOMBGR	105	105	3											
301st BOMBGR	105	105	2											
301st A & E MAINT SQ	235	235	12											
301st FLD MAINT SQ	339	339	8											
301st PER MAINT SQ	359	371	21											
301st PER MAINT SQ	158	120												
301st BOMBGR TOT	1599	1516	57											
HQ 376th BOMBGR	117	177	4											
512th BOMBGR	105	149	4											
513th BOMBGR	105	147	5											
514th BOMBGR	105	141	5											
376th AREFS	233	245	9											
376th A & E MAINT SQ	362	420	10											
376th FLD MAINT SQ	363	409	28											
376th PER MAINT SQ	158	173	8											
376th BOMBGR TOT	1542	1861	73											
HQ 805th ABGRU	216	369	29											
805th SUP SQ	380	344	60											
805th HTR VEH SQ	177	243	23											
805th APRON	418	334	32											
805th INSTL SQ	317	248	78											
805th FOOD SVS SQ	364	326	59											
805th OPRON	338	536	27											
4230th USLF HOSP	41	21	11											
301st TAC HOSP	98	82	11											
376th TAC HOSP	98	75	10											
745th AF BAND	34	29	3											
805th ABGRU TOT	2484	2607	343											
TOT ASGD UNITS	5565	5934	473											
HQ SQ 2D AF	375	374	19											
46TH COMB SQ	131	142	12											
HQ 41H AIR DIV	7	9												
2d RECON TCH SQ	340	299	16											
1919-3 AACCS	106	95	1											
26th Weather SQ	40	51	2											
3rd STRAT SUPP SQ	258	269	12											
2nd ALT CHAMBER	11	9												
TOT TENANT UNITS	1268	1248	62											
AGGREGATE	6833	7232	535											

CORRECTED COPY

 STATISTICAL SERVICE OFFICE
 805TH AIR BASE GROUP
 Barksdale Air Force Base

CORRECTED COPY

SUBJECT: Semi-Monthly Strength Report as of 30 July 54 OFFICERS

ORGN	AUTH	W/M ASGD	N/M ASGD	W/F ASGD	TOT ASGD	PFD	ATCHD
Hq 4th AIR DIV	10	17			17	9	
HQ 301st BOMWGM	45	59			59	57	
32nd BOMRON	77	60			60	51	
352nd BOMRON	77	59			59	46	
353rd BOMRON	77	59			59	21	
301st AREFS	100	82	1		83	65	
301st A & E MA SQ	14	12			12	9	
301st FLD MA SQ	7	6			6	6	
301st PER MA SQ	5	2			2	2	
301st TAC HOSP	27	14	1	10	25	24	
TOTAL 301ST BOMWGM	429	353	2	10	365	231	
HQ 376th BOMWGM	72	71			71	62	
512th BOMRON	77	63			63	55	
513th BOMRON	77	64			64	53	
514th BOMRON	77	57			57	56	
376th AREFS	100	81	1		32	66	
376th A & E MA SQ	14	18			18	16	
376th FLD MA SQ	7	8			8	6	
376th PER MA SQ	5	5			5	4	
376th TAC HOSP	27	14	9		23	20	
TOTAL 376th BOMWGM	456	381	10		391	338	
Hq 805th ABGRU	61	49		3	52	41	4
805th SUP SQ	14	13			13	13	
805th MTR VEH SQ	5	4			4	4	
805th APRON	13	14			14	11	
805th INSTL SQ	8	6			6	11	5
805th FOOD SVC SQ	5	3			3	3	
805th OPNS SQ	33	36			36	30	
4230th USAF HOSP	27	14		4	13	14	
2nd ALT CHAMBER	1	1			1	1	
745th AF BAND	1	1			1	1	
TOTAL ABGRU	168	141		7	143	129	9
3rd STRAT SPT SQ	64	67			67	64	
TOTAL ASGD UNITS	1127	959	12	17	983	821	9
HQ SQ 2AF	219	207		3	210	136	2
46th COMM SQ	7	8			8	7	
2nd RECON TECH SQ	63	43			43	32	
1919-3 AACS	9	3			3	2	
26th WEATHER SQ	12	15			15	12	
TOTAL TENDANT UNITS	310	276		3	279	239	2
AGGREGATE TOTAL	1437	1235	12	20	1267	1060	11

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CORRECTED COPY

 STATISTICAL SERVICE OFFICE
 305TH AIR BASE GROUP
 Barksdale Air Force Base

CORRECTED COPY

 SUBJECT: Semi-Monthly Strength Report as of 30 July 54 AIRMAN

ORGN	AUTH	W/M ASGD	N/M ASGD	W/F ASGD	H/F ASGD	TOT ASGD	PFD	A
Hq 4th AIR DIV	8	3				8	5	
HQ 301st BOMGN	107	126	6			132	117	
32nd BOMRON	105	105	5			110	100	
352nd BOMRON	105	100	2			102	92	
353rd BOMRON	105	103	2			105	56	
301st AREFS	248	230	12			242	214	
301st A & E MA SQ	350	355	3			353	303	
301st FLD MA SQ	359	370	22			392	345	
301st PER MA SQ	158	120				120	105	
301st TAC HOSP	98	84	11			95	81	
TOTAL 301ST BOMGN	1535	1593	63			1561	1413	
HQ 376th BOMGN	176	154	4	1		159	142	
512th BOMRON	105	153	5			153	142	
513th BOMRON	105	148	5			153	139	
514th BOMRON	105	146	5			151	138	
376th AREFS	248	243	9			252	209	
376th A & E MA SQ	372	442	10			452	419	8
376th FLD MA SQ	363	410	23			433	395	
376th PER MA SQ	158	173	6			181	163	
376th TAC HOSP	98	77	11			88	72	
TOTAL 376th BOMGN	1730	1946	85	1		2032	1824	8
HQ 805th AGRU	221	364	26	49	4	443	358	2
805th SUP SQ	370	351	60	16	3	430	373	
805th MTR VEH SQ	177	239	23	1		263	224	
805th APRON	413	333	23	2		363	307	1
805th INSTL SQ	317	251	76	4		331	279	
805th FOOD SVS SQ	364	324	63	1		363	342	
805th OPRON	376	544	27	20	1	592	543	
4230th USAF HOSP	43	21	11	24	1	57	52	
2nd ALT CHAMBER	11	9				9	8	
745th AF BAND	34	29	3			32	28	
TOTAL AGRU	2339	2465	317	117	9	2908	2519	3
3rd STRAT SUP SQ	258	264	12			276	247	
TOTAL ASGD UNITS	5970	6276	482	118	9	6885	6009	11
HQ SQ 2AF	375	376	21	8		405	375	7
48th COMM SQ	131	149	12	1		162	141	
2nd RECON TECH SQ	340	294	13			307	274	3
1919-3 AMCS	106	95	1	4	2	102	74	
26th WEATHER SQ	40	51	2	12		65	51	1
TOTAL TENANT UNITS	992	965	49	25	2	1041	915	11
AGGREGATE TOTAL	6962	7241	531	143	11	7926	6924	22

STATISTICAL SERVICE OFFICE
805TH AIR BASE GROUP
Barksdale Air Force Base

SUBJECT: Semi-Monthly Strength Report as of 15 August 54 OFFICERS

ORGN	AUTH	W/M ASGD	N/M ASGD	W/F ASGD	TOT ASGD	PPD	ATCHD
HQ 4TH AIR DIV	14	17			17	7	
HQ 301st BOMGRM	45	59			59	49	
32nd BOMRON	77	62			62	53	
352nd BOMRON	77	58			58	51	1
353rd BOMRON	77	58			58	51	
301st AREFS	100	79	1		80	75	
301st A & B MA SQ	14	10			10	8	
301st FLD MA SQ	7	7			7	5	
301st PER MA SQ	5	3			3	2	
301st TAC HOSP	27	14	1	10	25	23	
TOTAL 301ST BOMNGM	429	350	2	10	362	317	1
HQ 376th BOMNGM	72	70			70	61	
512th BOMRON	77	63			63	56	
513th BOMRON	77	63			63	56	
514th BOMRON	77	59			59	57	
376th AREFS	100	81	1		82	58	
376th A & B MA SQ	14	15			15	16	
376th FLD MA SQ	7	6			6	6	
376th PER MA SQ	5	5			5	2	
376th TAC HOSP	27	13		9	22	13	
TOTAL 376th BOMNGM	456	378	1	9	383	330	
HQ 805th AGRU	63	47			47	41	5
805th SUP SQ	14	13		2	13	11	
805th MTR VEH SQ	5	3			3	3	
805th APRON	13	13			13	12	5
805th INSTL SQ	8	7			7	11	
805th FOOD SVC SQ	5	3			3	3	
805th OPNS SQ	33	36			33	35	
4230th USAF HOSP	27	16		3	19	16	
2nd ALT CHAMBER	1	1			1	1	
745th AF BAND	1	1			1	1	
TOTAL AGRU	170	142		5	147	134	10
3rd STRAT SPT SQ	64	67			67	60	
TOTAL ASGDUNITS	1133	954	3	24	981	848	11
HQ SQ 2AF	219	210			213	186	1
46th COMM SQ	7	8		3	8	6	
2nd RECON TECH SQ	63	43			43	30	
1919-3 AACS	2	3			3	2	
26th WEATHER SQ	12	15			15	12	
TOTAL TENNANT UNITS	310	279		3	282	236	1
AGGREGATE TOTAL	1443	1233	3	27	1253	1084	12

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STATISTICAL SERVICE OFFICE
805TH AIR BASE GROUP
BARKSDALE AIR FORCE BASE

SUBJECT: Semi-Monthly Strength Report as of 15 August 1954 AIRMEN

ORGN	AUTH	ASGD		ASGD		TOTAL ASGD	PFD	ATCHD
		W/M	N/M	W/F	N/F			
Hq 4th Air Division	11	9				9	6	
HQ 301st BQMGM	107	126	5			131	120	
32nd BQMRO	105	105	5			110	103	
352nd BQMRO	105	100	2			102	91	
353rd BQMRO	105	99	2			101	89	
301st AREFS	248	233	12			245	229	
301st A&E MAINT SQ	350	349	8			357	278	
301st FLD MAINT SQ	359	367	21			388	329	
301st PER MAINT SQ	158	118				118	99	
301st TAC HOSP	98	83	12			95	80	
TOTAL 301st BQMGM	1635	1580	67			1647	1418	
HQ 376th BQMGM	176	157	4			161	124	
512th BQMRO	105	154	5			159	140	
513th BQMRO	105	148	5			153	128	
514th BQMRO	105	148	5			153	128	
376th AREFS	248	241	9			250	204	
376th A&E MAINT SQ	372	448	11			459	413	17
376th FLD MAINT SQ	363	403	26			429	377	
376th PER MAINT SQ	158	175	8			183	162	
376th TAC HOSP	98	77	11			88	76	
TOTAL 376TH BQMGM	1730	1951	84			2035	1752	17
HQ 805TH ABGRU	244	348	29	65	5	447	347	1
805th SUPP SQ	378	355	59	16	3	433	370	
805th MTR VEH SQ	177	239	24	2		265	220	
805th APRGN	418	332	28	2		362	293	3
805th INSTL SQ	317	247	79	4		330	255	
805th FOOD SVC SQ	364	333	64	1		398	324	
805th OPN SQ	376	538	25	26	1	590	506	
4230th USAF HOSP	43	22	11	24	1	58	52	
2nd ALT CHMBER	11	9				9	8	
745 AF BAND	34	28	3			31	27	
TOTAL 805TH ABGRU	2362	2451	322	140	10	2923	2402	4
3rd STRAT SUPT SQ	258	262	10			272	247	
TOTAL ASGD UNITS	5996	6253	483	140	10	6886	5825	21
HQ SQ 2nd Air Force	375	375	21	8		404	373	7
46th COMM SQ	131	147	13	1		161	141	
2nd RECON TECH SQ	340	289	13			302	264	
19-3 A.C.S.	106	85	1	4	2	92	72	
13th WEATHER SQ	40	51	2	12		65	51	1
TOTAL TENANT UNITS	992	947	50	25	2	1024	901	8
AGGREGATE TOTAL	6988	7200	533	165	12	7910	6726	29

STATISTICAL SERVICE OFFICE
805th AIR BASE GROUP
Barksdale Air Force Base

SUBJECT: Semi-Monthly Strength Report as of 31 Aug 54

OFFICERS

ORGN	AUTH	W/M	ASGD	N/M	ASGD	W/F	ASGD	TOT	ASGD	AFD	ATCHD
HQ 4th ADiv	14	18						18		6	
HQ 301st BOMWGM	45	50						50		37	
32d BOMRON	77	64						64		19	
352d BOMRON	77	62						62		44	1
353d BOMRON	77	59						59		45	
301st AREFS	100	76		1				77		17	
301st A & E MAINT SQ	14	11						11		9	
301st FLD MAINT SQ	7	7						7		7	
301st PER MAINT SQ	5	3						3		3	
301st TAC HOSP	27	14		1		9		24		22	
TOTAL 301st BOMWGM	429	346		2		9		357		203	1
HQ 376th BOMWGM	72	65						65		60	
512th BOMRON	77	63						63		56	
513th BOMRON	77	64						64		58	
514th BOMRON	77	59						59		46	
376th AREFS	100	76		1				77		13	
376th A & E MAINT SQ	14	17						17		15	
376th Fld Maint Sq	7	6						6		6	
376th Per Maint Sq	5	4						4		3	
376th TAC HOSP	27	13				8		21		13	
TOTAL 376TH BOMWGM	456	367		1		8		376		280	
HQ 805th ABGRU	63	46				2		43		42	5
805th SUPP SQ	14	14						14		14	
805th MTR VEH SQ	5	3						3		3	
805th APRON	13	13						13		10	
805th INSTL SQ	8	8						8		13	
805th FOOD SVC SQ	5	4						4		3	
805th OPN SQ	33	37						37		35	
4230th USAF HOSP	27	17				3		20		17	
2d ALT CHAMBER	1	1						1		1	
745th AF BAND	1	1						1		1	
TOTAL 805th ABGRU	170	144				5		149		139	5
3d STRLT SUPT SQ	64	66						66		59	
TOTAL ASGD UNITS	1133	941		3		22		966		687	6
HQ SQ 2d AF	219	208				3		211		186	2
46th COMM SQ	7	8						8		8	
2d RECON TECH SQ	63	46						46		37	
1919-3 AACS	9	3						3		2	
26th WEATHER SQ	12	17						17		13	
22d COMM CONSTR FLT		2						2		1	
TOTAL TENANT UNITS	310	284				3		287		247	2
AGGREGATE TOTAL	1443	1225		3		25		1253		934	8

STATISTICAL SERVICE OFFICE
805TH AIR BASE GROUP
Barksdale Air Force Base

SUBJECT: Semi-Monthly Strength Report as of 31 Aug 54 AIRMEN

ORGN	AUTH	N/M	ASGD	N/M	ASGD	W/F	ASGD	N/F	ASGD	TOT	ASGD	PTD	NT
HQ 4th Div	11	10				1				11			8
HQ 301st BQWGCM	107	125	5							130			120
32d BOMRON	105	104	5							109			53
352d BOMRON	105	100	2							102			94
353d BOMRON	105	99	2							101			91
301st AREFS	248	242	13							255			91
301st A & E MAINT SQ	350	347	3							355			278
301st FLD MAINT SQ	359	362	20							382			310
301st PER MAINT SQ	153	119								110			105
301st TAC HOSP	95	84	12							96			76
TOTAL 301st BQWGCM	1632	1531	67							1643			1223
HQ 376th BQWGCM	176	156	4							160			131
512th BOMRON	105	154	5							159			140
513th BOMRON	105	149	5							154			130
514th BOMRON	105	148	5							153			142
376th AREFS	248	234	9							243			87
376th A & E MAINT SQ	372	446	11							457			427
376th FLD MAINT SQ	363	406	25							431			357
376th PER MAINTSQ	158	175	3							153			172
376th TAC HOSP	95	71				9				30			71
TOTAL 376TH BQWGCM	1727	1939	72			9				2020			1665
HQ 805th ABGRU	244	345	31			61		5		442			415
805th SUPP SQ	378	353	53			10		3		437			400
805th MTR VEH SQ	177	229	21			3				253			246
805th APRON	418	330	23			2				355			293
805th INSTL SQ	317	235	76			5				316			262
805th FOOD SVC SQ	364	327	57			2				306			334
805th OPN SQ	376	539	23			30		1		593			539
4230th USAF HOSP	43	21	11			25		1		58			43
2d ALT CHAMBER	11	9								9			9
745th AF BAND	37	23	2							30			27
TOTAL 805TH ABGRU	2362	2421	302			146		10		2979			2573
3d STRLT SUPT SQ	253	267	10							277			253
TOTAL ASGD UNITS	5990	6218	451			156		10		6835			5722
HQ SQ 2d AF	375	369	20			10		1		400			375
46th COM SQ	131	149	13			1				163			143
2d RECON TECH SQ	340	291	13							304			279
1919-3 AACCS	106	35	1			4		2		92			72
26th WEATHER SQ	40	51	1			13				65			61
22d COM CONSTR FLT		54	5							59			11
TOTAL TENANT UNITS	992	999	53			23		3		1033			941
AGGREGATE TOTAL	6932	7217	504			184		13		7918			6663

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HEADQUARTERS 301ST BOMBARDMENT WING, (M)
BARKSDALE AIR FORCE BASE, LA.
9 AUGUST 1954

OPERATION ORDER)

NUMBER 32-54)

CHART OR MAP REFERENCES: As required

TASK ORGANIZATIONS:

301st Headquarters Squadron	Major R. B. Brown
301st Air Refueling Squadron	Lt Col D. L. Sjodin
301st A & E Squadron	Major A. A. Biretta
301st Field Maintenance Squadron	Lt Col J. O. Oldson
301st Periodic Maintenance Squadron	Major H. Dean

1. GENERAL SITUATION:

Requirement exists to air refuel B-47 aircraft deploying from the UNITED KINGDOM and to provide space for SAC bombing competition units at BARKSDALE AFB.

a. Intelligence: Omitted

b. Friendly Forces:

- (1) 805TH AIR BASE GROUP - Provide personnel and services as listed in Annex "D" LOGISTICS.
- (2) 3RD STRATEGIC SUPPORT SQUADRON - Provide 2 C-124 aircraft to support movement of 301st Air Refueling Squadron to Goose Bay on X minus 16; and to provide 2 C-124 aircraft on X plus 2 to provide return airlift.

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(3) NORTHEAST AIR COMMAND:

- (a) Provide base facilities at Goose Air Base.
- (b) Provide necessary search and rescue facilities over applicable portions of routes.

2. MISSION: To deploy the 301st Air Refueling Squadron to Goose Air Base to assist in air refueling 320th Bombardment Wing B-47 aircraft en-route from Fairford to March Air Force Base.

3. TASKS FOR SUBORDINATE UNITS:

a. 301st Headquarters Squadron

- (1) Provide administrative requirements as needed to support this exercise.
- (2) Provide personnel for deployment as required by Annex "D", "Logistics".
- (3) Brief deploying Headquarters Squadron personnel on all phases of the mission, uniform regulation, and custom regulations.

b. 301st Air Refueling Squadron

- (1) Deploy 20 KC-97 aircraft and necessary crews and support personnel to Goose Air Base on X minus 18, X minus 16 and X minus 15.
- (2) Airlift cargo as required in Annex "D", "Logistics".
- (3) Brief deploying Air Refueling Squadron personnel on all phases of the mission, uniform regulations and custom regulations.

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- (4) Refuel aircraft of the 320th Bombardment Wing as directed by 15th Air Force Operations Order 32-54.
 - (5) Provide a Class CX Control Team to function IAW SAC Reg 55-16, as part of the 301st Air Refueling Squadron ADVON, to function at Goose Air Base during all operations under 2nd Air Force Operations Order No. 32-54 and 15th Air Force Operations Order No. 32-54.
- c. 301st A & E Squadron:
- (1) Provide personnel as required in Annex "D", "Logistics".
 - (2) Brief deploying A & E Squadron personnel on all phases of the mission, uniform regulations and custom regulations.
- d. 301st Field Maintenance Squadron:
- (Same as paragraph c above)
- e. 301st Periodic Maintenance Squadron:
- (Same as paragraph c above)
- x. General Instructions:
- (1) X day commences at 0001Z, 3 September 1954.
 - (2) Nickname for this exercise is "GOLD CUP".
 - (3) TDY to Goose Air Base will be for approximately 20 days.
 - (4) Timing: 301st Air Refueling Squadron to Goose Air Base
 - (a) X minus 18 (16 Aug), 1 KC-97 (ADVON and Control Team)
 - (b) X minus 16 (18 Aug), 10 KC-97's.
 - (c) X minus 15 (19 Aug), 9 KC-97's.
 - (5) Routes for KC-97s: BARKSDALE - CINCINNATI RANGE - YOUNGS TOWN RANGE - ELMIRA RANGE - MONT PELIER RANGE - PRESQUE RANGE - GOOSE BAY. Return route will be the reverse of the deployment route.

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- (6) Operational Control of 301st Air Refueling Squadron.
 - (a) Under 2nd Air Force while enroute to and from Goose Bay.
 - (b) Under 15th Air Force during the air refueling mission in support of the 320th Bombardment Wing.
- (7) All KC-97 aircraft commanders and co-pilots will be briefed thoroughly on let-down procedures at Goose Air Base, and selected alternates prior to departure from Barksdale.
- (8) For purpose of coordinating with ARTC and/or ICAC on clearances and reporting procedures, essential elements of aircraft movement may be handled as unclassified information; however, this will be held to an absolute minimum.
- (9) Reports:
 - (a) In accordance with par 6a, SAC Manual 55-8 as follows:
 - 1. T-12, Hot News Report
 - 2. T-20, Lost Aircraft Summary Report
 - 3. T-35, Initial Report of Enemy Jamming of Airborne Radio and/or Electronic Equipment.
 - 4. T-40, Air Raid Report.
 - 5. The addressees for these reports will be as follows:
 - Comdr SAC, Offutt AFB, Nebraska
 - Comdr 2AF, BAFB, La
 - Comdr 320 Bomb Wing, Fairford, England
 - Info: Comdr 301st Bomb Wing, BAFB, La

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- (b) In accordance with SAC Regulation 55-11, 3 Nov 1953, inclosures 1 through 6 and 8, tankers and other support aircraft will submit position reports during deployment and redeployment only per procedure "Alfa" (see Inclosure 6, SAC Reg 55-11).
- (c) The "Aircraft Commanders Mission Reporting Guide" will be issued to each aircraft commander by the Intelligence Section of the Air Refueling Squadron. This guide contains the reports and instructions necessary to accomplish (a) and (b) above except the T-40, Air Raid Report which will be submitted by the Intelligence Section of the Air Refueling Squadron or the Senior SAC Controller.
- (d) After completion of each aerial refueling, the tanker will transmit, in clear language, a refueling report to communication control station. Message will be addressed to "GARTER SNAKE". Any AACB air ground station may be used as an alternate to communications control station, if required. Text of report "(Tanker SACDAL) off load (number of pounds) to (SACDAL) of aircraft refueled at (time in Zulu)". Add any pertinent remarks to explain status and intentions of unrefueled aircraft.
- (e) The nickname "Gold cup" will be inserted as the first word of the text in all report messages (T/M and air-to-ground) transmitted in connection with the deployment and redeployment.

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4. Administrative and Logistical Matters: Reference Annex "D".
5. Command and Communications:
 - a. Command: Normal
 - b. Communications: Reference Annex "C", Communications.

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Annex "A" - OMITTED
Annex "B" - OMITTED
Annex "C" - COMMUNICATIONS
Annex "D" - LOGISTICS (under separate cover)

301 OPR ORDER
NO. 32-54
9 August 1954

Distribution:

300 - 1
3DCO - 1
3DO - 1
3DV - 2
3DOP - 1
301 Hq Sq - 1
301 ARS - 3
301 A&E - 1
301 FM Sq - 1
301 PM Sq - 1
4 DO - 1
805 ABC - 1

OFFICIAL:

Last B. Fike Maj.
SHERMAN W. WILKINS
Colonel, USAF
Director of Operations

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HEADQUARTERS 301ST BOMBARDMENT WING, (M)
BARKSDALE AIR FORCE BASE, LA.
9 August 1954

ANNEX "C" TO OPERATION ORDER)

NUMBER 32-54)

COMMUNICATIONS1. GENERAL

- a. Enroute communications procedures will be in accordance with SAC CEI's, applicable J NAPS, ACPS, AFSAL 5104 (), inclosure 6 to SAC Reg 55-11 and pertinent Radio Facility Charts except as modified herein.
- b. Refueling communications procedures are listed in paragraph 8 below.
- c. Nickname to effect recall or diversion of any aircraft involved in this operation is "SWITCHBOARD". For instance, "SWITCHBOARD LIMESTONE" means to alter course for Limestone. Instructions for recall will require authentication (AFSAL 5104). Recall nickname void after 15 Sep 1954.

2. NAVIGATIONAL AIDS

- a. Navigational Aids will be as listed in current facility charts.

Compulsory reporting points enroute will be as listed below:

<u>RANGE</u>	<u>IDENT</u>	<u>RANGE</u>	<u>IDENT</u>
Shreveport, La	SHV	Mont Pelier, Vt	MPV
Memphis, Tenn	MEM	Presque Isle, Me	PQI
Bowling Green, Ky	BWG	Mount Joli, Que	YY
Cincinnati, O	CIN	Seven, Is, Que	ZV
Youngstown, O	YNG	Elmira, N.Y.	ELM

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3. UHF INSTRUCTIONS:

- a. UHF channelization enroute will be in accordance with pertinent Z.I., North Atlantic and East Canada Radio Facility Charts.
- b. Air refueling frequencies are listed in paragraph below:

4. HF INSTRUCTIONS:

- a. Channelization of HF radio will be as authorized by Commander, 301st AR Squadron.
- b. Reporting procedures will be in accordance with procedures ALFA during deployment and redeployment, BRAVO using ACP 101 indicators for 15th Air Force and 301st Bomb Wing while under 15th AF control.
- c. Refueling report will be addressed to "GATER SNAKE" text of report will be: "Tanker SACDAL off-loaded number of pounds fuel to receiver SACDAL at time Zulu". Add any pertinent remarks to explain status or intentions of tanker or receiver aircraft. Any AACS air-ground station may be as alternate if required.

5. SECURITY, RECOGNITION AND IDENTIFICATION

- a. Security will be maintained in accordance with ACP 122.
- b. Visual identification, recognition and IFF will be in accordance with SAC CEI 2407.3.

6. CALL SIGNS:

- a. Deployment call signs will be in accordance with SACDAL procedures:
- b. Tanker refueling voice call signs areas listed below followed by formation position:

POINT UNION: ROUND HOUSE

POINT VICTOR: FIAT BOAT

7. EMERGENCY COMMUNICATIONS:**CONFIDENTIAL**

- a. Emergency communications procedures will be in accordance with JANAP 300 and ACP's 130 and 135 and Radio Facility Charts.

8. AIR REFUELING PROCEDURES:

- a. Receivers will contact tankers when within UHF range. Contact frequency will be 321.0 mcs. When initial contact is established, tankers will direct receivers to applicable refueling frequencies as outlined below:

RECEIVER CALL	TANKER CALL	REFUEL PRIMARY	APN-12		APN 76		APN 11	
			T	R	T	R	T	R
HOLLY HOCK 1	(VOICE CALL) 1	318.0	8	-- 6	6	-- 8	2	-- 2
HOLLY HOCK 2	(VOICE CALL) 2	324.2	4	-- 7	7	-- 4	1	-- 2
HOLLY HOCK 3	(VOICE CALL) 3	308.8	6	-- 8	8	-- 6	1	-- 3
HOLLY HOCK 4	(VOICE CALL) 4	256.0	4	-- 6	6	-- 4	2	-- 2
HOLLY HOCK 5	(VOICE CALL) 5	318.0	7	-- 5	5	-- 7	1	-- 2
HOLLY HOCK 6	(VOICE CALL) 6	324.2	8	-- 6	6	-- 8	1	-- 3
HOLLY HOCK 7	(VOICE CALL) 7	308.8	6	-- 8	8	-- 6	1	-- 3
HOLLY HOCK 8	(VOICE CALL) 8	256.0	5	-- 7	7	-- 5	1	-- 2
HOLLY HOCK 9	(VOICE CALL) 9	318.0	4	-- 6	6	-- 4	2	-- 2
HOLLY HOCK 10	(VOICE CALL) 10	342.2	8	-- 6	6	-- 8	1	-- 3
HOLLY HOCK 11	(VOICE CALL) 11	308.8	4	-- 7	7	-- 4	1	-- 2
HOLLY HOCK 12	(VOICE CALL) 12	256.0	6	-- 8	8	-- 6	2	-- 2
HOLLY HOCK 13	(VOICE CALL) 13	318.0	4	-- 6	6	-- 4	1	-- 3
HOLLY HOCK 14	(VOICE CALL) 14	324.2	7	-- 5	5	-- 7	1	-- 2
HOLLY HOCK 15	(VOICE CALL) 15	308.8	8	-- 6	6	-- 8	2	-- 2
SPARE TANKERS		321.0	5	-- 7	7	-- 5	2	-- 1

- b. Spare tankers will not operate rendezvous equipment unless so instructed by receiver aircraft.

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HEADQUARTERS
301ST BOMBARDMENT WING, (M)
Bardsdale Air Force Base
Louisiana

August 1954

13 September 1954

Analysis of SAC Management Control System

General

The attached data indicates the status of the 301st Bombardment Wing under the SAC Management Control System. The month of August was a free training month for operational requirements.

Comments

Personnel

The MIRS for officers dropped from 90% to 80.9% due to calculations being computed based on the authorization contained in the July issue of the Manning Authorization program in accordance with instructions from Fourth Air Division.

Under the new formula for scoring reenlistments there was an increase from 10% of max score for the previous quarter to 60% of max score for August.

Materiel

The format of the T.O.C. report was changed in August and to show a true picture for the Wing it will be necessary to devise a new method of scoring.

Attachment #1

SAC Management Control System (Detail)

Frank J. P. Rasor
for
FRANK J. P. RASOR
Lt. Colonel, USAF
Comptroller

50

SAC MANAGEMENT CONTROL SYSTEM (DETAIL)

A. PERSONNEL - 220 Points

1. Manning in Required Specialties - Officers 30 Pts. - Airmen 75 Pts.

	<u>Required</u>	<u>"IRS"</u>	<u>% IRS</u>	<u>% of Max Score</u>
a. Officers	429	347	80.9	40%
b. Airmen	1635	1260	77.0	30%
Score	Officers 12.0 - Airmen 22.5			

2. AWOL Rate - 30 Pts.

	<u>Number AWOL's</u>	<u>Strength</u>	<u>% of Max Score</u>
August	2	1989	100
Score	30.0		

3. Ground Safety - 25 Pts.

	<u>August</u>	<u>% of Max Score</u>
Mil Time Lost Acdt	3	
Mil Man Days	62,558	
Civ Time Lost Acdt	0	
Civ Man Hours	6,512	
Govt Veh Acdt	1	
Govt Veh Mileage	33,870	
Ground Safety Index	7.6	
Acdt Cost Index		
Acdt Cost	1,309	
Mean Strength	2,055	
Acdt Cost Index	.64	70%
Score	17.5	

4. Reenlistment Rate - 40 Pts.

	<u>Discharges</u>	<u>Reenlistments</u>	<u>Rate</u>	<u>% of Max Score</u>
August	51	26	50.9	60%
Score	24.0			

5. MTD Utilization - 20 Pts.

	<u>Required</u>	<u>Utilized</u>	<u>% of Max Score</u>
August	3500	2538	72%
Score	14.4		
Total Score	120.4		
	55%		

B. MATERIEL - 140 Points1. Flying Hours as a % of Required - 60 Pts.

	<u>Hours Required</u>		<u>Hours Delivered</u>		<u>% of Max Score</u>
	<u>B-47</u>	<u>KC-97</u>	<u>B-47</u>	<u>KC-97</u>	
August	1678	536	1506	486	30.0
Score					54.0

2. Reports of Survey - 20 Pts.

	<u>Number Surveys</u>	<u>Dollar Cost</u>	<u>Civilian Strength</u>	<u>Military Strength</u>	<u>Avg Dollar Cost</u>	<u>Rate Per 1000</u>	<u>% of Max Score</u>
August	1	6.67	37	2005	6.67	.49	100
Score							20.0

3. T. O. C. Rate - 60 Pts.

	<u>% of Max Score</u>
August	100
Score	60.0
Total Score	134.0
	96

ATTACHMENT NO. 1
Page 2 of 3 Pages

C. HCSM & FLYING SAFETY - 40 Points

1. HCSM - 80 Pts.

N/A

2. Flying Safety - 40 Pts.

	<u>August</u>	<u>% of Max Score</u>
No Accts (B-47)	0	
No Accts (KC-97)	0	
No Fly Hrs (B-47)	1653	
No Fly Hrs (KC-97)	500	
Acct Rate (B-47)	0	
Acct Rate (KC-97)	0	100%
Score	40.0	
Total Score	40.0	100%
Wing Total Score	294.4	73.6%

ATTACHMENT NO. 2
Page 3 of 3 Pages

SECRET

HEADQUARTERS
301ST BOMBARDMENT WING, (M)
Barksdale Air Force Base
Louisiana

Classification: SECRET
Authority: CO, 301st BW
Initials: *F. P. RASOR*
DATE: *14 Aug 54*

14 August 1954

Quarter Ending July 1954

Analysis of S.C Management Control System

General

The attached data indicates the status of the 301st Bombardment Wing under the SAC Management Control System for the Quarter ending July 1954.

Under the Materiel Section the T. O. C. Rate reflects an inaccurate score due to unavailable information.

Attachment #1
SAC Management Control System

for *F. P. RASOR*
FRANK J. P. RASOR
Lt. Colonel, USAF
Comptroller

51

45-867

SECRET

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SECRET
SAC MANAGEMENT CONTROL SYSTEM (DETAIL)

A. PERSONNEL - 220 Points

1. Manning in Required Specialties - Officers 30 Pts. - Airmen 75 Pts.

	<u>Required</u>	<u>"IRS"</u>	<u>% IRS</u>	<u>% of Max Score</u>
a. Officers	577	347	92.0	90%
b. Airmen	1602	1255	78.3	30%
Score	Officers 27.0 - Airmen 22.5			

2. AWOL Rate - 30 Pts.

	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Quarter</u>	<u>% of Max Score</u>
No. AWOL's	0	1	4	3	8	
Strength	2128	2016	2116	1950	8210	100%
Score	30.0					

3. Ground Safety - 25 Pts.

	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Quarter</u>	<u>% of Max Score</u>
Mil Lost Time Acdt	4	0	1	2	7	
Mil Man Days	60,270	65,875	62,370	63,329	252,344	
Civ Time Lost Acdt	0	0	0	0	0	
Civ Man Hours	13,720	6,216	6,512	6,512	32,960	
Govt Veh Acdt	0	0	0	0	0	
Govt Veh Mileage	40,288	32,000	33,100	34,178	139,566	
Grd. Safety Index						2.77
Acdt Cost Index						
Acdt Cost	\$ 2,463	\$ 21	\$ 171	\$ 63,021	\$ 65,876	
Mean Strength	2,128	2,016	2,116	2,056	8,356	
Acdt Cost Index						\$ 7.80
Score	18.8					

4. Reenlist Rate - 40 Pts.

	<u>Discharges</u>	<u>Reenlistments</u>	<u>Rate</u>	<u>% of Max Score</u>
April	14	1		
May	10	1		
June	19	0		
July	25	6		
Quarter	68	8	11.7	10%
Score	4.0			

5. MTD Utilization - 20 Pts.
(Mechanical MTD)

	<u>Required</u>	<u>Utilized</u>	<u>% of Max Score</u>
April	N/A	N/A	
May	3500	733	
Jun	3500	979	
Jul	3500	1734	
Quarter	10500	3446	33%
Score	6.6		

Total Score 108.9

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Page 1 of 5 Pages*SECRET*

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B. MATERIEL - 140 Points*SECRET*1. Flying Hours as a % of Required - 60 Pts.

	<u>Hours Required</u>		<u>Hours Delivered</u>		<u>% of Max Score</u>
	<u>B-47</u>	<u>KC-97</u>	<u>B-47</u>	<u>KC-97</u>	
April	1232	810	1232	799	
May	1459	950	1459	872	
Jun	1549	703	1549	705	
Jul	1471	519	1395	519	
Quarter	5711	2982	5635	2893	95%

Score 58.9

2. Reports of Survey - 20 Pts.

	<u>Number Surveys</u>	<u>Dollar Cost</u>	<u>Civilian Strength</u>	<u>Military Strength</u>	<u>Avg Dollar Cost</u>	<u>Rate Per 1000</u>	<u>% of Max Score</u>
April	2	208.62	78	2128	104.31		
May	5	580.90	37	2018	117.98		
June	6	1097.77	37	2053	182.96		
July	5	179.12	37	2023	35.82		
Quarter	18	2075.41	189	8220	115.30	2.1	70%

Score 14.0

3. T. O. C. Rate - 60 Pts.

	<u>% of Max Score</u>
Quarter	63%

Score 38.0

Total Score 110.9

ATTACHMENT NO. 1
Page 2 of 5 Pages*SECRET*

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*SECRET*C. USCM & FLYING SAFETY - 120 Points

1. <u>USCM</u> - 80 Pts.	<u>B-47</u>	<u>KC-97</u>	<u>% of Max Score</u>
% Acft Airborne Effective	94.1	100	
Airborne Acft Completing Mission	94.1	100	
% Req'd Acft Airborne	100	100	
Adjustment Factor	1.00	1.00	
Mission Eff. Score	100	100	100%

Score 80.0

2. Flying Safety - 40 Pts.

	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Qtr</u>	<u>% of Max Score</u>
No Acfts (B-47)	0	0	0	0	0	
No Acfts (KC-97)	0	0	0	0	0	
No Fly Hrs (B-47)	1350	1681	1613	1422	6066	
No Fly Hrs (KC-97)	799	860	750	571	3000	
Acft Rate (B-47)	0	0	0	0	0	
Acft Rate (KC-97)	0	0	0	0	0	100%

Score 40.0

Total Score 120.0

ATTACHMENT NO.1
Page 3 of 5 Pages*SECRET*

0676

OPERATIONS*SECRET*1. Training Minimums(a) Number of Crews

2 Combat Ready Crews
 35 Select or Lead Crews
 3 Standboard Crews
 6 Non-Ready Crews

(b) Bombardment

Equation for Computations:

$$\frac{\text{No Accom}}{\text{No Reqd}} \times \text{Max Points} = \text{No Pts Scored}$$

$$(1) \text{ Bombing} \quad \frac{657}{657} \times 35 = 35.0$$

$$(2) \text{ Navigation} \quad \frac{273}{273} \times 25 = 25.0$$

$$(3) \text{ Cruise Control} \quad \frac{73}{73} \times 10 = 10.0$$

$$(4) \text{ Air Refuel \& Rendz} \quad \frac{252}{252} \times 25 = 25.0$$

$$(5) \text{ Gunnery} \quad \frac{77}{77} \times 10 = 10.0$$

$$(6) \text{ Atomic} \quad \frac{440}{440} \times 10 = 10.0$$

$$(7) \text{ Misc} \quad \frac{719}{719} \times 15 = 15.0$$

$$(8) \text{ Flying Time} \quad \frac{2500}{2500} \times 20 = 20.0$$

Total 150.0

$$\frac{150}{150} = 100\%$$

(c) TankerNumber of Crews

13 Combat Ready Crews
 1 Non Combat Ready Crew

$$(1) \text{ Net Hookups and Rendz} \quad \frac{486}{486} \times 15 = 15.0$$

$$(2) \text{ Navigation} \quad \frac{198}{198} \times 10 = 10.0$$

$$(3) \text{ Cruise Control} \quad \frac{54}{54} \times 5 = 5.0$$

$$(4) \text{ Misc} \quad \frac{303}{303} \times 10 = 10.0$$

$$(5) \text{ Flying Time} \quad \frac{90}{90} \times 10 = 10.0$$

Total 50.0

$$\frac{50.0}{50.0} = 100\%$$

SECRET
0677

2. Total Operations - 460 Pts

SECRET

	<u>Max Score</u>	<u>Score</u>	<u>% of Max Score</u>
a. Training Minimums			
(1) Bombardment	150.0	150.0	100%
(2) Tanker	50.0	50.0	100%
b. RES Bombing Accuracy	40.0	37.6	94%
c. RES Visual Accuracy	25.0	24.5	98%
d. Nite Cel Nav Prof (KC-97)	20.0	20.0	100%
e. Cruise Control Prof (KC-97)	15.0	15.0	100%
f. Air Refueling Prof			
(1) Bombardment	20.0	20.0	100%
(2) Tanker	20.0	20.0	100%
g. Scored Crews			
(1) Bombardment	40.0	40.0	100%
(2) Tanker	10.0	10.0	100%
h. Combat Ready Crews			
(1) Bombardment	40.0	16.0	40%
(2) Tanker	10.0	7.0	70%
i. Physical Conditioning	20.0	10.0	50%
	<u>460.0</u>	<u>420.1</u>	<u>91.3%</u>
Wing Total Score	940.0	759.8	80.3%

ATTACHMENT NO. 1
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 301ST BOMBARDMENT WING, MEDIUM
 Barksdale Air Force Base
 Louisiana

Wing Commander's Remarks

Section I of

Air Training Report for month of July - RCS: 6-SAC-T12

1. Hours flown performing missions ordered by higher headquarters:

a. Project "Follow Up"	71:00
b. Ferrying aircraft to Marietta, Georgia and Tinker AFB, Oklahoma	4:55
c. SAC Evaluation School	167:45
d. Test of special weapons device	<u>8:40</u>
TOTAL	252:20

2. Weather and local conditions. Include estimated loss of flying training hours due to the interference of extreme weather situations or local conditions of such a degree or extent as to have an appreciable effect on training scheduled:
 - a. None.

3. Directives imposed by AMC or this headquarters which restricted flight altitude or interfered with normal training. Remarks will describe the restriction, cite the authority and date, and indicate amount of training lost or affected by the restriction:
 - a. None.

4. Combat crew member gains and losses:
 - a. Gains:

(1) Aircraft Commanders	1
(2) Co-Pilots	5
(3) Observers	1

 - b. Losses:

(1) Aircraft Commanders	2 (assigned duties as squadron operations officers)
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(2) Co-Pilots

2 (Transferred to 2AF Headquarters)

1 (Assigned to AOB School)

1 (Assigned to B-47 Flight Simulator)

5. Crew member changes. List total crew member changes made during the reporting period by crew position:

a. Aircraft Commanders 7

b. Co-Pilots 8

6. New Crews. List crews, by number, which were formed after 0001 hours of the first day of the month, to include the date each crew was formed:

a. N2010 formed 1 July 1954.

7. Crew status changes. List crews, by number, whose status has changed during the reporting period, indicating the effective date of change:

a. Following crews were upgraded from Lead to Select status effective 1 July 1954:

L0310 to S0310	L3910 to S3910
L0410 to S0410	L4010 to S4010
L0510 to S0510	L4210 to S4210
L0710 to S0710	L43B0 to S43B0
L08B0 to S08B0	L7210 to S7210
L09B0 to S09B0	L7310 to S7310
L15C0 to S15C0	L7410 to S7410
L3510 to S3510	L83C0 to S83C0
L3710 to S3710	

b. Following crews were upgraded from Non-Ready to Ready status effective dates indicated:

N1910 to R1910 effective	29 July 1954
N50D0 to R50D0 effective	3 July 1954
N5210 to R5210 effective	3 July 1954
N8710 to R8710 effective	31 July 1954

c. Following crews were downgraded from Ready to Non-Ready status effective dates indicated:

R1110 to N11B0 effective	17 July 1954
R17C0 to N17C0 effective	12 July 1954

d. Following crews had crew member changes effective dates indicated:

2

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LO6AO to LO6BO effective 31 July 1954
 SO8AC to SO8BC effective 17 July 1954
 SO9AO to SO9BO effective 17 July 1954
 R11AC to N11BC effective 17 July 1954
 N11BO to N11CO effective 17 July 1954
 R12AO to R12BO effective 31 July 1954
 N20AO to N20BO effective 31 July 1954
 S43AO to S43BO effective 16 July 1954
 I47AO to I47BO effective 31 July 1954
 R17BC to R17CC effective 6 July 1954
 N17CO to N17DO effective 16 July 1954
 N17DO to N17EO effective 31 July 1954
 N51BO to N51CO effective 2 July 1954
 N51CO to N51DO effective 20 July 1954
 N51DO to N51EO effective 31 July 1954

- e. Following crews were made 5X during the month. These crews will be renumbered effective 1 August 1954:

N11CO will become N21AO
 N17EO will become N54AO
 N51EO will become N53AO

8. Standardization Crews. List the crews by number of wing and squadron standardization crews each month in this item.
- 337AO, A/C Field, Wing Standardization Crew.
 - SO3AO, A/C Fry, 32nd Bomb Squadron Standardization Crew.
 - S40AO, A/C Krig, 352nd Bomb Squadron Standardization Crew.
 - L75AO, A/C Hodge, 353rd Bomb Squadron Standardization Crew.
9. Remarks on materiel and personnel problems which adversely affected training accomplishments other than those included in 5, 6, 7, and 8 above. Include shortages and limitations of equipment or personnel when either factor has limited the unit capability.
- Personnel nominations to higher headquarters caused the wing to regress two (2) combat ready crews to non-ready status. This problem can be overcome only if sufficient warning of transfers is given so that additional crew members can be trained at a more accelerated pace to absorb these losses.
 - Several instances have occurred in the past thirty (30) days which indicate that depot support of critical items is not geared sufficiently high to cope with the gravity of the situation. One such incident involved ID-218 indicators S/N 1670-378200 used in the "K" system. These indicators have been extremely critical for the past twelve (12) months. OCAMA was contacted regarding this matter and as a result eight (8) indicators were airlifted to that activity for immediate repair and return. However, a telephone

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call was received the following day advising that the Cathode Ray tube needed replacing in all reparable ID-218 indicators and that the scope tube was not and had not been available at OCAMA for sometime. Therefore, the ID-218's would not be returned to a serviceable condition until tubes were received at the depot. Wing undertook the task of obtaining replacement tubes and was successful in obtaining thirty-four (34) tubes from Shiloh Air Depot within five (5) days. Eight (8) of the tubes were delivered to OCAMA by this Wing. A resupply of Cathode Ray tubes has been received; therefore, this particular problem does not exist at present. Other similar situations have arisen from time to time indicating that maintenance activities at depot level may not be stressing the importance of obtaining components and repair parts on a priority basis from supply. It is inconceivable that Air Materiel Air Depots are unable to obtain replacement spares which are available to the operating bases.

- c. This Wing has been continually hampered in its operational commitments by an abnormally high AOCF and ANFE rate. To add to this harassment a transportation handicap has arisen. Depots are now using commercial air freight known as "Mercury". This method requires, i.e., that items marked for Barksdale be airlifted from OCAMA to SAAMA where they are unloaded and then reloaded and airlifted to Barksdale. This reshipping has both delayed and lost AOCF items requiring requisitioning action. An example of this occurred on 8 July 1954 when B-47 7049 was declared AOCF for P/N 4617-AJS 17070 Joint Assembly, Req #03G-55-1. The following day Mobile Depot indicated availability; however, pick-up could not be accomplished due to necessary utilization of "Mercury" and item was therefore shipped to SAAMA for reshipment to Barksdale. After a reasonable length of time had elapsed and item had not arrived, a check with SAAMA indicated item could not be located and requisitioning (Req #03G-55-2) action was taken. AOCF item finally arrived on 23 July after innumerable and costly phone calls. This is not an isolated case, other instances are on record within this organization.
- d. Shortages of aircraft spares has made aircraft non-combat ready and caused expenditure of many many maintenance man hours not otherwise required. The following list consists of those AOCF items that were cannibalized in order to meet operational requirements. This list also indicates the number of times the item was cannibalized within the past thirty (30) days. This is not a complete critical items list as only cannibalized items are indicated:

<u>S/N</u>	<u>Item</u>	<u>Cannibalized</u>
1AFE-8-6081	Door	1
1AFE-6-36631-64	Fairing	1
1AFE-4-2944-4	Fairing	1
1AFE-15-24377-505	Unit Assy	2
1AFA-12-1558-228	Cover	1
4140-4801-12	Detector	4
4224-F46-2	Inverter	8

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<u>S/N</u>	<u>Item</u>	<u>Cannabilized</u>
4871-212000	Valve	2
4832-1111526172	Valve	2
4815-3834-1	Valve	2
4904-AAFO43550	Batteries	8
6600-384643-58	Hose	1
6234-7202-1A4B1	Indicator	1
4263-15900	Indicator	1
6003-AN582573	Indicator	2
6034-1636-64B1	Indicator	2
6040-652191	Indicator	2
6062-80383B	Control	1
6025-1214B48-05	Indicator	2
6025-815B48-05	Machmeter	4
2343-16665-1	Gage	1
2343-AN17/830	Gage	1
6061-502-23191	Box IFM	1
6400-572250	Power Supply	3
6400-20596335	Computer	1
5901-1420921-G1	Box Assy	3
5901-1420921-G2	Box Assy	3
1600-218997125	Receiver	2
1670-886800	Guide	2
3380-552120-3585	Relay	1
3380-552120-3525	Relay	1

10. If SAC minimum training requirements were not accomplished, reasons why, other than those mentioned above, will be specifically indicated:

a. Crew R76DO was upgraded 30 June 54 and scheduled for a prorated share of 50-8 requirements. A crew member was granted emergency leave effective 10 July 54 for 20 days. Because of the emergency leave status of the crew the following items were not accomplished:

2 Visual releases
 1 visual camera attack
 2 radar camera attacks
 4 Radar RBS runs
 1 night celestial
 3 wet hook-ups
 1 rendezvous
 1 Long range
 1 pilot proficiency
 1 hour formation
 1 cell tactic

11. At the conclusion of a special training month include an analysis of accomplishments which do not fall into the routine categories of training:

a. Not applicable.

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12. Field Training Operations. This item will indicate the number of special atomic field training operations conducted during the month as follows:
 - a. Test of facilities: None
 - b. Exercises: None
 - c. Maneuvers: None
13. Non-Combat crews that could be used in case of emergency. List the total number of non-combat ready crews assigned as of the last day of the reporting period whom in the opinion of the wing commander have been trained to a point where they could be deployed flying unit aircraft if an emergency so dictated:
 - a. One
14. Non-combat ready crew training. When average flying time of non-combat crews that were available during the month does not compare favorably with average time flown by combat ready crews, indicate specific reasons therefor:
 - a. N1100 - 2 crew members transferred
N1700 - 2 crew members in B-47 MTD
N2000 - 1 crew member not present for duty.
15. Comments or recommendations of the Wing Commander:
 - a. Flying time expended in accomplishing project "Follow up" could not be efficiently utilized for 50-8 training. "Follow up", a class B project, required planning for gunnery sorties far in excess of those required, consequently, the crews concerned did not expend their effort on those training items most needed.
 - b. Normal flying training suffered from a sudden action project to test a special weapons device. Three sorties for eight hours and forty minutes were required. Each month an effort is made to learn of and plan for higher headquarters missions. Failure to include or plan for such requirements multiply the difficulties encountered in accomplishing routine 50-8 requirements.
 - c. Lack of summer flying clothing presents an ever increasing problem. Unserviceable clothing has been turned in to base supply but replacement is not being made. Crews are flying in such clothing as they possess; some in winter suits, some in fatigues and others in class B uniforms.
 - d. Ten crews were evaluated at SES during the month of July. Ten additional crews will report in August.

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- e. The following gross errors, attributed to malfunction equipment, are summarized for the month of July:

<u>CREW #</u>	<u>DATE</u>	<u>TYPE RUN</u>	<u>RBS SITE</u>	<u>SCORE</u>	<u>MALFUNCTION</u>
S39AO	9 Jul	Visual	Kansas City	1770	Loose wire to Stab unit
S39AO	9 Jul	Visual	Omaha	1840	Loose wire to Stab unit
L78BO	9 Jul	Visual	Dallas	2950	3 phase inverter
L71BO	12 Jul	Visual	Dallas	2200	CSM & TAS errors
L71BO	12 Jul	Visual	Dallas	1900	CSM & TAS errors
L68AO	21 Jul	Visual	Dallas	3250	Stab unit
L80AO	27 Jul	Visual	Dallas	2150	Erratic CSM
L80AO	27 Jul	Visual	Little Rock	8850	Erratic CSM
L41AO	30 Jul	Visual	Omaha	2000	Stab unit
L41AO	30 Jul	Visual	Omaha	2200	Stab unit

Request the above runs not be considered by the Probation Board for quantity or quality.

- (1) The probation status of the wing has decreased from 5 to 2 crews for the period ending 30 June 54. Both crews are on probation for low proficiency in visual bombing.

1 Incl
Consumption list
of parts

J. C. JENNISON, JR.
J. C. JENNISON, JR
Colonel, USAF
Commander

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The following list of items reflect the Wings estimated consumption of critical parts for the next three (3) months:

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>QTY REQ FOR NEXT 90 DAYS</u>
	<u>CLASS 01F</u>	
LAFE-AAF150500	Panel	3
LAFE-CM100330	Duct	3
LAFE-PCD19624	Tank	3
LAFE-ZP1044	Radome	12
LAFE-15-24408-21	Tube	3
LAFE-3-44840	Seal	15
LAFE-5-32430-17	Cover	3
LAFE-5-35552-3	Line	3
LAFE-5-41292-3	Cover	3
LAFE-5-41292-508	Cover	3
LAFE-5-49100-2	Boat	6
LAFE-5-62766	Valve	3
LAFE-6-20037-2	Support	6
LAFE-6-32843-501	Roller	3
LAFE-6-36922-1	Valve	3
LAFE-6-39864-K	Pane	3
LAFE-4-44923	Coupling	6
LAFE-6-40548-501	Panel	3
LAFE-8-6420-2	Shield	3
LAFE-9-14566-1	Tube	3
LAFE-9-14566-502	Tube	3
LAFE-9-203270-501	Duct	9
LAFE-9-21626-2	Drive	9
LAFH-2180-5	Radome	3
LAFH-3-13205-9	Shield	3
LAFH-3-33296-8	Hinge	6
LAFH-3-51946-1	Spring	3
LAFH-3-51947-1	Keeper	3
LAFH-5-32234-504	Strip	3
LAFH-5-42611-4	Cable	3
LAFH-5-57649	Tube	3
LAFH-6-41716-1	Tee	3
LAFH-6-51899	Ring	6
LAFH-6-55372	Cover	3
LAFH-8-3229-21	Panel	3
LAFH-8-4113-62	Pane	3
LAFH-9-18952-9	Gland	3
LAFH-9-35471	Bracket	3
	<u>CLASS 03C1</u>	
4227-150H	Actuator	3
4246-124A9238	Motor	3
4246-A24A9415	Motor	21
4246-A28A8799-4	Panel	3
4246-A35A9118	Alternator	6

Incl 1

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<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>QTY REQ FOR NEXT 90 DAYS</u>
	<u>CLASS 03C2</u>	
4202-AN3040-1B	Lens	54
4202-AN3047-11	Light	3
4202-AN3099-1	Cover	9
4248-B09-01	Generator	60
4248-FHM200	Generator	3
4248-FHM201	Generator	75
	<u>CLASS 03C3</u>	
9481-22300	Vibrator	6
	<u>CLASS 03F</u>	
4501-WM203	Horn	3
4502-53J20940-1	Bolt	36
4504-102100-5-655	Regulator	3
4504-102100-5-655-1	Regulator	9
4504-30016-1	Regulator	18
4504-92435	Venture	3
4519-SP5066152-1	Link	3
4519-241-01-1	Cap	3
4519-80862-2	Blower	3
4544-X702-73	Fan	6
4544-X702-73	Fan	6
4556-XW20093-170-85	Blade	3
4556-XW20017-N90-16	Blade	24
4556-XW20091	Converter	3
4556-XW20092	Blade	3
4556-XW20093-140-70	Blade	3
	<u>CLASS 03I1</u>	
4846-60715003	Coupling	3
4272-6921	Valve	3
	<u>CLASS 03I2</u>	
4815-102771	Valve	3
4849-K1270-B	Valve	9
	<u>CLASS 03L</u>	
5625-6-51899	Packing	6
	<u>CLASS 04A</u>	
6500-017570	Bolt	36
6500-105538-6	Bolt	3
6500-105596-55	Bolt	3
6500-361397-2	Tube	3
6500-919644-885	Tee	6
	<u>CLASS 04B</u>	
6600-574344-525	Mount	3
6600-589141-5	Packing	3
6600-589146-85	Packing	21
6600-589147	Packing	15

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STOCK NUMBER**CONFIDENTIAL**QTY REQ FOR NEXT 90 DAYS

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>QTY REQ FOR NEXT 90 DAYS</u>
3400-456094	<u>CLASS 04-D</u> Bearing	6
6203-AAF085830	<u>CLASS 05-A</u> Indicator	3
6225-1471-01	Sextant	3
6234-AAF288122	Meter	3
6234-AAF289675	Meter	3
6234-AAF289730	Meter	6
6245-104192	Indicator	3
6263-11200	Indicator	3
6263-15810	Control	3
6263-15900	Indicator	3
6025-815BX-8-05	<u>CLASS 05-C</u> Fachmeter	6
6030-14602-15-A1	Indicator	12
6034-16800-1A1A1	Indicator	12
6040-564514-11	Indicator	3
6040-652191	Indicator	3
6040-654514-41	Indicator	3
6025-716BU4-052	Indicator	6
6134-25000A36-A1A1	<u>CLASS 05-D</u> Indicator	3
6134-25000-A6A-1-1E1	Indicator	9
6126-149E27	Indicator	3
2234-12011-1A	<u>CLASS 05-F</u> Transmitter	3
2234-12010-2C-C1	Indicator	3
2234-12320-1B	Amplifier	3
2240-673513-6	Amplifier	3
2246-673613-6	Amplifier	9
2327-EA308-1	<u>CLASS 05-G</u> Indicator	3
2327-EA308-2	Indicator	3
2327-EA565W553	Tank	3
2332-RG7021D1	Power Unit	6
2366-165-089-631	Tank	3
2366-165-090-633	Gage	3
2366-162089391	Indicator	3
2334-16512-1A	Amplifier	3
8850-223635-52	<u>CLASS 08E</u> Connector	6
8850-540495	Connector	3
8850-543526-52	Plug	6
8860-603800-211	<u>CLASS 08F</u> Wire	900 lbs

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<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>QTY REQ NEXT 90 DAYS</u>
	<u>CLASS 08G</u>	
8870-545500-385	Fuse	30
8870-640000-555	Lamp	12
8870-852000-545	Lamp	12
8870-936000-555	Lamp	24
	<u>CLASS 10A</u>	
8400-096948	Camera	3
8400-193468-83	Cover	3
8400-420421	Intervalometer	3
8400-520065	Magazine	3
8400-542900	Mount	3
	<u>CLASS 10D</u>	
2900-046735	Camera	3
2900-152100	Watch	3
2900-179000	Control	3
2900-520577-2	Magazine	3
	<u>CLASS 11A</u>	
6400-008885-3	Amplifier	3
6400-008885-42	Amplifier	3
6400-008885-44	Amplifier	3
6400-008889-25	Amplifier	3
6400-008889-34	Amplifier	3
6400-008893M	Amplifier	6
6400-009500	Amplifier	3
6400-044540	Mount	3
6400-203963-35	Computer	3
6400-219660M	Connector	3
6400-219668	Connector	12
6400-304612	Gyro	6
6400-572225	Power Supply	6
6400-572250	Power Supply	6
6400-811622	Stabilizer	3
6400-928030	Transmitter	3
	<u>CLASS 11E</u>	
5901-AAF103000	Antenna	3
5901-141D768G1	Support	6
5901-142D921G2	Box	12
5901-146203-G1	Chute	3
5901-146D203-G2	Chute	3
5901-1490-439-G1	Hopper	3
5901-173B376P1	Plate	6
5901-2515N1	Selsyn	3
5901-350B3-9	Chute	6
5901-533E234-G2	Compass	3
5901-5BA105415	Motor	3
5901-5BA25M5453	Motor	3
5901-5885059-1	Charger	12

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<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>QTY REQ NEXT 90 DAYS</u>
CONFIDENTIAL		
<u>CLASS 11E (cont)</u>		
5901-5885059-2	Charger	9
5901-728E76G1	Computer	9
5901-9120546P1	Gear	3
5901-9078205G1	Computer	3
5901-179B162G1	Lead	3
5901-K7002856P1	Gasket	18
5901-ML383961G1	Synchronizer	3
5901-ML7353961G1	Synchronizer	3
<u>CLASS 16A</u>		
1600-012980020	Network	3
1600-013424100	Receiver	3
1600-013424150	Receiver	3
1600-211302872	Amplifier	6
1600-211344100	Coupling	3
1600-211687588	Control	6
1600-211687992	Control	3
1600-211688471	Panel	3
1600-211945165	Control	3
1600-211945175	Control	3
1600-218993716	Receiver	3
1600-218997125	Receiver	18
1600-291469165	Drive	3
1600-291483000	Drive	3
1600-293348991	Mount	3
1600-337838756	Dynamotor	3
<u>CLASS 16-K2</u>		
1670-026850	Amplifier	6
1670-028900	Amplifier	6
1670-104000	Cable	3
1670-1426000	Computer	3
1670-378200	Indicator	15
1670-533500	Motor	3
1670-687700	Receiver	15
1670-886800	Guide	3
<u>CLASS 16-N</u>		
1790-208648905	Microphone	54
<u>CLASS 16-S</u>		
3370-211000-2345	Crystal	3
3370-250000-6355	Tube	3
3370-286000-6175	Tube	18
<u>CLASS 16-K</u>		
1660-025110417	Antenna	3
1660-035110417	Antenna	3
1660-037574040	Synchronizer	3
1660-038479500	Panel	3
1660-038670088	Receiver	3

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<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>QTY REQ FOR NEXT 90 DAYS</u>
	CONFIDENTIAL	
	<u>CLASS 16-K (cont)</u>	
1660-039250130	Synchronizer	3
1660-202161468	Antenna	3
1660-204823833	Radome	6
1660-21608-486	Indicator	3
1660-212608621	Indicator	3
1660-214349860	Receiver	3
1660-218993234	Receiver	6
1660-218996055	Receiver	3
1660-218996998	Receiver	3
1660-223885700	Synchronizer	3
1660-293348672	Mounting	6
1660-299540029	Wave Guide	3
1660-348157112	Motor	3
	<u>CLASS 16-T</u>	
3380-511120-9395	Relay	6
3380-552120-1515	Relay	3
3380-574150-8325	Relay	12
3380-701525-4415	Relay	3
3380-701675-8895	Relay	3
3380-708275-3425	Solenoid	3
	<u>CLASS 16-U</u>	
3320-083351910	Knob	3
	<u>CLASS 16-O</u>	
3330-056750223	Capacitor	6
3330-317643040-405	Capacitor	6
3330-399857605	Suppressor	3
	<u>CLASS 16-P</u>	
3340-063900430	Transformer	3
	<u>CLASS 16-Q</u>	
3350-131000-2951	Resistor	3
3350-848700-4511	Resistor	3
3350-848700-5411	Resistor	3
3350-851500-6141	Resistor	3
	<u>CLASS 16R</u>	
3360-070501513	Circuit Breaker	3
3360-072246000	Switch	3
3360-072246030	Switch	3
3360-072836800	Switch	6
3360-072836950	Switch	15
3360-073011200	Switch	12
3360-073011330	Switch	21
3360-073942230	Switch	6
3360-073942280	Switch	6
3360-073942380	Switch	9
3360-074031370	Switch	3
3360-074570925	Switch	3
	<u>CLASS 29C</u>	
6530-501600-297	Pin	39

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301ST AIR REFUELING SQUADRON
301ST BOMBARDMENT WING, MEDIUM
BARKSDALE AIR FORCE BASE
Louisiana

5 August 1954

Squadron Commander's Remarks

Section H of

Air Training Report for month of July

RCS: 4-SAC-TL2

a. Hours flown performing missions ordered by Higher Headquarters:

- (1) Ferrying cargo & personnel 71:35
- (2) Ferrying aircraft for 307th AREFS 24:55
- (3) Indoctrination of APROTC Cadets 64:40

b. Weather and local conditions which precluded or affected training to include estimated loss in number of flying hours (and type of training lost) or affected:

- (1) None

c. Restrictions imposed by AAF Headquarters which necessitated training at a lower altitude than that specified, or a reduction in the minimum training requirements specified by SAC Regulation 50-8:

- (1) None

d. Remarks on excessive crew changes and/or temporary crew substitutions:

- (1) None

e. Crews, by number, which were formed after 0001 hours of first day of month to include the date each crew was formed:

- (1) None

f. A list of crews, by number, whose status has changed during the reporting period, indicating the effective date:

- (1) T-03A0 changed to T-03B0 effective 19 July 1954 - Aircraft Commander transferred to FEAF.

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Con't Squadron Commander's Remarks (July)

(2) T-18DO changed to T-18EO effective 20 July 1954 - Aircraft Commander transferred to HQ 301 BOMBING (M).

(3) M-25AO changed to M-25BO effective date 20 July 1954 - Aircraft Commander reassigned to crew T-18EO.

(4) M-26AO changed to M-26BO effective 19 July 1954 - Aircraft Commander reassigned to crew T-03BO.

g. The crew number of the standardization crew and of any other crews which the Squadron Commander considers should not be rated against training minimums and for scored crew category for the training quarter ending in the month reported or, because air training was unduly effected by circumstances beyond his control.

(1) T-05AO - Wing Air Refueling Standardization Crew.

(2) T-22AO - Squadron Air Refueling Standardization Crew (No relief requested).

h. Remarks on materiel & personnel problems which adversely affected training accomplishments, other than those in a, b, c, & d above:

(1) During the period 1-31 July 1954 a total of 622 aircraft days were available for training considering all aircraft on the station. The number of aircraft days lost and reasons are listed below:

A. Periodic Inspections	17
B. Engine change	5
C. AOCF	76
D. Fuel leak	<u>1</u>

TOTALS 99

(2) Shortages of replacement parts for KC-97's has resulted in an excessive number of aircraft being AWFE. Specific items and supply action has been reported on combat equipment status of B-47, KC-97 aircraft reports (RCS: SACF-32).

A. The following critical parts shortage prevailed during the period 1-31 July:

<u>PART #</u>	<u>NAME OF PART</u>
1AFH-15-10717-26	Elevator KC-97
1AFH-15-10717-27	Elevator KC-97
4013-NL00133-11 (24260-601)	Propeller KC-97
4013-322080	Synchronizer KC-97
4013-78833	Meter KC-97
4013-88711	Control KC-97

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Com't Squadron Commander's Remarks (July)

<u>PART #</u>	<u>NAME OF PART</u>	
4103-145600H-ST	Brake	KC-97
4140-4801-11	Detector	KC-97
4140-4801-12	Detector	KC-97
4227-150H	Actuator	B-47
4246-A35A9107-2	Alternator	B-47
4295-1-100A115D6	Inverter	KC-97
4202-45B7367	Control	KC-97
4224-F46-2	Inverter	KC-97 & B-47
4708-AC281KL	Plug	KC-97
4815-W7025-ISS	Valve	KC-97
4849-K1270B	Valve	KC-97
4832-121002-010-03	Pump	KC-97
6234-MAF289730	Meter	KC-97
6263-15700	Indicator	KC-97 & B-47
6263-15900	Indicator	KC-97 & B-47
6025-7390U5-015	Indicator	KC-97
6040-652191	Indicator	KC-97 & B-47
6034-14602-1J-B1	Indicator	KC-97
6119-8DU43BAH	Indicator	KC-97
6125-1135GF01AC304	Generator	KC-97
6134-25100ALB1	Indicator	KC-97
1600-218997125	Receiver	KC-97 & B-47
1660-218996998	Receiver	KC-97

(3) It is anticipated that the following parts shortages will exist within the next 90 day period:

<u>PART #</u>	<u>NAME OF PART</u>	<u># REQUIRED</u>
1AFH-15-10717-26	Elevator	KC-97 2
1AFH-15-10717-27	Elevator	KC-97 2
4013-KL00133-11 (24260-601)	Propeller	KC-97 4
4013-322080	Synchronizer	KC-97 6
4013-78833	Meter	KC-97 3
4013-88711	Control	KC-97 6
4013-145600H-ST	Brake	KC-97 16
4140-4801-11	Detector	KC-97 10
4140-4801-12	Detector	KC-97 10
4227-150H	Actuator	B-47 25
4246-A 35A9107-2	Alternator	B-47 15
4295-1-100A115D6	Inverter	KC-97 6
4202-45B7367	Control	KC-97 12
4224-F46-2	Inverter	KC-97 & B-47 35
4708-AC281KL	Plug	KC-97 3000
4815-W7025-ISS	Valve	KC-97 2
4849-K1270B	Valve	KC-97 4
4832-121002-010-03	Pump	KC-97 8

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Con't Squadron Commander's Remarks (July)

<u>PART #</u>	<u>NAME OF PART</u>	<u># REQUIRED</u>
6234-AAF289730	Meter KC-97	4
6263-15700	Indicator KC-97 & B-47	6
6263-15900	Indicator KC-97 & B-47	10
6025-7390U5-015	Indicator KC-97	6
6040-652191	Indicator KC-97 & B-47	15
6034-14602-1J-B1	Indicator KC-97	6
6119-3DJ43BAH	Indicator KC-97	12
6125-1135GF0140304	Generator KC-97	8
6134-25100A17A1B1	Indicator KC-97	6
1600-218997125	Receiver	10
1660-213998993	Receiver	3

i. If SAC minimum training requirements were not accomplished, reasons why, other than those mentioned above, will be specifically indicated:

(1) Not applicable

j. Comments or recommendations of the Squadron Commander:

(1) In accordance with instructions received from Higher Headquarters the 301st Air Refueling Squadron was required to indoctrinate AFROTC Cadets attending summer camp at Barksdale AFB in in-flight refueling and electronic rendezvous technique. This mission was accomplished in conjunction with normal training missions with the cadets observing every crew function from pre-flight to post-flight. A total of 324 cadets took part in this training which included indoctrination in day and night in-flight refueling, electronic rendezvous, navigation, individual crew duties, and aircraft familiarization. The cadets expressed great interest in the operation of a SAC Bomb Wing and were very favorably impressed with air refueling techniques.

k. List by crew number all those crews, including Non-combat ready crews, which have participated in any of the following categories of training:

	<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>10</u>
T-01E0	x	x	x	x	-	x	x	-	x	-
T-03E0	x	x	x	-	-	-	x	-	x	x
T-04C0	x	x	x	x	-	x	x	-	x	x
T-05A0	x	x	x	x	-	x	x	-	x	x
T-07B0	x	x	x	x	-	x	x	-	x	x
T-09A0	x	x	x	x	-	x	x	-	x	x
T-10B0	x	x	x	-	-	-	x	-	x	x
T-11B0	x	x	x	x	-	x	x	-	x	x
T-13A0	x	x	x	x	-	x	x	-	x	x
T-14C0	x	x	x	x	-	x	x	-	x	x

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Con't Squadron Commander's Remarks (July)

	<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>10</u>
T-15BO	x	x	x	x	-	x	x	-	x	x
T-16BO	x	x	x	-	-	-	x	-	x	x
T-17BO	x	x	x	x	-	x	x	-	x	x
T-18BO	x	x	x	x	-	x	x	-	x	x
T-19BO	x	x	x	x	-	x	x	-	x	x
T-20BO	x	x	x	x	-	x	x	-	x	x
T-21BO	x	x	x	x	-	x	x	-	x	x
T-22BO	x	x	x	-	-	-	x	-	x	x
T-23BO	x	x	x	x	-	x	x	-	x	-
T-24BO	x	x	x	x	-	x	x	-	x	-
T-25BO	x	x	x	-	-	-	x	-	x	-
L-26BO	x	x	x	-	-	-	x	-	x	-

Arthur J. Thompson Jr.
 ARTHUR J THOMPSON JR
 Major., USAF
 Commander

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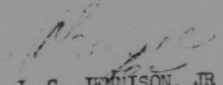
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HEADQUARTERS
301st BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

Wing Commander's Remarks

Section I of 4-SAC-T12 for month of July 1954

I concur with the remarks of the Squadron commander.


J. C. JENNISON, JR
Colonel, USAF
Commander

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

Wing Commander's Remarks

Section I of

Air Training Report for month of August - RCS: 6-SAC-T12

1. Hours flown performing missions ordered by higher headquarters:

a. Aircraft Commander check out for General Landry	50:55
b. Proficiency mission for General Old	2:10
c. Bombing missions for news release on SAC bombing competition	4:40
d. Ferrying Aircraft	2:00
e. Operations "Green Bean" - Missions flown in support of 376th Bombardment Wing	71:15
f. Project "Follow Up"	381:55
g. SAC Bombing Competition	41:40
h. SAC Evaluation Missions	246:20
i. Indoctrination flights for outstanding AFROTC Cadets	<u>13:30</u>
TOTAL	814:25

2. Weather and local conditions. Include estimated loss of flying training hours due to the interference of extreme weather situations or local conditions of such a degree or extent as to have an appreciable effect on training scheduled:
 - a. None.

3. Directives imposed by AEC or this headquarters which restricted flight altitude or interfered with normal training. Remarks will describe the restriction, cite the authority and date, and indicate amount of training lost or affected by the restriction:
 - a. None.

4. Combat crew member gains and losses:
 - a. Gains:

(1) Observers	3
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b. Losses:

(1) Observers

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EDCSA 23 August 1954)

5. Crew member changes. List total crew member changes made during the reporting period by crew position:
- a. Aircraft Commanders 2
 - b. Co-Pilots 1
 - c. Observers 3
6. New Crews. List crews, by number, which were formed after 0001 hours of the first day of the month, to include the date each crew was formed:
- a. N21AO formed 1 August 1954
 - b. N53AO formed 1 August 1954
 - c. N54AO formed 1 August 1954
7. Crew status changes. List crews, by number, whose status has changed during the reporting period, indicating the effective date of change:
- a. Following crews were downgraded to non-ready status effective dates indicated due to transfer of observers, replacements not fully qualified:
 - L71BO to N71CO effective 23 August 1954
 - L78BO to N78CO effective 23 August 1954
 - R87AO to N87BO effective 23 August 1954
 - b. Following crew had crew member changes on dates indicated:
 - L02AO to L02BO effective 31 August 1954
 - N20BO to N20CO effective 31 August 1954
 - N21AO to N21BO effective 31 August 1954
 - L71BO to N71CO effective 23 August 1954
 - L78BO to N78CO effective 23 August 1954
 - R87AO to N87BO effective 23 August 1954
8. Standardization Crews. List the crews by number of wing and squadron standardization crews each month in this item.
- a. S37AO, A/C Field, Wing Standardization Crew.
 - b. S1500, A/C Swanagon, 32nd Bomb Squadron Standardization Crew.
 - c. S40AO, A/C Krig, 352nd Bomb Squadron Standardization Crew.
 - d. L75AO, A/C Hodge, 353rd Bomb Squadron Standardization Crew.

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9. Remarks on materiel and personnel problems which adversely affected training accomplishments other than those included in 5, 6, 7, and 8 above. Include shortages and limitations of equipment or personnel when either factor has limited the unit capability.

a. Shortages of aircraft spares has made aircraft non-combat ready and caused expenditure of many, many maintenance man hours not otherwise required. A list of the more critical items are as follows:

LIFE-4-2944-4	Fairing
L.F.H.-6-59260	Conduit
4140-4801-12	Detector
4140-4700-1	Detector
4544-4702-73	Fan
4871-212000	Valve
2343-M17/8-30G	Gage
4879-B-700	Valve
1670-778000	Synchronizer
1670-378200	Indicator
4224-F46-2	Inverter
6400-928050	Transmitter
6400-572225	Power Supply
4504-102100-5-655-1	Regulator
1600-337838766	Dynamometer
6400-311622	Stabilizer

b. The following is a list of critical equipment shortage anticipated for the next ninety (90) days:

<u>Stock Number</u>	<u>Nomenclature</u>		<u>Base Reqn #</u>
8100-209750	Compressor 3000 psi	2 ea	17A-54-86 17A-54-87
8200-030375	Air Conditioner A-3	17 ea	19A-53-133 19A-54-84 19A-53-135

c. As a result of known observer losses the 301st Bombardment Wing will have 39 combat ready crews and 11 non-combat ready crews at October end. With known inputs and the training status of observers being assigned to the 301st Bombardment Wing it is not anticipated that a strength of 45 combat ready can be reattained until late December.

10. If SAC minimum training requirements were not accomplished, reasons why, other than those mentioned above, will be specifically indicated:

a. Not Applicable.

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11. At the conclusion of a special training month include an analysis of accomplishments which do not fall into the routine categories of training:
 - a. Analysis being sent under separate cover.
12. Field Training Operations. This item will indicate the number of special atomic field training operations conducted during the month as follows:
 - a. Test of facilities: None
 - b. Exercises: On the 16th and 17th of August 1954 a special weapons exercise was conducted in accordance with 2AF Ops Order 127-54. Seventeen B-47 aircraft and crews, and one KC-97 aircraft and crew were utilized on 16 August 1954. Seventeen B-47 aircraft and crews were utilized on 17 August 1954. The mission was considered successful and the training beneficial.
 - c. Maneuvers: None
13. Non-Combat crews that could be used in case of emergency. List the total number of non-combat ready crews assigned as of the last day of the reporting period when in the opinion of the wing commander have been trained to a point where they could be deployed flying unit aircraft if an emergency so dictated:
 - a. Five
14. Non-combat ready crew training. When average flying time of non-combat crews that were available during the month does not compare favorably with average time flown by combat ready crews, indicate specific reasons therefor:
 - a. Crews trained as individuals due to observers not being physically available for training.
15. Comments or recommendations of the Wing Commander:
 - a. The August normal training program was planned to terminate on 20 August 1954 because of the SAC Bombing Competition being held at Barksdale Air Force Base. However, by SAC directive, this wing continued flying with primary emphasis being placed on the "Follow Up" gunnery project.
 - b. Ten crews were scheduled for SES during August, five crews departed on 17 August 1954 and five more on 24 August 1954. During September it is planned to send one crew for initial evaluation and three crews for re-evaluation. By the end of September it is anticipated that 30 crews will have successfully completed SAC evaluation.

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- c. Ten newly assigned pilots completed preparatory ground training for utilization as B-47 co-pilots during August and will commence flying training during September. These pilots are assigned as third pilots on Select or Lead crews and will be checked out as co-pilots under the provisions of SAC Regulation 51-19.
- d. During September it is planned to fly three unit training missions and one UCC. The unit training missions are designed to accomplish these requirements under SAC Regulation 50-8 that require multiple of crews and aircraft such as coll tactics, formation, and mass air refueling. The remaining flying time will be utilized in accomplishing other SAC Regulation 50-8 requirements.
- e. Gunnery accomplishments during the month of August were primarily to support the operational requirements for project "Follow-Up" and secondarily to accomplish the requirements of crew evaluation at Davis Monthan Air Force Base. A total of 35,393 rounds of ammunition was fired with an overall average of 84% fire out capability. A total of 113 gunnery sorties were scheduled under operations "Follow-Up", of the 92 sorties flown were actual mission profiles. 59 sorties were classed as effective. The 55 sorties were lost for the following reasons:

Aircraft ground abort	21
Aircraft air abort	9
Weather over the gunnery range	10
Change in flight plan due to prohibition requirements	15

The average amount of flying time consumed to complete one gunnery sortie was 2 hours and 45 minutes, which resulted in utilizing approximately 188 flying hours to accomplish gunnery under project "Follow-Up". Thirty two crews were involved in flying the gunnery sorties under project "Follow-Up". A total of 79 effective gunnery sorties have been flown for project "Follow-Up", since 23 June 1954. The 301st Bombardment Wing will be able to complete the 100 effective sorties by 15 September 1954.

- f. The following gross errors, attributed to malfunctioning equipment, are summarized for the month of August:

<u>CREW</u>	<u>DATE</u>	<u>TYPE ERR</u>	<u>RBS SITE</u>	<u>SCORE</u>	<u>CAUSE</u>
L140	10 Aug	Visual	Little Rock	2050	1-1 Power Supply
L0680	13 Aug	Visual	Little Rock	3500	1-1 Power Supply

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- (1) L1410 is on probation for low proficiency in visual bombing. L0680 was just recently removed from visual probation status.
- (2) Appropriate individual Gross Error Analysis reports are being submitted.

J. C. SHERMAN, JR.
J. C. SHERMAN, JR.
Colonel, USAF
Commander

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S03AO	Visual Release	0	L46BO	Visual Release	0
	Night Celestial	2/02/23		Night Celestial	1/8
S05AO	Visual Release	0	L49BO	Visual Release	0
	Night Celestial	2/04/15		Night Celestial	2/5/24
L06BO	Visual Release	0	R50DO	Visual Release	0
	Night Celestial	2/09/18		Night Celestial	1/38
S07AO	Visual Release	0	R52AO	Visual Release	0
	Night Celestial	1/15		Night Celestial	1/6
L10AO	Visual Release	0	N53AO	Visual Release	0
	Night Celestial	2/10/20		Night Celestial	1/18
L13BO	Visual Release	0	L68AO	Visual Release	0
	Night Celestial	2/10/12		Night Celestial	1/14
L14AO	Visual Release	0	S73AO	Visual Release	0
	Night Celestial	1/18		Night Celestial	2/11/33
S15CO	Visual Release		S74AO	Visual Release	0
	Night Celestial	3/11/13/13		Night Celestial	1/3
L16BO	Visual Release	0	L75AO	Visual Release	0
	Night Celestial	1/15		Night Celestial	1/17
S35AO	Visual Release	0	L79AO	Visual Release	0
	Night Celestial	1/5		Night Celestial	3/8/16/57
S57AO	Visual Release	0	L80AO	Visual Release	0
	Night Celestial	3/5/11/12		Night Celestial	1/7
L38AO	Visual Release	0	L81AO	Visual Release	0
	Night Celestial	2/7/12		Night Celestial	3/4/7/23
S40AO	Visual Release	0	S83CO	Visual Release	0
	Night Celestial	2/7/15		Night Celestial	2/6/12
L45AO	Visual Release	0			
	Night Celestial	2/5/10			

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HEADQUARTERS 301ST BOMBARDMENT WING (H)
Barksdale Air Force Base, Louisiana
6 August 1954

AMENDMENT # 1 TO

ANNEX "B" TO OPERATIONS PLAN)

NUMBER 220-54)

GROUND TRAINING SCHEDULE

Part II: Training Schedule:

1. Officer Details (August 1954) is amended to read as follows:

<u>DATE</u>	<u>S/O</u>	<u>OD</u>	<u>FFBC</u>	<u>AO</u>	<u>TWR OFFICER</u>	<u>WDO</u>
16	3AR				3HS	3B2
17	3AR			3B1	3B1	3B3
18	3AR			3HS	3B1	3B1
19	3AR			3B2	3B2	3B2
20	3AR			3B1	3B2	3B3
21	3AR			3B3	3B3	3B1
22	3B1			3B2	3B3	3B2
23	3B1	3HS	3B1	3B1	3B1	3B3
24	3B1	3B2	3B2	3B2	3B2	3B1
25	3B1	3B3	3B3	3B3	3B3	3B2
26	3B1	3B1	3B1	3B3	3B1	3B3
27	3B1	3HS	3B1	3HS	3B1	3B1
28	3B1	3B1	3B2	3B2	3B2	3B2
29	3B2	3B3	3B3	3B3	3B3	3B3
30	3B2	3B3	3B2	3B2	3AE	3B1
31	3B2	3B2	3B3	3B3	3B3	3B2

6. Flying Safety is amended to read as follows:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
26 Aug	0900-1100	All B-47 Crew Members and Staff Personnel	32nd Briefing Room

7. Intelligence Lectures:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
25 Aug	0830-1030	All combat crew members and Intelligence Personnel	Base Theater

JENNISON

OFFICIAL:

Sherman W. Wilkins
SHERMAN W. WILKINS
Colonel, USAF
Director Of Operations

DISTRIBUTION:
Same as Ops Plan

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HEADQUARTERS 301ST BOMBARDMENT WING (H)
Barksdale Air Force Base, Louisiana
6 August 1954

AMENDMENT # 1 TO
ANNEX "B" TO OPERATIONS PLAN)
NUMBER 220-54)

GROUND TRAINING SCHEDULE

Part II: Training Schedule:

1. Officer Details (August 1954) is amended to read as follows:

<u>DATE</u>	<u>SAO</u>	<u>OD</u>	<u>FFPC</u>	<u>AO</u>	<u>TWR OFFICER</u>	<u>WDO</u>
16	3AR				3HS	3B2
17	3AR				3B1	3B3
18	3AR			3B1	3HS	3B1
19	3AR			3B2	3B2	3B2
20	3AR			3B1	3B2	3B3
21	3AR			3B3	3B3	3B1
22	3B1			3B2	3B3	3B2
23	3B1	3HS	3B1	3B1	3B1	3B3
24	3B1	3B2	3B2	3B2	3B2	3B1
25	3B1	3B3	3B3	3B3	3B3	3B2
26	3B1	3B1	3B1	3B3	3B1	3B3
27	3B1	3HS	3B1	3HS	3B1	3B1
28	3B1	3B1	3B2	3B2	3B2	3B2
29	3B2	3B3	3B3	3B3	3B3	3B3
30	3B2	3B3	3B2	3B2	3AE	3B1
31	3B2	3B2	3B3	3B3	3B3	3B2

6. Flying Safety is amended to read as follows:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
26 Aug	0900-1100	All B-47 Crew Members and Staff Personnel	32nd Briefing Room

7. Intelligence Lectures:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
25 Aug	0830-1030	All combat crew members and Intelligence Personnel	Base Theater

JENNISON

OFFICIAL:

Sheridan W. Wilkins
SHERIDAN W. WILKINS
Colonel, USAF
Director Of Operations

DISTRIBUTION:
Same as Ops Plan

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1500Z, 28 July 1954

OPERATIONS PLAN)

NUMBER 220-54)

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

Headquarters Squadron, 301st Bomb Wing	Maj R. B Brown
32nd Bombardment Squadron	Lt Col C. L. Lowell
352nd Bombardment Squadron	Lt Col W. B. Colson
353rd Bombardment Squadron	Lt Col H. L. Gandy
301st Air Refueling Squadron	Lt Col D. L. Sjodin
301st A & E Maintenance Squadron	Maj A. A. Biretta
301st Field Maintenance Squadron	Lt Col J. O. Oldson
301st Periodic Maintenance Squadron	Lt G. Mitchell

1. GENERAL SITUATION: August has been designated as a special training month and all resources of the Wing will be utilized to obtain the maximum training possible with emphasis on known areas of operational weakness, accomplishment of probation requirements, upgrading of crew members, and continuation of proficiency training under the principles of SAC Regulation 50-8.
2. MISSION: To meet the training requirements set forth in this operational plan and to accomplish the commitments levied for this period by higher headquarters.
3. TASKS FOR SUBORDINATE UNITS:
 - a. Headquarters Squadron: Reference Appendix I, Annex "A" and Annex "B".
 - b. 32nd Bombardment Squadron: Reference Appendix II, Annex "A" and Annex "B".

- c. 352nd Bombardment Squadron: Reference Appendix III, Annex "A" and Annex "B".
- d. 353rd Bombardment Squadron: Reference Appendix IV, Annex "A" and Annex "B".
- e. 301st Air Refueling Squadron: Reference Appendix V, Annex "A" and Annex "B".
- f. 301st A & E Maintenance Squadron: Reference Annex "C" (Logistics) and Annex "B".
- g. 301st Field Maintenance Squadron: Reference Annex "C" (Logistics) and Annex "B".
- h. 301st Periodic Maintenance Squadron: Reference Annex "C" (Logistics) and Annex "B".

x. GENERAL INSTRUCTIONS:

- (1) Orders of Execution will be issued by the tactical squadrons in the form of Flight Orders (each Flight Order will designate the aircraft commander as such).
- (2) Requests for maintenance will be made by work order from Maintenance Control.
- (3) All commitments from higher headquarters known at this time have been considered and included in this plan.
- (4) Transportation for flight crews during duty hours will be obtained by calling Extension 773; after duty hours transportation of flight crews becomes a squadron responsibility.
- (5) Necessary changes to this plan will be coordinated through the Squadron Commanders, Maintenance Control and the Chief of Operations and Training.

4. LOGISTICAL MATTERS: Reference Annex "C" (Logistics)

5. COMMAND AND COMMUNICATIONS MATTERS: Omitted.

ANNEXES:

- A - Operations
- B - Ground Training
- C - Logistics

DISTRIBUTION:

32d Bomb Sq - 3 cys
352d Bomb Sq - 3
353d Bomb Sq - 3
301 MRS - 3
301 A & E - 1
301 FM - 1
301 PM - 1
3CO - 1
3DCO - 1
3DO - 1
3DM - 1
3DOA - 1
3DOO - 3
3DOP - 1
3DOG - 1
4DO - 1
805 ABG - 1
Wg Historian - 4

OFFICIAL:

JENNISON

Sherman W. Wilkins
SHERMAN W. WILKINS
Colonel, USAF
Director of Operations

HEADQUARTERS 301st BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1500Z, 28 July 1954

ANNEX "A" TO OPERATIONS PLAN)

NUMBER 220-54)

OPERATIONS

PART I - GENERAL:

1. The three (3) B-47B's will be used primarily for transition and special weapons loading support.
2. Whenever possible, crews will be scheduled to fly their assigned aircraft.
3. Turn around sorties are limited to one each squadron each day and may only be scheduled on transition aircraft.
4. General Landry's check out will be given priority over normal training. Aircraft will not need "K" but radar will be operational. This training will commence on 2 August 1954.
5. It is the responsibility of the Squadron operations officers to furnish Gladiola Control the aircraft requirement 48 hours prior to the scheduled take-off. Reference Appendix VII, Annex "A".
6. This plan is based on minimum training requirements; however, it should not be construed that only these minimums will be met.
7. Any higher headquarters commitments after this plan is published will be scheduled at the Commanders 60-9 board meeting.
8. Normal flying training will be terminated after 20 August 1954 due to Bombing Competition activities.
9. Bombing Competition sorties will be given priority over routine training.

ANNEX "A" OPR PLAN 220-54
Page 1 of 3 pages

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10. Six (6) crews of the Air Refueling Squadron will participate in Operation "Leap Frog" and will be absent from station 2 August thru 7 August.
11. The Air Refueling Squadron will be absent from the station from 18 August through the end of the month. The squadron will stand down at the completion of flying on 13 August to prepare for TDY.
12. One (1) KC-97 and one (1) B-47 will participate in 2AF Operations Order 22-54, on 3 August 1954.
13. Ten (10) crews of 32nd Bombardment Squadron will attend SES this month. Five (5) crews will report on 17 August and five (5) on 24 August to Detachment 4, 3908th SES at Davis Monthan AFB, Arizona. SES aircraft will be flown on a shakedown flight prior to departure for SES.
14. Two (2) KC-97 aircraft will be scheduled to Davis-Monthan AFB 16 and 23 August to carry SES maintenance package.
15. Any KC-97 support required by SES maintenance personnel will be on a day to day basis.
16. Support of the 376th Bombardment Wing on 5 August 1954 will be given priority over normal training. Twelve (12) crews and aircraft will be scheduled. Two (2) ground spares should be scheduled for this mission.

PART II - SPECIAL WEAPONS: Special Weapons commitments for August are:

1. It is not anticipated that aircraft will be scheduled for Special Weapons commitments away from Barksdale during August.
2. One (1) B-47 with type II configuration will be required at Barksdale on 5, 6, and 13 August 1954.
3. The three (3) B-47D's will be used for special weapons and gunnery ground training whenever possible.

4. Ground Gunnery aircraft will be equipped with two (2) guns with 100 rounds each and furnished on 5, 12, 19 and 26 August 1954.
5. A special weapons exercise is scheduled for 17 and 18 August 1954. Crews scheduled to participate and further information will be disseminated prior to briefing. Seventeen (17) aircraft will be scheduled and utilized each day for this exercise.

APPENDICIES:

- I - Staff Proficiency Flights
- II - 32nd Bomb Sqdn
- III - 352nd Bomb Sqdn
- IV - 353rd Bomb Sqdn
- V - 301st Air Refuel Sqdn

DISTRIBUTION:

Same as Opr Plan

OFFICIAL:

JENNISON

Sherman W. Wilkins
SHERMAN W. WILKINS
Colonel, USAF
Director of Operations

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
1500Z, 28 July 1954

APPENDIX I TO ANNEX "A")
OPERATIONS PLAN 220-54)

STAFF PROFICIENCY FLIGHTS

PART I - GENERAL:

1. All Staff Flights will be planned for a minimum duration of 4:00 hours.
2. Where squadrons are responsible for a qualified observer as indicated on the schedule either a crew or staff observer will be provided.
3. Take off times will be established at the discretion of the senior officer.
4. Officers who are not available for their scheduled flight will be required to provide a suitable replacement.

PART II - SCHEDULE: See attached page.

X1 - 32nd
 X2 - 352nd
 X3 - 353rd

	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20
Jennison						X3									X1
Carrol									X1					X1	
Wilkins												X2			
Merchant									X1					X1	
Barton						X3									X1
Powell									X2					X2	
Payne															
Merten													X2		
Liverman			X3						X3						
Perfetto									X2					X2	
Huckleberry									X2					X2	
Abbott			X3						X3						
Horton			X3						X3						
32nd Obs									X1					X1	
352nd Obs													X2		
353rd Obs						X3									X1
Lowell									X1					X1	X1
Charlesworth									X1					X1	X1
Duquette									X1					X1	X1
Colson			X2			X2									
D. Taylor			X2			X2									
Miller			X2			X2									
Gandy		To be scheduled by Squadron Operations Officer													
Goade		Flying as instructor													
Stevens		To be scheduled by Squadron Operations Officer													

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
 Berksdale Air Force Base, Louisiana
 1500Z, 28 July 1954

APPENDIX II TO ANNEX "A")

OPERATION PLAN 220-54)

32ND BOMB SQUADRON

	L02	S03	S04	S05	L06	S07	S08	S09	L10	R12	L13	L14	S15	L16	R19
VISUAL RDS		2	1		1	1	1	1	1	1			3	1	2
RADAR RDS		2	2	2	2	2	3	3	2	2	3	2	1	3	3
CAMERA ATTACKS		2	2		2	2	2	2	3	2	2	1	2	2	2
DAY CELESTIAL			1	1			1					2		1	1
NIGHT CELESTIAL		1	1		1	2		2	1	1	2	1	2	1	
GRID LEGS															1
LONG RANGE CRUISE CONTROL		1	1	1	1	1	1	1	1	1	1	1	1	1	1
GUNNERY		1	1	1	1	1	1	1	1	1	1	1	1	1	1
CO-PILOT UPGRADING			1	2			2							4	
CO-PILOT CHECK				1			2							3	
IFR - IP CHECK			1	1											
<u>LEGEND:</u>															
Co-Pilot upgrade - Upgrade to AC using IP of crew scheduled															
Co-Pilot check - Co-Pilot check out for new co-pilot using IP of crew scheduled															
°1 - IFR IP check for Major Douglas															

APP II ANNEX "A" OPER PLAN 220-54
 Page 1 of 2 pages

	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	28	30	31	
L02												X		X						SES				
S03	X		X	X		X			X											SES				
S04	X	X	X		X		X		X											SES				
S05		X			X			X												SES				
L06					X			X																
S07	X			X		X				X														
S08	X			X		X			X		X		X							SES				
S09	X			X		X			X		X													
L10		X			X			X			X									SES				
R12												X		X										
L13			X			X			X											SES				
L14	X			X			X			X										SES				
S15	X	X	X			X	X	X		X	X		X							SES				
L16		X			X			X			X									SES				
R19			X			X			X															

APP II ANNEX "A" OF FLIN 220-54
Page 2 of 2 pages

HEADQUARTERS 301ST BOMBARDMENT WING (H)
Barksdale Air Force Base, Louisiana
1500Z, 28 July 1954

APPENDIX III TO ANNEX "A")

OPERATIONS PLAN 220-54)

352ND BOMB SQUADRON

REQUIREMENTS	Staff	N54	N53	R52	R50	L48	L47	L46	L45	L41	L38	L36	L32*2	L30	L29	L28	L27	L26
VIS RELEASES	0	3	3	3	3	3	3	3	3	1	0	0	0	0	0	3	1	1
VIS RBS	1	2	2	2	1	1	2	1	1	0	0	1	0	0	0	1	0	0
Radar RBS	2	6	6	4	4	0	3	2	3	4	1	2	0	2	0	1	4	4
CAMERA ATTKS	0	2	3	3	0	2	2	2	0	0	0	0	0	0	0	0	0	0
GPI CAM ATTKS	0	2	3	1	1	1	1	1	0	0	0	1	0	1	0	0	0	0
DAY CELESTIAL	0	1	1	1	1	1	0	0	1	0	1	1	0	0	0	0	0	0
NIGHT CELESTIAL	1	1	1	1	0	0	1	0	1	2	0	0	0	1	0	0	3	3
GRID	0	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
IFR	1	0	1	0	0	0	1	1	0	1	0	0	1	0	1	0	0	0
ER	1	0	1	0	0	0	1	1	0	1	0	0	1	0	1	0	0	0
FLT PROF	2	3	2	2	1	2	0	0	2	2	0	0	2	2	2	1	1	1
GUNNERY	0	1	1	2	1	0	0	1	2	0	1	0	2	0	2	1	0	0
LONG RANGE	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0

*1 & *2 - Crews assigned to Standboard
Observers from another organization

APP III ANNEX "A" OPR PLAN 220-54
Page 1 of 2 pages

	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	28	30	31	
S35		X			X		X			X	X			X										
S37		X			X		X		X	X				X										
S39		X			X																			
S40	X		X		X	X		X	X							X								
S42												X		X										
S43	X		X		X	X	X	X																
L36														X										
L38										X														
L41	X	X	X		X	X	X			X					X									
L45			X					X	X	X														
L46											X		X		X									
L47				X		X					X													
L48			X	X				X						X										
R50	X			X			X		X															
R52		X					X		X							X								
N53	X			X		X		X		X	X	X		X										
N54	X			X				X			X		X		X									

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Page 2 of 2 pages

HEADQUARTERS 301ST BOMBARDMENT WING (M)
 Berksdale Air Force Base, Louisiana
 1500Z, 28 July 1954

APPENDIX IV TO ANNEX "A")

OPERATION PLANE 220-54)

353RD BOMB SQUADRON

REQUIREMENTS	168	180	169	170	176	179	181	172	173	175	187	183	171	174	177	178
VIS RBS	2	2	2	2	3	2	2	0	2	2	3	2	2	2	2	2
RAD RBS	2	2	0	2	3	2	2	0	2	2	3	2	2	2	2	4
RAD CAM ATTK	1	1	0	1	2	1	0	0	1	1	1	1	1	1	1	1
VIS CAM ATTK	1	1	0	1	2	1	0	0	1	1	1	1	1	1	1	1
NITE CEL	1	1	1	1	1	1	3	0	3	1	1	1	1	1	1	1
MAX GUN	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1
CRUISE CONTROL	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1
RADAR APP	1	1	0	1	1	1	1	0	1	1	1	1	1	1	1	1
STD TD CHK	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
IFR	1	1	0	0	1	1	0	0	1	0	2	0	0	1	0	0

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 Page 1 of 2 pages

AUGUST 1954

	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	24	25	26	27	28	30	31	
L68					SES					X	X				X									
L80	X		X		X		X				X													
R69																								
L70		SES				X			X				X											
R76		X		X			X																	
L79					SES					X				X										
L81	X			X			X	X																
L72		SES																						
L73					SES					X			X		X									
L75						X						X			X									
R87		X			X						X													
S83		SES				X			X			X												
L71					SES					X	X			X										
L74		SES				X			X							X								
L77		SES			X			X																
L78					SES					X	X				X									

APP IV ANNEX "A" OPR PLAN 220-54
Page 2 of 2 Pages

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
 Burksdale Air Force Base, Louisiana
 1500Z, 28 July 1954

APPENDIX V TO ANNEX "A")

OPERATION PLAN 220-54)

301ST AIR REFUELING SQ

	2	3	4	5	6	9	10	11	12	13
T01						X		X		
T03										
T04		X			X		X			
T05										
T07								X		
T09										
T10										
T11							X			
T13								X		
T14						X			X	
T15							X			X
T16							X			X
T17									X	
T18	X		X		X					X
T19									X	
T20										
T21	X	X	X	X	X					
T22	X	X	X	X	X	X	X	X	X	X
T23		X		X						
T24	X			X		X			X	
M25										
M26						X		X		X

APP V ANNEX "A" OTR PLAN 220-54
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301ST AIR REFUEL SQ

	Air Refuel	Day Col	Alt Prof	Crew Coord	Std Trn	Mix Standby
T01	2	1	1			1
T03	1		1			
T04	2	1	1		1	2
T05						
T07					1	1
T09					1	
T10						1
T11	1		1			1
T13	2	1	1			1
T14	2	1	1			1
T15			1		1	
T16	2	1	1			
T17	2	1	1			1
T18	4	1	2	1		1
T19	1		1			1
T20			1			
T21					1	
T22						
T23	2	1	1	1		2
T24	3	1	2	1		
M25	Upgrading to Combat Ready					
M26	Upgrading to Combat Ready					

APP V ANNEX "A" OFR PLAN 220-54
Page 2 of 2 pages

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
26 July 1954

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ANNEX "D" TO OPERATIONS PLAN)

NUMBER 220-54)

GROUND TRAINING SCHEDULEPart I: GENERAL:

This annex constitutes the Master Ground Training Schedule for all squadrons of the 301st Bombardment Wing, for the month of August. The schedules in this annex may be, in some cases, contradictory to the Master Ground Training Schedule published by 4th Air Division, and, in such cases, will be followed rather than the 4th Air Division Schedule.

Part II: TRAINING SCHEDULE:1. Officer Details (August 1954):

<u>DATE</u>	<u>SAC</u>	<u>OD</u>	<u>FPDO</u>	<u>AO</u>	<u>T/O OFFICER</u>	<u>WDO</u>
1	3E2					3AR
2	3E2					3E3
3	3E2					3D1
4	3E2					3E2
5	3E2					3E3
6	3E2					3D1
7	3E2					3E2
8	3E3					3AR
9	3E3					3D1
10	3E3					3E2
11	3E3					3E3
12	3E3					3D1
13	3E3					3E2
14	3E3					3E3
15	3AR					3AR
16	3AR					3AR
17	3AR				3AR	3E2
18	3AR			3D1	3D1	3E3
19	3AR			3AR	3AR	3D1
20	3AR			3E2	3E2	3E2
21	3AR			3AR	3AR	3E3
22	3AR			3E3	3E3	3D1
23	3D1			3AR	3AR	3AR
24	3D1	3HS	3D1	3D1	3D1	3E3
25	3D1	3E2	3E2	3E2	3E2	3D1
26	3D1	3E3	3E3	3E3	3E3	3E2
27	3D1	3AR	3AR	3AR	3AR	3E3
28	3D1	3HS	3D1	3HS	3D1	3D1
29	3D1	3D1	3AR	3AR	3AR	3E2
30	3E2	3E3	3E3	3E3	3E3	3AR
31	3E2	3D3	3D2	3E2	3AE	3D1
	3E2	3AR	3AR	3AR	3AR	3E2

a. Wing Duty Officer: A B-47 duty officer will be designated by the bombardment squadrons on the dates indicated. This officer will be a qualified

B-47 aircraft commander. He will check in to Capt. Eckert (Ext 546 or 803) at 0700 on day scheduled. He will report to Gladiola Control Room at 1545 on day scheduled and will remain on duty until 0700 the following morning - Monday through Friday. The B-47 duty officer will report to the control tower during his tour of duty when emergencies involving B-47 aircraft exist, and during instrument conditions when B-47 aircraft are airborne. The Wing Duty Officer will sleep in the Conference Room and will be available in the event an emergency arises. The Wing Duty Officer on Saturday and Sunday can be any commissioned officer. His tour of duty will be from 0700 to 0700. He will be available in the event an emergency arises and acts as a responsible officer in the absence of the Wing Commander during non-duty hours.

b. Sabotage Alert Officer: Reference letter, Hq 301st Bomb Wing Schedule for Sabotage Alert Plan, (Condition JALFOEE), 3IG, dated 22 June 54.

c. Officers Scheduled for Base Details: Instructions are found in the Daily Bulletin. Note that the Tower Officer is a detail other than the Wing Duty Officer.

d. If it is impossible for the scheduled officer to perform the duties of FFEO, AO, or OD, the squadron adjutant, of the individual concerned, will furnish the 301st Wing AG Section, Ext 726, the name and rank of a replacement. Reporting instructions are found in the Base Daily Bulletin.

- (1) The FFEO must have 1000 hours total flying time, 5 years service and a current instrument card.
- (2) The AO must be a rated officer, not necessarily a pilot.
- (3) The OD must be a captain or higher rank.

e. KC-97 Tower Officer: A qualified KC-97 aircraft commander will be designated by the 301st Air Refueling Squadron as Tower Officer, each day that KC-97 aircraft of the 301st Bomb Wing are flying. The KC-97 Tower Officer is to be on duty in the control tower when emergencies involving KC-97 aircraft exist, and during instrument conditions when KC-97 aircraft are airborne. The name of the designated KC-97 tower officer will be called in to Gladiola Control (Ext 546 or 803) at 0700 on the day scheduled. The above detail may be coordinated with the 376th AFS to provide one tower officer for both squadrons during those periods when both Air Refueling Squadrons have aircraft flying.

2. Personnel Inspections: Reference letter Hq, 301st Bomb Wing, 3CO, dated 12 January 1954, subject: Personnel Inspections. "The standby inspection of personnel living in barracks and the open ranks inspection of personnel on separate rations will be conducted on the second Saturday of each month."

3. The 44D Monthly Parade and Review is scheduled for Saturday, 14 August 1954. Details to be found in Daily Bulletin.

4. Immunization: The second Saturday of each month is the scheduled day for immunization shots for personnel of the 301st Wing. It is the responsibility of each squadron to call the Immunization Section, Sgt Nelson, Ext 2457, on or before Thursday, 12 Aug 1954, of the number of each type shot needed and also for a scheduled time to report for the shots. Immunization will be scheduled after the parade if a parade is scheduled on this date. This schedule is also subject to change in event of a priority operational schedule on this date.

5. Character Guidance: All military personnel are required to attend. "Present for duty" and "Present for lecture" strengths will be submitted to the Base Chaplain within 48 hours after the scheduled lecture.

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
7 August	0800	3AR, 3FM	Base Theatre
7 August	1000	3HS, 3E1	Base Theatre
21 August	1000	3FM, 3E2	Base Theatre
28 August	1000	3AE, 3E3	Base Theatre

6. Flying Safety:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
28 August	0730	All B-47 Crew Members	353rd BR
7 August	1000	All KC-97 Crew Members	301st ARS BR

7. Intelligence Lectures:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
21 August	0730	All combat crew members and intelligence personnel	301st AHS Briefing Room

8. EMP Initial Briefing:

<u>DATE</u>	<u>TIME</u>	<u>CREWS</u>	<u>PLACE</u>
3 August	1230-1630	S08	War Room
4 "	0730-1630	S05, S09	"
5 "	0730-1630	S15, L06, L16	"
6 "	1230-1630	L48	"
9 "	0730-1130	S08	"
10 "	0730-1630	R87	"
12 "	0730-1630	L75, L14	"
13 "	0730-1630	R52, R50	"
16 "	0730-1130	L02	"
17 "	0730-1630	L78	"
18 "	1230-1630	L02	"
24 "	1230-1630	L48	"
27 "	0730-1630	L81, R76, R69	"

9. EMP Study:

<u>DATE</u>	<u>TIME</u>	<u>CIEWS</u>	<u>PLACE</u>
2 August	0730-1130	L13	War Room
3 "	0730-1130	S39	"
3 "	1230-1630	L45, L47	"
7 "	0730-1130	S04, S07, S03, L10	"
9 "	1230-1630	L77	"
11 "	0730-1130	L41	"
11 "	1230-1630	S35, S37	"
16 "	1230-1630	L36	"
20 "	0730-1130	L70	"
24 "	0730-1130	S40, S43, S42, L46	"
25 "	0730-1130	S73, S83	"
25 "	1230-1630	L00, L71	"
30 "	0730-1130	L68, L79, S72, S74	"

10. ADC Warfare:

As published in LAD Schedule.

11. ADC Refresher Training:

As published in LAD Schedule.

12. Gunnery Pre-Flight for SES:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
5 August	0730-1600	Five copilots scheduled for SES 17 August	Aircraft to be scheduled at a later date
12 August	0730-1600	Five copilots scheduled for SES 24 August	"
19 August	0730-1600	All D-47 copilots who have not completed the initial 8 hours of gunnery pre-flight training.	A&E Squadron Radar Shop
26 August	0730-1600	All D-47 copilots who desire SES Refresher, who are scheduled for SES in September.	"

13. O.O. Range Training:

a. Four D-47 copilots from each squadron who have not attended the Gunnery Course at Aven Park O.O. Range, will be scheduled for the 2 1/2 day class starting 23 August 1954. Orders will be requested by each squadron. The copilots will depart Barksdale on Sunday 22 August, via military aircraft, and will depart MacDill AFB for return at approximately 1500, 25 August. Transportation will be arranged by Gladiola Central.

14. Gunnery Trainer APG/TLA:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
2 August	1200-1400 1400-1600	1 Co-pilot 3B2 1 Co-pilot 3B3	AMTF Area "
3 August	1200-1400 1400-1600	1 Co-pilot 3B1 1 Co-pilot 3B2	" "
4 August	1200-1400 1400-1600	1 Co-pilot 3B3 1 Co-pilot 3B1	" "
5 August	1200-1400 1400-1600	1 Co-pilot 3B2 1 Co-pilot 3B3	" "
6 August	1200-1400 1400-1600	1 Co-pilot 3B1 1 Co-pilot 3B2	" "
9 August	1200-1400 1400-1600	1 Co-pilot 3B3 1 Co-pilot 3B1	" "
10 August	1200-1400 1400-1600	1 Co-pilot 3B2 1 Co-pilot 3B3	" "
11 August	1200-1400 1400-1600	1 Co-pilot 3B1 1 Co-pilot 3B2	" "
13 August	1200-1400 1400-1600	1 Co-pilot 3B1 1 Co-pilot 3B2	" "
23 August	1200-1400 1400-1600	1 Co-pilot 3B3 1 Co-pilot 3B1	" "
24 August	1200-1400 1400-1600	1 Co-pilot 3B2 1 Co-pilot 3B3	" "
25 August	1200-1400 1400-1600	1 Co-pilot 3B1 1 Co-pilot 3B2	" "
26 August	1200-1400 1400-1600	1 Co-pilot 3B3 1 Co-pilot 3B1	" "
27 August	1200-1400 1400-1600	1 Co-pilot 3B2 1 Co-pilot 3B3	" "
30 August	1200-1400 1400-1600	1 Co-pilot 3B1 1 Co-pilot 3B2	" "
31 August	1200-1400 1400-1600	1 Co-pilot 3B3 1 Co-pilot 3B1	" "

NOTE: If a co-pilot achieves a score of 150 points or more, after completing 4 hours on the trainer, no further training will be required for the present quarter. If a co-pilot reports late to TLA training, it will be impossible for them to be scored.

15. Conventional Ammunition Loading:

Personnel: All B-47 combat crew personnel and appropriate AEE personnel. Units will schedule training concurrently with aircraft flying schedule when munitions are used.

16. Weapons Familiarization:

Scheduled on request through Wing Ground Training Officer, Ext 2591.

17. Instrument School:

<u>DATES</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
2 thru 6 Aug	0730-1130	Any pilot due for	Training Office
16 thru 20 Aug	0730-1130	instrument training.	at Base Ops.
30 Aug thru 3 Sep	0730-1130		

18. Instrument Trainer (C-8 for 3AR and C-11 for Bomb Squadrons)

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
C-8 Mon thru Fri	0730-0930	1 Pilot 3AR	Bldg S-17
	0930-1130	1 Pilot 3AR	"
	1230-1430	1 Pilot 3AR	"
C-11 Mon thru Fri	0730-0830	1 Pilot 3B3	"
	0830-0930	1 Pilot 3B1	"
	0930-1030	1 Pilot 3B2	"
	1030-1130	1 Pilot 3B3	"
	1230-1330	1 Pilot 3B1	"
	1330-1430	1 Pilot 3B2	"
	1430-1530	1 Pilot 3B3	"
	1530-1630	1 Pilot 3B1	"

NOTE: It is permissible to exchange times between bomb squadrons. NOTC has priority on C-8 and C-11 trainers at 1230-1530 on 12, 16, 17, 18, 19, 20 August 1954.

19. Flight Simulator (B-47):

<u>DATES</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
2 thru 7 Aug	0730 each day		Flt Sim
9 thru 14 Aug	0730 each day	H87	Bldg
16 thru 21 Aug	0730 each day	L77	"
23 thru 28 Aug	0730 each day	H53, S73	"
30 Aug 4 Sep	0730 each day	H12, H17	"

NOTE: Observers do not attend. Crews scheduled will not be available to parent organization for entire week scheduled. Crews will report with flying suits, masks and helmets, dash one tech orders and navigation equipment.

20. Radar Trainers:

<u>DATE</u>		<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
<u>T-3</u>	<u>T-2A</u>			
2 Aug		1200-1400	3E1	Bldg S-17
		1400-1600	3E2	"
3 Aug		1200-1400	3E3	"
		1400-1600	3E1	"
4 Aug		1200-1400	3E2	"
		1400-1600	3E3	"
5 Aug		1200-1400	3E1	"
		1400-1600	3E2	"
6 Aug		1200-1400	3E3	"
		1400-1600	3E1	"
9 Aug	23 Aug	1200-1400	3E2	"
		1400-1600	3E3	"
10 Aug	24 Aug	1200-1400	3E1	"
		1400-1600	3E2	"
11 Aug	25 Aug	1200-1400	3E3	"
		1400-1600	3E1	"
	26 Aug	1200-1400	3E2	"
		1400-1600	3E3	"
13 Aug	27 Aug	1200-1400	3E1	"
		1400-1600	3E2	"
	30 Aug	1200-1400	3E3	"
		1400-1600	3E1	"
	31 Aug	1200-1400	3E2	"
		1400-1600	3E3	"
16 Aug	2 Aug	0800-1000	3E1	"
		1000-1200	3E2	"
17 Aug	3 Aug	0800-1000	3E3	"
		1000-1200	3E1	"
18 Aug	4 Aug	0800-1000	3E2	"
		1000-1200	3E3	"
19 Aug	5 Aug	0800-1000	3E1	"
		1000-1200	3E2	"
20 Aug	6 Aug	0800-1000	3E3	"
		1000-1200	3E1	"
23 Aug	9 Aug	0800-1000	3E2	"
		1000-1200	3E3	"
24 Aug	10 Aug	0800-1000	3E1	"
		1000-1200	3E2	"
25 Aug	11 Aug	0800-1000	3E3	"
		1000-1200	3E1	"
26 Aug	12 Aug	0800-1000	3E2	"
		1000-1200	3E3	"
27 Aug	13 Aug	0800-1000	3E1	"
		1000-1200	3E2	"
30 Aug		0800-1000	3E3	"
		1000-1200	3E1	"
31 Aug		0800-1000	3E2	"
		1000-1200	3E3	"

NOTE: Times may be exchanged between squadrons to give those crews needing runs priority.

21. Ground School for Observers:

Ground school for observers will be held every Wednesday and Friday at 1400-1600 hours during the month of August. Classes will be held in building S-15. All available observers are to attend one of these classes.

22. Basic Survival:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
2 August	0730	Anyone needing Basic Survival	S-532

NOTE: Officers will pay for 8 meals. Airmen will be taken off separate rations for 8 meals. (Precludes their paying for meals). At least one of the trainees listed above will be an officer. Other organizations desiring to send personnel to Basic Survival contact Wing Ground Training Officer at Ext 2591.

23. Advanced Survival:

<u>STARTING DATE</u>	<u>PERSONNEL</u>
17 August	6 Spaces 3E2

24. Refresher Survival:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
Each Tuesday	0730-1130	Any crew member needing refresher.	Bldg S-532

NOTE: Schedule MLT preceding day. Minimum 10 students, maximum 40 students.

25. Aquatic Survival:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
12 Aug	0730 & 1230	All personnel on	Bldg S-532
13 Aug	0730 & 1230	flying status	"
27 Aug	0730 & 1230	"	"
30 Aug	0730 & 1230	"	"
31 Aug	0730 & 1230	"	"

NOTE: Schedule one day in advance. Students check in at Bldg S-532 at 0730 or 1230. Transportation available there to survival area. Fatigues or flying suits will be used for this training. Each group bring two exposure suits. Maximum 30 students.

26. Swimming Proficiency:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
Tues & Thurs	0900-1100	Applicable to all personnel on flying status.	See Note

NOTE: Now an annual requirement. Students are reminded to have swimming trunks, soap and towel. Schedule HLT the day preceding desired utilization thru Ext 2573. Information as to pool to be used will be given at that time. Maximum 50 students per class.

27. Physical Training:

<u>DATE</u>	<u>TYPE TRAINING</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
2 Aug	Judo	1030-1130	1 Crew 3B3 and 3AR	Bldg S-711
	FCU	1430-1530	1 Crew 3D1 and 3D2	"
3 Aug	Judo	1030-1130	1 Crew 3D1 and 3D2	"
	FCU	1430-1530	1 Crew 3B3 and 3AR	"
4 Aug	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	FCU	1430-1530	1 Crew 3E1 and 3E2	"
5 Aug	Judo	1030-1130	1 Crew 3D1 and 3D2	"
	FCU	1430-1530	1 Crew 3B3 and 3AR	"
6 Aug	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	FCU	1430-1530	1 Crew 3E1 and 3E2	"
9 Aug	Judo	1030-1130	1 Crew 3E1 and 3E2	"
	FCU	1430-1530	1 Crew 3B3 and 3AR	"
10 Aug	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	FCU	1430-1530	1 Crew 3D1 and 3D2	"
11 Aug	Judo	1030-1130	1 Crew 3E1 and 3E2	"
	FCU	1430-1530	1 Crew 3B3 and 3AR	"
12 Aug	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	FCU	1430-1530	1 Crew 3E1 and 3E2	"
13 Aug	FCU	1430-1530	1 Crew 3B3 and 3AR	"
16 Aug	FCU	1430-1530	1 Crew 3E1 and 3E2	"
17 Aug	FCU	1430-1530	1 Crew 3B3 and 3AR	"
18 Aug	FCU	1430-1530	1 Crew 3E1 and 3E2	"
19 Aug	FCU	1430-1530	1 Crew 3B3 and 3AR	"
20 Aug	FCU	1430-1530	1 Crew 3D1 and 3D2	"
23 Aug	Judo	1030-1130	1 Crew 3E1 and 3E2	"
	FCU	1430-1530	1 Crew 3B3 and 3AR	"
24 Aug	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	FCU	1430-1530	1 Crew 3E1 and 3E2	"
25 Aug	Judo	1030-1130	1 Crew 3E1 and 3E2	"
	FCU	1430-1530	1 Crew 3B3 and 3AR	"
26 Aug	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	FCU	1430-1530	1 Crew 3E1 and 3E2	"
27 Aug	Judo	1030-1130	1 Crew 3E1 and 3E2	"
	FCU	1430-1530	1 Crew 3B3 and 3AR	"
30 Aug	Judo	1030-1130	1 Crew 3B3 and 3AR	"
	FCU	1430-1530	1 Crew 3E1 and 3E2	"
31 Aug	Judo	1030-1130	1 Crew 3E1 and 3E2	"
	FCU	1430-1530	1 Crew 3B3 and 3AR	"

NOTE: The above schedule establishes the minimum number of personnel to be scheduled on the dates and times indicated. Credit for Physiological Training is now limited to one hour of any one phase during any one day and not more than four such periods per week. A maximum of 12 people may be scheduled for Judo, and 15 people for PCU during each period. Coordination between scheduled squadrons will be necessary when scheduling more people than the minimums listed above.

28. Physiological Training:

Schedule through Wing Ground Training Officer.

29. Seat Ejection Training:

Schedule through the Wing Ground Training Officer.

30. Code Training:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
Wednesdays	0730-1130	Anyone needing code	Bldg S-56E

NOTE: Must be scheduled preceding day. 1h students maximum. Dates listed below reserved for skill level of students as indicated.

4 Aug	-	Radio Operators
11 Aug	-	F-47 Crew Members
18 Aug	-	Pilots and Observers
25 Aug	-	F-47 crew members

31. Management Training:

Officers to be assigned by 3DP.
Two NCO's to be assigned by 3DP.

Dates: Mondays, Wednesdays and Fridays starting 30 Aug.

Times: NCO's 0730-0930, Officers 1200-1200.

Duration of course 40 hours, 2 hours per day.

32. Organizational Supply Course:

<u>DATE</u>	<u>TIME</u>	<u>PERSONNEL</u>	<u>PLACE</u>
2 Aug	0730-1130 Monday thru Friday	1 Officer, 3D1, 3D2, 3D3, 3AR	Bldg S-532
9 Aug	"	"	"
16 Aug	"	"	"
23 Aug	"	"	"
30 Aug	"	"	"

NOTE: This course is applicable to all Officers with rank of Captain or below, and all Officers and Airmen assigned to organizational supply personnel. Classes start on Monday, and end on Friday of each week. Two Airmen will be assigned to this class each week by 3DP.

33. First Aid Training:

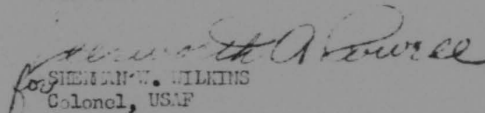
Scheduled on request. Call Ext 603.

34. Proficiency Testing:

Scheduled on request through Wing Ground Training Officer.

JERRISON

OFFICIAL:

for 
SHERMAN W. WILKINS
Colonel, USAF
Director of Operations

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3D2	7 cys
3D3	7 cys
301 Sec Sect	2 cys
Base Chaplain	1 cy
Flt Surgeon (Shot Section)	1 cy

HEADQUARTERS 301ST BOMBARDMENT WING (H)
Barksdale Air Force Base, Louisiana
0600Z 29 July 1954

58

ANNEX "C" TO OPERATIONS)

ORDER 220-54)

Logistics1. GENERAL SITUATION:

- a. The month of August 1954 operational commitments presents a very complex flying schedule. To complete aircraft sorties, as requested by operations, is within capabilities of maintenance functions, but will require faster and more efficient specialist and supply support than has ever been attempted and/or accomplished in B-47 flying. Operations has requested an average of 18.7 sorties per day for the first three (3) weeks in August including 353rd Squadron's aircraft at SES and a three (3) day partial stand down for a classified mission. Aircraft are as scheduled in Appendix II of this Annex, plus one (1) turn around per day per squadron, except Air Refueling.
- b. In August, all squadron's have been assigned special requirements. The 32nd Bombardment Squadron will deploy ten (10) aircraft to SES. The 353rd Bombardment Squadron will return from SES. The 352nd Bombardment Squadron will have entries in Bombing Competition and the Air Refueling Squadron will be TDY from this station most of the month. Separate Operation Orders will be published for ~~any~~ of the above mission that are classified. All other information is available in Operations Plan 220-54.
- c. To successfully complete the task outlined in this plan, it will take the exerted efforts of all Squadron Commanders, Maintenance Officers, and supervisors, and can be achieved only thru the accomplishment of

ANNEX "C" TO OPERATIONS ORDER 220-54
Page 1 of 6 Pages

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maximum aircraft maintenance during the daily maintenance cycle. ASE and Field Maintenance Commanders MUST bring specialist maintenance PART INTO THE MAINTENANCE CYCLE.

- d. All aircraft, other than Bombing Competition aircraft, will have a stand down from 21 thru 31 August. This period will be utilized for an intense TOC program. Duty will be normal.

2. TASK FOR SUBORDINATE UNITS:

- a. The 805th Air Base Group will provide:

- (1) Logistical support for 301st Bombardment Wing as outlined in Appendix I of this Annex.
- (2) An added effort to establish and maintain stock levels of critical items for ALL assigned aircraft.

- b. The 32nd Bombardment Squadron will provide:

- (1) One hundred and six (106) scheduled B-47 sorties, including forty (40) SES sorties. Refer to Appendix II for SES departures.
- (2) Four (4) B-47 aircraft for ground gunnery training on the 4th, 12th, 19th and 26th of August, type II.
- (3) Six (6) special weapons aircraft. See Appendix V this Annex for details.
- (4) Maintenance personnel and equipment package for SES as outlined in Appendix VII of this Annex.
- (5) Two (2) B-47 towing vehicles and one (1) driver for special weapons mission from 1200 hours 16 August to 2000 hours 18 August.
- (6) Two (2) C-26 power units for special weapons mission from 1200 hours 16 August to 2000 hours 18 August.

- c. The 352nd Bombardment Squadron will provide:

ANNEX "C" TO OPERATION'S ORDER 220-54.
Page 2 of 6 Pages

- (1) Eighty-five (85) scheduled B-47 sorties. This includes six (6) Bombing Competition sorties.
- (2) Four (4) B-47 aircraft for Periodic Maintenance inspection.
- (3) Sixteen (16) B-47 aircraft for special weapons missions. See Appendix V this Annex for aircraft scheduled and details.
- (4) Two (2) B-47 aircraft for Bombing Competition, 23-30 August.
- (5) Bombing Competition aircraft maintenance team. This team must be in place by 1 August. See Appendix VIII this Annex for details.
- (6) One (1) B-47 towing vehicle and one (1) driver for special weapons exercise from 1200 hours 16 August to 2000 hours 18 August.
- (7) Two (2) C-26 power units for special weapons exercise from 1200 hours 16 August to 2000 hours 18 August.

d. 353rd Bombardment Squadron will provide:

- (1) Seventy-seven (77) B-47 scheduled sorties. This includes twenty (20) sorties flown at SES.
- (2) One (1) B-47 aircraft for periodic maintenance inspection.
- (3) Seventeen (17) B-47 aircraft for special weapons mission. See Appendix V of this Annex for aircraft schedule and details.
- (4) One (1) B-47 towing vehicle and one (1) driver for special weapons exercise from 1200 hours 16 August to 2000 hours 18 August.
- (5) Two (2) C-26 power units for special weapons exercise from 1200 hours 16 August to 2000 hours 18 August.

e. The 301st Air Refueling Squadron will provide:

- (1) One hundred and seventeen (117) scheduled KC-97 sorties. This includes those missions as outlined in Appendix VI of this Annex.

- (2) Personnel and equipment packages as outlined in Appendix VI of this Annex.
 - (3) Five (5) KC-97 aircraft for periodic maintenance inspections.
 - (4) Supply and weather standby aircraft as indicated in Appendix II of this Annex.
 - (5) One (1) special weapons aircraft on 17 August.
 - (6) Movement of all KC-97 aircraft from normal Air Refueling Squadron area by 1200 hours 16 August.
- f. The 301st Armament & Electronics Squadron will provide:
- (1) A&E personnel package to the 32nd Bombardment Squadron for SPS. See Appendix VII for details.
 - (2) A&E personnel and equipment package to the 352nd Bombardment Squadron for Bombing Competition. See Appendix VIII for details.
 - (3) Furnish A-2 tractor and driver for A&E special weapons loading on 5th, 6th and 13th of August.
 - (4) Additional effort to push A&E maintenance to maintenance cycle standards.
 - (5) Additional effort during the period 20-31 August to accomplish all outstanding A&E TOC's.
 - (6) Necessary personnel, equipment and coordination to successfully accomplish special weapons mission on 16 and 17 August.
 - (7) Personnel and spares to support flying schedule and maintenance cycle of all aircraft.
 - (8) Special training for A&E Periodic Maintenance personnel during the period 11-22 August.
 - (9) Personnel and equipment for five (5) periodic B-47 inspections and five (5) periodic KC-97 inspections.

(10) One (1) A-2 driver for special weapons exercise from 1200 hours
16 August to 2000 hours 18 August.

g. The 301st Periodic Maintenance Squadron will provide:

(1) Personnel and equipment to accomplish mission as outlined in
Appendix III of this Annex.

h. The 301st Field Maintenance Squadron will provide:

- (1) Field Maintenance personnel package to the 32nd Bombardment
Squadron for SES. See Appendix VII for details.
- (2) Field Maintenance personnel and equipment package to the 352nd
Bombardment Squadron for Bombing Competition. See Appendix VIII
this Annex for details.
- (3) Additional effort to accomplish maintenance cycle of aircraft
according to 301st standards.
- (4) Additional effort during the period 20-31 August to accomplish
all outstanding Field Maintenance TOC's.
- (5) Personnel and spares to support flying schedule and maintenance
cycle of all aircraft.

FOR THE COMMANDER:

9 Incls:

1. App I, Base Support Rqmts
2. App II, Aft Flying Schedule
3. App III, Periodic Maint Sch
4. App IV, Duty Schedule
5. App V, Special Weapons & Gunnery
6. App VI, KC-97 Special Missions
7. App VII, SES Package
8. App VIII, Bombing Competition
9. App IX, Parking Plan

RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

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1 cy 805 CO
4 cy Base Supply Officer
1 cy Refueling Pits
4 cy 301st Historian
1 cy 300 Spec Rep
1 cy 300I
5 cy 21FCG
2 cy DM376
50 cy 3DM

ANNEX "C" TO OPERATIONS ORDER 220-54
Page 6 of 6 Pages

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0200Z 30 July 1954

APPENDIX I to ANNEX C
of
OPERATIONS PLAN 220-54

BASE SUPPORT REQUIREMENTS

1. General:

- a. Special operational requirements exist for the month of August 1954.
This places additional emphasis upon Base support activities to produce more all around support than has been requested or produced to date.
- b. The mission will be to provide complete logistical support for the month of August.

2. Supply:

- a. Base Supply Activities.
 - (1) 1-20 August (5 day week) 0700-1600 Complete Support. 1600 - 0700 limited support.
23-30 August 24 hour complete support for bombing competition.
 - (2) To furnish B-47 spares for: 10 B-47 aircraft for SES departing this station 17 & 24 August.
 - (3) To furnish special assistance for project "Follow UP"
 - (4) To furnish 301ARS complete flyaway kit 12 August.
 - (5) Munitions: Bombs and ammunition loading will be in accordance with SAC Manual 20-1.

3. Transportation:

a. Air

- (1) 1-20 August Normal.
- (2) 20-30 August 1 C-47 on standby for pilot pickup supplies.

APPENDIX I TO OPERATIONS PLAN 220-54
Page 1 of 2 pages

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b. Ground

(1) 1-20 August Normal

(2) 20-30 August. As directed in Bombing Competition Operations Order

4. Aircraft Refueling:

a. 1-20 August 301 Bomb Wg

0001-0700 daily (5days week) 1 hydrant.

0700-2400 daily (5days week) 3 hydrants

b. Bombing Competition:

As required in Operations Order

c. Refueling pits and trucks must maintain defueling capabilities at all times.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
Same as Annex C

RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0200Z 30 July 1954

APPENDIX II to ANNEX 6
of
OPERATIONS PLAN 220-54

Aircraft Flying Schedule

1. 301st Air Refueling Squadron

1 August
2870 Supp Stand-
By and Weather

2 August
2857 Bermuda
2858 Bermuda
2866 Bermuda
2871 Bermuda
2863 Bermuda
2873 Bermuda

2 August Cont'd
2859
2861
2646
2647
2874 Supp Stand By
and Weather

3 August
2850
2864
2869
2876
2867 Supp Stand by & Wx

4 August
2853
2862
2865
2646 Supp Stand by
and Wx

5 August
2872
2870
2874
2647
2867 Supp Stand by
and Wx

6 August
2850
2859
2864
2646
2869 Stand by

7 & 8 August
2867 Stand by

9 August
2853
2861
2862
2876
2647
2868 Test Hop
2863 Stand by

10 August
2850
2864
2865
2863
2870
2874 Stand By

11 August
2858
2863
2867
2869
2873
2862 Stand By

12 August
2853
2859
2871
2874
2647
2865 Stand By

13 August

2861
2868
2872
2876
2646
2857 Test Hop
2864 Stand by

14 & 15 August

2864 Stand by

16 August

2853 Advon
2859 SES
2862 SES

17 August

2859 SW

18 Aug thru 5 Sept.

2859 Alternate stand-
2862 by status daily

18 August

2850
2858
2863
2864
2870
2865
2867
2873
2874
2647

19 August

2857
2861
2866
2868
2869
2871
2872
2876
2646

2. 32nd Bomb Squadron

<u>2 August</u>	<u>3 August</u>	<u>4 August</u>	<u>5 August</u>
5254	7035	7026	5254
7046	7037	7034	7046
7054	7059	2296	7054
7060	7024	7039	7060
2343	7025	2343	7075
7075			7024 Sw Type II
			7035 Gunnery
<u>6 August</u>	<u>9 August</u>	<u>10 August</u>	<u>11 August</u>
7035	7026	2296	7035
7037	7034	5254	7059
7059	7039	7046	7024
7024	7054	7060	7025
7025	2343	7075	7019
<u>12 August</u>	<u>13 August</u>	<u>16 August</u>	<u>17 August</u>
7026	5254	7059	7034
7034	7024	7019	2296
7037	7046	2343	7035 SES
7039	7060		7037 SES
7054	7075		7039 SES
2343			7054 SES
2296 Gunnery			7075 SES
			7026 SES Spare
			7025 SES Spare
			7046 SW type II
			5254 SW type II
<u>18 August</u>	<u>19 August</u>	<u>20 August</u>	<u>24 August</u>
7024	7026	7034	7059
7060	2296	5254	2296
7019 SW type II	7025	7046	7024
7046 SW type II	2343		7060
5254 SW type II	7059		7019
	5254 Gunnery		7025 SES Spare
			7026
<u>26 August</u>			
7034 Gunnery			

3. 352nd Bomb Squadron

<u>2 August</u>	<u>3 August</u>	<u>4 August</u>	<u>5 August</u>
5246	5245	5251	5245
5250	7020	7030	5246
7038	7032	7036	5250
7044	7047	7044	7038
7050	7061	7050	2353
2353		7053	

<u>6 August</u>	<u>9 August</u>	<u>10 August</u>	<u>11 August</u>
5251	5245	7020	5250
7020	5246	7032	5251
7032	7038	7047	7030
7047	7044	7049	7036
7061	7050	7061	7044
7036	7053	2353	7050

<u>12 August</u>	<u>13 August</u>	<u>16 August</u>	<u>17 August</u>
5245	5250	5246 Turn Around	7020
5246	7020	7049 Turn Around	7032
7038	7032	7053 Turn Around	7047
7049	7047		7061
7053	7061		5245 Sw type II
	2353		5250 Sw type II
			5251 Sw type II
			7030 Sw type II
			7036 Sw type II
			7038 Sw type II
			7044 Sw type II
			7050 Sw type II
			2353 Sw type II

<u>18 August</u>	<u>19 August</u>	<u>20 August</u>	<u>23 thru 26 August</u>
5246	5245 No Bombs	5251	Choice of two of the
5250	7030 No Bombs	7032	following aircraft for
5245 Sw type II	7036 No Bombs	7044	Bombing Competition.
5251 Sw type II	7038 No Bombs	7047	7020
7030 Sw type II	7049 No Bombs	7050	7032
7036 Sw type II	7053 No Bombs		7047
7038 Sw type II	2353 No Bombs		7061
7044 Sw type II			
7050 Sw type II			
2353 Sw type II			

4. 353rd Bomb Squadron2 August7073
7021
23393 August7051
70284 August5256
2339
70485 August7073
70516 August7056
7022
7021
7048
2339 Sw type II9 August7027
7028
5256
233910 August7051
7073
7056
704811 August7022
7040
702112 August7027
7056
7073
7028
5256
233913 August7041
7058
7022
7023
7048
7051
2339 Sw type II16 August7042
7057
7040
7073
702117 August7051
7056
7041 Sw type II
7058 Sw type II
7023 Sw type II
7028 Sw type II
5256 Sw type II
7048 Sw type II
2339 Sw type II
7022 Sw type II18 August7027
7022
7041 Sw type II
7058 Sw type II
7023 Sw type II
7028 Sw type II
5256 Sw type II
7048 Sw type II
2339 Sw type II19 August7057
7058
7021
5256
7048
704220 August7041
7051
7073
7040
7023
7028
2339
7056

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
Same as Annex CRICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0600Z 28 July 1954

APPENDIX III TO ANNEX "C"
of
OPERATIONS PLAN 220-54

1. INSPECTION SCHEDULE B-47 AIRCRAFT:

DOCK #1

7049 2 Aug - 6 Aug
7047 23 Aug - 27 Aug
7032 30 Aug - 3 Sept

DOCK #2

7040 4 Aug - 10 Aug
7044 25 Aug - 31 Aug

2. INSPECTION SCHEDULE KC-97 AIRCRAFT

DOCK #3

2868 2 Aug - 6 Aug
2857 8 Aug - 12 Aug
2866 13 Aug - 17 Aug
2859 19 Aug - 26 Aug
2862 27 Aug - 3 Sept

3. WORK SCHEDULE:

FMS: 0600 - 1230 daily Monday thru Friday

A&E: 1130 - 1800 daily Monday thru Friday

4. TRAINING SCHEDULE:

FMS: 0700 - 1100 each Saturday Squadron Training

0715 - 1215 12 Aug - 18 Aug excluding Sat & Sun all engine mechanics from Bocks #1 & #2 to attend B-47 MTD refresher course.

0715 - 1215 12 Aug - 20 Aug excluding Sat & Sun all APG mechanics from Dock #1 & #2 to attend B-47 MTD refresher course.

1215 - 1615 29 July until completion of 108 academic hours .

APPENDIX III OF ANNEX "C" TO OPERATIONS PLAN 220-54

Page 1 of 2 Pages

Maj. Dean will attend B-47 MTD course No. 53-1069-
B-47.

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RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

APPENDIX III OF ANNEX "C" TO OPERATIONS PLAN 220-54

Page 2 of 2 Pages

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0600Z 28 July 1954.

APPENDIX IV TO ANNEX "C"
of
OPERATIONS PLAN 220-54

Duty Schedule

1. General:

- a. Each organization will plan working hours of assigned personnel and/or specialist in to provide maximum utilization of manpower and supervision. Time studies of peak manhour requirements are available within each organization.
- b. This schedule does not include personnel duty schedules for package personnel but the same planning factors will be used to determine maximum efficiency of available personnel.
- c. By order of the Commanding General 4th Air Division no maintenance will be performed on aircraft assigned this station on Saturday morning.

2. Work Schedule of Organizations

a. Flight Line Maintenance Organizations

- (1) Monday through Friday 0700 - 1600
- (2) Flight Line Maintenance Teams 1600 - until last aircraft lands, is refueled, parked and work orders called to maintenance control.
- (3) Aircraft Ground Crew - Preflight aircraft three (3) hours prior to station time of flight crew.

b. Periodic Maintenance Squadron.

- (1) APG 0600 - 1230 Monday thru Friday
- (2) A&E 1130 - 1800 Monday thru Friday

APPENDIX IV TO ANNEX "C" OF OPERATIONS PLAN 220-54
Page 1 of 2 pages

c. Field Maintenance Squadron

- (1) Normal 0700 - 1600 Monday thru Friday
- (2) 0300-0700 - Monday thru Friday specialist to support early takeoffs.
- (3) 1600 - 2400 Monday thru Friday to support seven (7) Maintenance Cycle aircraft.
- (4) Normal 24 hour standby for transient aircraft and crash.

d. Armament and Electronics Squadron:

- (1) Normal 0700 - 1600 Monday thru Friday.
- (2) 0300 - 0700 necessary specialist to support early takeoffs Monday thru Friday.
- (3) 1600 - 2400 Monday thru Friday to complete Maintenance cycle on ten (10) aircraft.
- (4) Normal twenty-four (24) hour standby for transient aircraft and emergencies.

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RICHARD E. BARTON
Lt. Colonel USAF
Chief of Maintenance

HEADQUARTERS 301ST BOMBARDMENT WING (H)
Barksdale Air Force Base, Louisiana
0200Z 30 July 1954

APPENDIX V TO ANNEX "C"
of
OPERATIONS PLAN 220-54

SPECIAL WEAPONS AND GUNNERY

1. GENERAL:

- a. Normal special weapons loading and ground gunnery have been greatly reduced for the month of August due to the nature of training requirements.
- b. Bomb bay configurations for ground training and SES aircraft will be normal.
- c. Other special weapons requirements are classified and published under separate cover.

2. AIRCRAFT ASSIGNMENT:

Special Weapons

7024 on 5 August 1954

2339 on 6 August 1954

2339 on 13 August 1954

2859 on 17 August 1954

Gunnery

7035 on 5 August 1954

2296 on 12 August 1954

5254 on 19 August 1954

7034 on 26 August 1954

BY ORDER OF THE COMMANDER:

RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

HEADQUARTERS 301ST BOMBARDMENT WING (10)
Barksdale Air Force Base, Louisiana
0600 30 July 1954

APPENDIX VI TO ANNEX "C"
of
OPERATIONS PLAN 220-54

KC-97 SPECIAL MISSION

1. GENERAL SITUATION:

a. Bermuda:

- (1) A requirement has been placed on the 301st Bombardment Wing, (10) to deploy to Bermuda six (6) KC-97 aircraft to support the 6th Air Division. These aircraft will deploy 2 August 1954, and return to home station approximately 7 August 1954.

b. Maintenance mission: The 301st Bombardment Wing will provide complete maintenance support required to:

- (1) Deploy six (6) KC-97 aircraft to Bermuda 2 August 1954.

c. Task for subordinate units:

- (1) The 301st Air Refueling Squadron will provide:
 - (a) One (1) flight chief, six (6) crew chiefs, and six (6) assistant crew chiefs. Personnel will deploy and redeploy on unit aircraft as listed on Operations Orders for each aircraft provided in Operations Plan 220-54.
 - (b) Necessary tools to carry on normal Flight Line Maintenance.

d. General instructions:

- (1) Upon arrival at Bermuda, aircraft and maintenance personnel will be under the control of the 6th Air Division Control.
- (2) Upon arrival at Bermuda, the Flight Chief will contact the 6th Air Division Enroute Maintenance Officer for instructions.

e. Administrative and logistical matters:

APPENDIX VI TO ANNEX "C" OF OPERATIONS PLAN 220-54
Page 1 of 3 Pages

- (1) The 6th Air Division will be responsible for administrative and logistical support.

2. GENERAL SITUATION:

a. Classified mission:

- (1) A requirement has been placed on the 301st Bombardment Wing (4) as outlined in Operations Order 32-54. (Classified)

b. Maintenance Mission:

- (1) Deploy aircraft as outlined in Operations Order 32-54. (Classified)
- (2) Launch missions as outlined in Operations Order 32-54. (Classified)
- (3) Launch normal training missions, not to exceed two (2) per day, when not engaged in missions outlined in Operations Order 32-54, (classified), and not to exceed the supply and support capabilities that would hinder or delay missions outlined in Operations Order 32-54. (Classified)
- (4) Redeploy aircraft to Parksdale as outlined in Operations Order 32-54. (Classified)

c. Task for subordinate units:

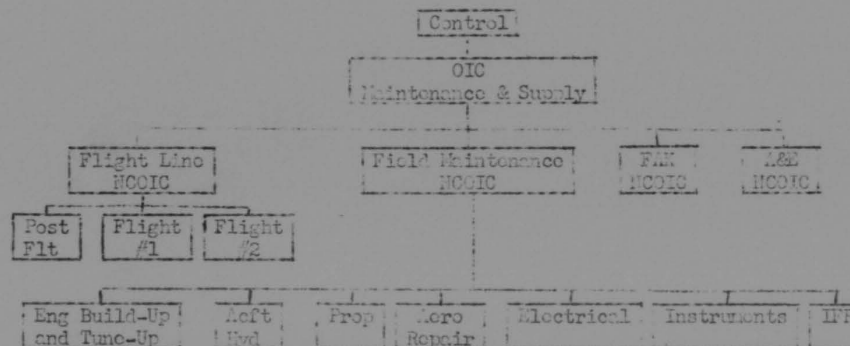
- (1) The 301st Air Refueling Squadron will provide:
 - (a) Maintenance personnel as listed in Logistics Annex of Operations Order 32-54.
 - (b) Necessary tools and equipment as listed in Logistics Annex of Operations Order 32-54.
- (2) The 301st Field Maintenance Squadron will provide:
 - (a) See Operations Order 32-54.
- (3) The 301st Armament and Electronics Squadron will provide:
 - (a) See Operations Order 32-54.

(4) The 805th Air Base Group will provide:

(a) Omitted.

d. General instructions:

(1) Maintenance personnel will be organized into a maintenance package as shown below:



(2) It is very important that maintenance personnel be briefed on the information contained in Operations Order 32-54 (classified) as pertains to the individual.

(3) Maintenance personnel of the 301st Bombardment Wing and 805th Air Base Group will be deployed in accordance with Operations Order 32-54 (classified).

e. Administrative and logistical matters:

(1) Omitted.

BY ORDER OF THE COMMANDER:

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RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

APPENDIX VI TO ANNEX "C" OF OPERATIONS PLAN 220-54
Page 3 of 3 Pages

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0600Z 30 July 1954

APPENDIX VII TO ANNEX "C"
of
OPERATIONS PLAN 220-54

SES Maintenance Package

1. General:

- a. A requirement exists for the deployment of ten (10) B-47 aircraft to Davis-Monthan Air Force Base during the Month of August for the purpose of crew evaluation.
- b. In accordance with SAC Regulation 51-24, Supp III, the parent organization is required to furnish certain maintenance personnel and material for routine maintenance requirements while TDY with the 3908th SES. Maintenance which is beyond the scope or capability of TDY Maintenance will be performed by the 43rd Bombardment Wing with maximum assistance by TDY maintenance personnel.
- c. Maintenance personnel and equipment will be airlifted to Davis-Monthan Air Force Base by two (2) KC-97G aircraft of the 301st Air Refueling Squadron. These two (2) KC-97G aircraft will depart Barksdale Air Force Base in the morning of 16 August 1954.

2. Equipment:

- a. Mandatory items of maintenance equipment are outlined in SAC Regulation 51-24, Supp III, dated 31 March 1954.
- b. Each aircraft deploying for evaluation will have installed an oxygen regulator, seat belt and interphone facilities for the fourth Crew Member, who will be the evaluator.

APPENDIX VII TO ANNEX "C"
Page 1 of 3 Pages

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- c. Coordination will be effected between the Wing Special Weapons Officer and the A & E Squadron Commander to assure that each aircraft is equipped as required by SAC Regulation 51-24 dated 31 March 1954.
- d. At present there are seven (7) B-47 stands at Davis-Monthan AFB being utilized by the 353rd Bomb Squadron SES Maintenance package. The stands are to remain in place but in the event they are shipped back to BAFB more stands will be made available and shipped back to Davis-Monthan for 32nd Bomb Squadron SES package.
- e. The 32nd Bomb Squadron will furnish five (5) each refueling panels for the SES TDY period.
- f. The 301st Bomb Wing Supply Liaison Officer is responsible for aircraft spares kit.
3. Organization.
- a. All maintenance personnel will be organized into a B-47 maintenance package under the supervision of Lt. G. Atkinson.
- b. The B-47 maintenance package will be organized as follows:

32BS SES OIC Lt. Atkinson 70250		
Flt Line Chief	A&E NCOIC	Field Maint NCOIC
1-43170		
1-70250	1-32171E	1-43153
3-43171J	3-32150E	1-43133
19-43151J	8-32130E	1-43154B
4-43153	5-32350C	1-43134B
2-60350	3-32330C	2-42530
	2-30170	2-43156
	4-46250	
	1-46230	
	1-40471	
	1-40433	
	1-40350	

- c. The organizations indicated above will furnish the name, rank, AFSCN and security clearance of the personnel to fill these requirements prior to 6 August 1954. 301st Wing Personnel will list and cause orders to be published.
- d. This maintenance package will be responsible for all necessary maintenance with its capability on B-47 aircraft deployed to Davis-Monthan Air Force Base by the 301st Bomb Wing until relieved by Competent authority.

4. Deployment Schedule.

a. Personnel:

- (1) All personnel and equipment not presently in place will be transported to Davis-Monthan Air Force Base by aircraft of the 301st Air Refuel Squadron on 16 August 1954.
 - (a) The crew chief will deploy on aircraft to which assigned.

b. Aircraft:

- (1) The first five (5) B-47 Aircraft will deploy to Davis-Monthan Air Force Base on 17 August 1954 and return to Barksdale Air Force Base on approximately 31 August. The aircraft are as follows: 7035, 7037, 7039, 7054, 7075, 7026 primary spare, and 7025 secondary spare
 - (a) If a spare is utilized the aircraft being replaced will take the apares place on the regular flying schedule.
 - (2) The second five (5) B-47 aircraft will deploy to Davis-Monthan Air Force Base on 24 August 1954 and return to Barksdale Air Force Base approximately 5 September 1954. The aircraft are as follows: 2296, 7019, 7024, 7059, 7060, 7026 primary spare and 7025 secondary spare
- BY ORDER OF THE COMMANDER:

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APPENDIX VII TO ANNEX "C"
Page 3 of 3 pages

RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0600Z 28 July 1954

APPENDIX VIII TO ANNEX "C"
of
OPERATIONS PLAN 220-54

BOMBING COMPETITION

1. GENERAL SITUATION:

- a. The 301st Bombardment Wing is to compete in the annual SAC Bombing Competition to be held at Barksdale Air Force Base the week of the 23rd thru 30th of August 1954. The 301st phase of the SAC Bombing Competition will consist of six (6) missions. One (1) mission each day, starting at midnight to 0230 with ten (10) minutes intervals. Effective the 27th of July, four (4) aircraft will be maintained by the Maintenance Package for the Bombing Competition until the 15th of August, when two (2) of the aircraft will be selected to enter the competition.
- b. The operational timing of flying each aircraft every other day for three (3) missions per aircraft and the importance that the 301st Bomb Wing win the Bombing Competition requires complete integration and very high quality of all aircraft maintenance functions over short periods of time. For this reason, the personnel selected for the Bombing Competition mission must be of the highest caliber. They must be thoroughly familiar with the details of the plan and function as a closely knit team to maintain competition aircraft and equipment in a perfect condition. These aircraft must be in commission within twenty-four (24) hours after each flight.

2. THE MAINTENANCE MISSION:

APPENDIX VIII TO ANNEX "C" OF OPERATIONS PLAN 200-54
Page 1 of 6 Pages

- a. The 301st Bomb Wing will provide complete maintenance support for the two (2) aircraft with a team composed of twenty-two (22) airman and two (2) officers.
- (1) Maintain the two (2) aircraft in perfect condition to provide one (1) aircraft per day for six (6) days.
 - (2) Must perform maintenance required after each flight to maintain aircraft in complete and perfect condition and have each aircraft in commission at the end of twenty-four (24) hours.
- b. The following organizations will provide the following personnel and complete the following functions:
- (1) The 352nd Bomb Squadron will provide:
 - (a) One (1) officer and nine (9) maintenance personnel to be organized with the Officer in Charge of the competition and maintain the aircraft. One (1) A-2 to be assigned from 23 August thru 28 August.
 - (b) A thorough and complete post-flight will be performed after each flight.
 - (c) Ascertain that the maintenance cycle is completed in twenty-four (24) hours and further insure that all aircraft are completely ready for pre-flight before the flight crew arrives.
 - (2) The 301st Field Maintenance Squadron will provide:
 - (a) Four (4) airman, of the most highly qualified maintenance personnel, which will consist of one (1) hydraulic, one (1) instrument, and two (2) electrical specialist.
 - (b) Special tools to maintain the aircraft to cover all specialist needs.

(c) Two (2) each C-26 power units to be used by the maintenance team during the competition and will be inspected twice a day by Ground Power for servicing and serviceability making sure the AC current is correct and not fluctuating.

(3) The 301st A&E Maintenance Squadron will provide:

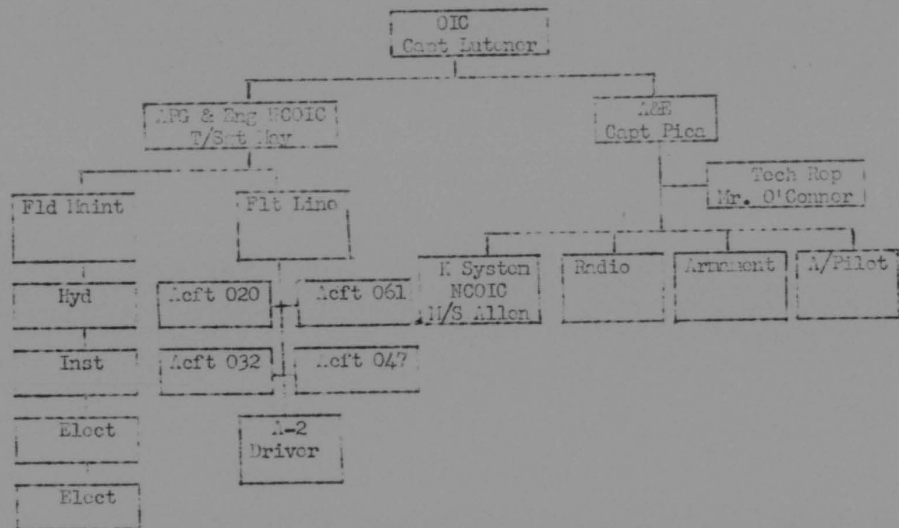
- (a) One (1) officer and ten (10) airmen.
- (b) A complete and thorough post-flight after each flight.
- (c) It is the utmost importance that the A&E personnel are the most qualified in the 301st Bomb Wing. The quality of maintaining the A&E equipment can win or lose the competition. The A&E team will be composed of:
 - (1) One (1) officer.
 - (2) One (1) HCOIC.
 - (3) Four (4) "K" personnel.
 - (4) One (1) auto/pilot man.
 - (5) Two (2) armament men.
 - (6) One (1) radio man.

3. GENERAL INSTRUCTIONS:

- a. The headquarters for the Maintenance Team will be the 352nd Flight Line Maintenance Office. The personnel assigned to this team will be under direct supervision of the Bombing Competition Maintenance OIC. They will be on standby at the 352nd Flight Line Section.
- b. The duty hours for the maintenance package will be normally from 0700 to 1600. Any variation from this will be given verbally at briefings for the mission. The first briefing will be held on the 4th of August 1954 at 1300 in 352nd Briefing Room. The 2nd briefing will be

held at 1300 the 20th of August 1954. All personnel assigned to the maintenance package will be present.

- c. All maintenance and post-flight inspections will be completed by the maintenance package without the aid of outside facilities, with the exception of unforeseen emergencies.
- d. All aircraft will be flown between the hours 0001 and 0230 on all missions. Individual flight schedules will be made out for the bombing competition.
- e. The following will be the organization of this team:



352nd Bomb Squadron
(8 men from following to
be picked)

S/Sgt Bibb
A/2c Garber
A/2c Houser
A/3c Rudy
A/1c Stcler
A/3c McDonald

301st Field Maintenance

A/2c B.C. Lewis
A/1c Armstrong
A/2c Kocher
A/2c Wodjular

301st A/E Squadron

Capt Pica
M/Sgt Allen
A/1c Moral, C.
A/2c Montee, R.
A/2c Miladi, A.
A/1c Hann
A/1c Cooper, C.A.
M/Sgt Dawkins, W.
Mr. O'Connor

APPENDIX VIII TO ANNEX "C" OF OPERATIONS PLAN 200-54
Page 44 of 6 Pages

352nd Bomb Sqnd Personnel Cont'd

A/3c Heilman
A/2c Cooper
T/Sgt Didier
A/1c Hosby
A/3c Pilcher
A/2c Kasarda
S/Sgt Houser
A/2c Prossly
A/1c Baker
A/3c Rudy
S/Sgt Nash

- f. Four (4) aircraft, 7020, 7032, 7061, and 7047, from the 352nd Bomb Squadron have been selected to be used for practicing and training with three (3) crews to train in them in simulated bombing missions. Two (2) will be eliminated at the beginning of competition.

4. SUPPORT UNITS:

- a. The 805th Supply Squadron will give special emphasis to obtaining and priority given delivery of parts and material required for aircraft 7020, 7032, 7061, and 7047, from 27 July to 30 August 1954. The same priority will be placed on parts and material required for two (2) aircraft chosen for bombing competition from the 15th of August to the 20th of August 1954.
- b. The 301st Supply Liaison will give special emphasis and LA priority to expediting parts and material needed to equip the four (4) aircraft, 7020, 7032, 7061, and 7047, and maintain the aircraft in perfect mechanical condition.
- c. The 805th Air Police Squadron will furnish special guards to guard all twenty-eight (28) aircraft for Bombing Competition located as shown in the parking plan. These aircraft will be under security surveillance twenty-four (24) hours a day. All SAC passes will be honored for admittance to these areas.

APPENDIX VIII TO ANNEX "C" OF OPERATIONS PLAN 200-54
Page 5 of 6 Pages

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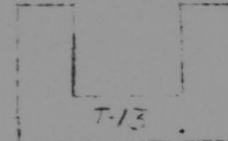
5. PARKING OF AIRCRAFT:

- a. Parking of aircraft during Bombing Competition will be located on the spots below, with the two (2) 301st Bomb Wing aircraft located as shown.

Row "H"	Row "I"	Row "J"	Row "K"	Row "L"	Row "M"		
	25	20	15	10	5		
	24	19	14	9	4		
28	23	18	13	8	3		
27	22	17	12	7	2		
26	301st Aeft	21	301st Aeft	16	11	6	1

 HANGAR LINE

352nd Hangar
 301st Maint Team
 Headquarters



BY ORDER OF THE COMMANDER:

DISTRIBUTION
 Same as Annex "C"

RICHARD E. BANTON
 Lt. Colonel, USAF
 Chief of Maintenance

HEADQUARTERS 301ST BOMBARDMENT WING (H)
Barksdale Air Force Base, Louisiana
0200Z 30 July 1954

APPENDIX IX TO ANNEX "C"
of
OPERATIONS PLAN 220-54

SPECIAL PARKING REQUIREMENTS

1. GENERAL:

- a. One to three different events occurring within one (1) week effecting all aircraft of the wing, several moves of aircraft are necessary.
- b. Where possible, moves will be coordinated to minimize towing.

2. BOMBING COMPETITION PARKING:

- a. The 301st Bombardment Wing must provide parking space for twenty-four (24) visiting B-47 airplanes, plus two (2) aircraft from the 376th Bombardment Wing. In addition, the two (2) aircraft of this wing participating in Bombing Competition, will be parked in the Bombing Competition area.
- b. Parking spots for the Bombing Competition aircraft are H-3, H-4, and H-5, and I, J, K, L, and M rows.

3. SPECIAL WEAPONS EXERCISE:

- a. On 17 and 18 August, the 301st Bombardment Wing must provide seventeen (17) B-47 aircraft for special weapons exercise.
- b. Nine (9) of these B-47 aircraft will be located in the 301st Air Refueling Squadron area. The spots are, B-2, B-4, B-6, C-2, C-4, C-6, D-2, D-4, and D-6.
- c. Eight (8) B-47 special weapons aircraft will be parked in the B-47 parking area. The parking spots are, E-3, E-5, F-3, G-3, H-3, I-3, J-3, and K-3.

APPENDIX IX TO ANNEX "C" OF OPERATIONS PLAN 220-54
Page 1 of 2 Pages

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d. Rows L and M will be completely vacated of B-47 aircraft.

4. KC-97 PARKING:

- a. In order to provide space for B-47 aircraft participating in special weapons exercise on 17 and 18 August, eight (8) of the ten (10) aircraft deploying on 18 August will be parked in L and M rows on 16 August as soon as B-47 aircraft are moved from those rows.
- b. Parking spots outlined in paragraph 3 b, this appendix, will be vacated on 16 August.
- c. The two (2) KC-97 aircraft remaining on Barksdale Air Force Base will be parked in C-1 and C-2.

5. B-47 PARKING:

- a. Assignment of parking places for the 301st Bombardment Wing B-47 aircraft during Bombing Competition will be published at a later date.
- b. The overall plan for parking will be located in the office of the Chief of Maintenance.

BY ORDER OF THE COMMANDER:

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RICHARD E. BARTON
Lt. Colonel, USAF
Chief of Maintenance

APPENDIX IX TO ANNEX "C" OF OPERATIONS ORDER 220-54
Page 2 of 2 Pages

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0300Z 25 August 1954

ANNEX "C" TO OPERATIONS

PLAN 221-54)

1. GENERAL:

a. September will be a month of maximum efforts for the 301st Bomb Wing. Wing efforts of 70% for B-47's and eighteen (18) tankers will be flown on the 8th, 24th and 30th while a USCM exercising all aircraft will be flown on the 14th, 15th and 16th. Normal flying has been scheduled throughout the month to fill in those available flying days not required for maximum efforts.

b. Maintenance requirements have been increased with the receipt of sixteen T.O.C.'s during the last week in August. Maintenance Control Specialist and Flight line personnel must make special effort to complete ALL outstanding T.O.C. at the earliest possible date.

c. Maintenance Team requirements for SES are different in each organization therefore request for orders will be submitted to the Chief of Maintenance a minimum of ten (10) days before departure for approval. The Flight Line Maintenance Officer will be responsible to request personnel and equipment as required by the mission.

d. During September the "K" Systems section of A&E will be given first priority on routine maintenance of B-47 aircraft. The Maintenance Control Unit will schedule priority work orders to EACH routine maintenance aircraft and establish accurate time standards. Quality Control will check ALL "K" Systems maintenance cycle work orders and make a matter of record repeat items by aircraft. Supply Liaison will closely maintain the A&E Supply activities for the entire month. Maintenance Control, Quality Control and Supply Liaison will brief the Chief of Maintenance DAILY on this subject.

2. TASK FOR SUBORDINATE UNITS:

a. The 805th Air Base Group

- (1) See Appendix I, this Annex.

b. The 32nd Bombardment Squadron will provide:

- (1) Ninety-three (93) sorties for 548 flying hours.
- (2) Aircraft maintenance team and equipment to SES as required.
- (3) Aircraft to support ground gunnery, and special weapons training as scheduled.
- (4) Post flight after each flight other than test hop.
- (5) Support plan for maximum effort missions.
- (6) An aggressive TOC program.
- (7) Full support of TAIL NUMBER flying schedule.

c. The 352nd Bombardment Squadron will provide:

- (1) Seventy-nine (79) sorties for 482 flying hours.
- (2) Aircraft to support ground gunnery and special weapons training as required.
- (3) Post flight after EACH flight other than test flights.
- (4) Support plan for maximum effort missions.
- (5) An aggressive TOC program.
- (6) Full support of TAIL NUMBER flying schedule.

d. The 353rd Bombardment Squadron will provide:

- (1) Eighty three (83) sorties for 496 flying hours.
- (2) Aircraft maintenance teams and equipment to SES as required.
- (3) Aircraft to support ground training of gunnery and special weapons.
- (4) Post flights after EACH flight other than test flights.

- (5) An aggressive TOC program
 - (6) Support plan for maximum effort missions.
 - (7) Full support of TAIL NUMBER flying schedule.
- e. The 301st Air Refueling Squadron will provide:
- (1) One hundred and thirty-nine (139) sorties for 875 flying hours.
 - (2) Aircraft for special missions from daily flying schedule.
 - (3) Post flights after EACH flight other than test flights.
 - (4) Support plan for maximum effort missions.
 - (5) An aggressive TOC program.
 - (6) Full support of TAIL NUMBER flying schedule.
- f. The 301st Armament & Electronics Squadron will provide:
- (1) Maintenance package personnel for SES upon request of organization.
 - (2) Completion of A&E phase of maintenance cycle.
 - (3) An aggressive TOC program.
 - (4) Personnel, equipment and spares to support maximum effort missions in addition to routine schedules.
 - (5) Special emphasis on compliance with existing directives for work order system of flight line dispatch, priority etc.
 - (6) Support plan for maximum effort missions.
 - (7) Full SUPPORT OF TAIL NUMBER FLYING SCHEDULE.
- g. The 301st Field Maintenance Squadron will provide:
- (1) Maintenance package personnel for SES upon request of organization.
 - (2) Aggressive effort on TOC program.
 - (3) Support plan for maximum effort missions.
 - (4) Normal support for 1551 B-47 and 875 KC-97 flying hours during September.

(5) Full support of TAIL NUMBER flying schedule.

3. During September there will be a maintenance meeting at 1300 hours, five days each week at the Maintenance Control Office. Each Flight Line Maintenance Officer plus A&E and Field Maintenance Officers will attend. Each Officer will bring COMPLETE aircraft status to EACH MEETING. Each Officer will arrange his schedule in order that he be present for daily MAINTENANCE MEETING.

BY ORDER OF THE COMMANDER:

3 Incls:

1. App I Base Support Rqmts
2. App II A/cft Flying Schedule
3. App III Periodic Maint Schedule

William E. Colson
WILLIAM E. COLSON
Lt. Colonel, USAF
Chief of Maintenance

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- 10 cy FMS
- 10 cy A&E
- 1 cy 3DM
- 5 cy 805 DM
- 2 cy 805 CO
- 4 cy Base Supply Officer
- 4 cy Base POL Officer
- 4 cy 301 Historian
- 2 cy 376 C/M
- 25 cy 3DM

ANNEX "C" TO OPERATIONS PLAN 221-54.
Page 4 of 4 Pages

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0300Z 25 August 1954

APPENDIX I TO ANNEX "C"
of
OPERATIONS PLAN 221-54

BASE SUPPORT REQUIREMENTS

1. GENERAL:

a. Base support has not been adequate to support fifteen B-47 and six KC-97 sorties each day without (1) excessive cannibalization (2) Use of personal transportation by maintenance and operations personnel. These conditions are local and can be corrected.

b. During September operational commitments of three missions that require a minimum of 70% of assigned aircraft to fly each day and one three day mission that involve all assigned aircraft will place emphasis on BASE SUPPORT ACTIVITIES to produce ADEQUATE SUPPORT.

2. SUPPLY:

a. Base Supply Daily Requirements.

- (1) No requirement exist for supply support on Saturday's or Sunday's during September other than for transient aircraft.
- (2) Normal supply support 0600-1700 daily.
- (3) Limited supply support. 1600-2400 daily.

b. Munitions.

- (1) No requirement exist to provide off-loading of bombs and ammo facilities and personnel on a twenty-four hour basis.
- (2) All loading will be in accordance with SAC Manual 20-1.

3. TRANSPORT TICH:

As directed by LDDM.

4. AIRCRAFT REFUELING & DEFUELING:

a. Defueling.

The POL Officer must maintain 2 trucks (JP-4) and 1 truck (115-145) plus 1 pit for JP-4 and one pit for 115-145 defueling at all times. This is a standard requirement.

b. Refueling.

(1) No requirement exist for weekend refueling for other than transient aircraft.

(2) Normal daily requirements.

0900-1200 2 JP-4 Hydrants (E-47)
1 JP-4 plus 1 115-145 KC-97

1200-0300 3 JP-4 Hydrants E-47
1 JP-4 plus 1 115-145 hydrant KC-97

(3) Special Requirements.

(a) 8 September

6 JP-4 hydrants (E-47) 1100-1800 hrs

(b) 14, 15 & 16 September

4 JP-4 hydrants (E-47) 1800-0300 hrs.
3 JP-4 hydrants KC-97 1500-2100 hrs.
3 115-145 hydrants KC-97 1500-2100 hrs.

(c) 24 September

6 JP-4 hydrants E-47 2100-0500 hrs.
3 JP-4 hydrants KC-97 1900-0100 hrs.
3 115-145 hydrants KC-97 1900-0100 hrs

(d) 30 September

6 JP-4 hydrants B-47 1000-1800 hrs.
3 JP-4 hydrants KC-97 0800-1400 hrs.
3 115-145 hydrants KC-97 0800-1400 hrs.

BY ORDER OF THE COMMANDER:

William B. Colson
WILLIAM B. COLSON
Lt. Colonel, USAF
Chief of Maintenance

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0300Z 25 August 1954

APPENDIX II TO ANNEX "C"
of
OPERATIONS PLAN 221-54

1. 301st Air Refueling Squadron

- a. KC-97 aircraft requirements for Tanker Weather standby and supply runs will be taken from normal daily flying schedule. No additional aircraft will be provided for this purpose.

<u>1 Sept</u> 2866	<u>2 Sept</u> 2862	<u>3 Sept</u> 2866 2863 to Dock 3	<u>6 Sept</u> 2859
<u>7 Sept</u> 2862	<u>8 Sept</u> 2866	<u>9 Sept</u> 2859	<u>10 Sept</u> 2862 2866 2867 Dock 3
<u>14 Sept</u> 2850 2853 2857 2858 2859 2861 2862 2864 2865 2866 2866 Spare 2869 Spare 2870 Spare	<u>15 Sept</u> 2871 2872 2873 2868 2869 2870 2874 2876 2846 2847 2850 Spare 2853 Spare 2857 Spare	<u>16 Sept</u> 2863 2850 2857 2858 2859 2861 2862 2853 2864 2865 2866 Spare 2868 Spare 2869 Spare	

*Note: For the USCI 14, 15 and 16 Sept. If a spare aircraft replaces a primary aircraft the aircraft replaced will fly the following day.

APPENDIX II TO ANNEX "C" OF OPERATIONS PLAN 221-54

Page 1 of 5 pages

<u>17 Sept</u>	<u>20 Sept</u>	<u>21 Sept</u>	<u>22 Sept</u>
2874 Dock 3	2850	2862	2873
	2853	2864	2872
	2857	2865	2876
	2858	2866	2646
	2859	2867	2647
	2861	2868	

<u>24 Sept</u>	<u>28 Sept</u>	<u>30 Sept</u>
Max effort all acft except 2858 to Dock 3. 18 primary acft & 3 spare acft.	2850 2853 2857 2859 2863	Max effort all acft except 2858 18 primary acft 3 spare acft

APPENDIX II TO ANNEX "C" OF OPERATION PLAN 221-54

Page 2 of 5 pages

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2. 32nd Bombardment Squadron

<u>1 Sep</u>	<u>2 Sep</u>	<u>3 Sep</u>	<u>6 Sep</u>
5254	7034	7026	2311
7046	7035	7037	7024
2311	7024	7039	
2343	7075	7054	
		2343	
<u>8 Sep</u>	<u>10 Sep</u>	<u>13 Sep</u>	<u>14 Sep</u>
7026	2296	7039	7026
7034	5254	7054	7034
7035	7024	7060	7025
7037	7025	7075	7037
5254	7059	2343	7059
7046			7025 SFS
2311			
7039			
7054			
7075			
2343			
<u>15 Sep</u>	<u>16 Sep</u>	<u>17 Sep</u>	<u>20 Sep</u>
2296	7039	7026	2296
5254	7054	7034	5254
7024	7060	7035	7024
7046	7075	7037	7046
2311	2343	7059	7026 Dock 1
<u>21 Sep</u>	<u>22 Sep</u>	<u>24 Sep</u>	<u>28 Sep</u>
7039	7034	All Aft except	7039
7075	7035	7026	7054
7060	7037	7054	7060
2343	7059	2311	7075
2311		7025	2343
7054			
<u>30 Sep</u>			
All Aft except 7025			

APPENDIX II TO ANNEX "C" OF OPERATIONS PLAN 221-54

Page 3 of 5 pages

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4. 353rd Bombardment Squadron

<u>1 Sep</u>	<u>2 Sep</u>	<u>3 Sep</u>	<u>6 Sep</u>
7042	7058	7041	7042
7057	7023	7027	7057
7056	7021	7051	7056
7073	7028	7022	7073
7040	7048	2339	7040
<u>8 Sep</u>	<u>10 Sep</u>	<u>13 Sep</u>	<u>14 Sep</u>
All Acft	7051	7023	7041
	7058	2339	7042
	7073		7051
	7022		7056
	7040		7028
			7027 SES
			7040 SES
<u>15 Sep</u>	<u>16 Sep</u>	<u>17 Sep</u>	<u>20 Sep</u>
7057	7023	7041	7058
7058	7021	7042	7073
7073	7028	7057	7022
7022	5256	7051	7040
7048		2339	7023
7056 Dock 2			
<u>21 Sep</u>	<u>22 Sep</u>	<u>24 Sep</u>	<u>26 Sep</u>
7021	7041	All Acft	7021
7028	7027	except	7028
5256	7057	7042	5256
7048		7051	7048
2339			2339
7042 SES			
7051 SES			
<u>30 Sep</u>			
All Acft except			
7042			
7051			

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
Same as Annex "C"

William B. Colson
WILLIAM B. COLSON
Lt. Colonel, USAF
Chief of Maintenance

APPENDIX II TO ANNEX "C" OF OPERATIONS PLAN 221-54

Page 5 of 5 pages

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
0200Z 29 August 1954

APPENDIX III TO ANNEX "C"
of
OPERATIONS PLAN 221-54

PERIODIC INSPECTION SCHEDULE

1. GENERAL:

- a. Dock schedules for September are made to provide for normal training on Saturdays and a close down of the docks on the 6th of September, (National Holiday).
- b. Periodic inspections for July and August have been very few in order for aircraft to fly-out time under the 200 hour concept. Starting in September it is expected that the Periodic Maintenance Squadron must generate an average of 1600 hours B-47 time and 800 hours KC-97 time each month. In addition the Periodic Maintenance Squadron must form TOC teams for B-47 dock #5 and KC-97 dock #2. Aircraft schedules for TOC dock will be a day to day basis during September but will be scheduled by TAIL NUMBER starting in October.

2. B-47 PERIODIC INSPECTION SCHEDULES:

a. Dock #1:

5256	30 Aug - 3 Sep
7047	6 Sep - 10 Sep
7026	20 Sep - 24 Sep
7020	27 Sep - 1 Oct

b. Dock #2:

7053	31 Aug - 7 Sep
------	----------------

APPENDIX III TO ANNEX "C" OF OPERATIONS PLAN 221-54

Page 1 of 2 Pages

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7032 9 Sep - 15 Sep
7056 15 Sep - 21 Sep
7054 21 Sep - 27 Sep
7044 28 Sep - 3 Oct

c. B-47 TOC Dock:

3 day schedule by Maintenance Control.

3. KC-97 PERIODIC INSPECTION SCHEDULE:

a. Dock #3:

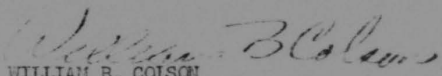
2863 3 Sep - 10 Sep
2867 10 Sep - 17 Sep
2874 17 Sep - 24 Sep
2858 24 Sep - 1 Oct

b. KC-97 TOC Dock:

3 day schedule by Maintenance Control.

BY ORDER OF THE COMMANDER:

DISTRIBUTION
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WILLIAM B. COLSON
Lt. Colonel, USAF
Chief of Maintenance

APPENDIX III TO ANNEX "C" OF OPERATIONS PLAN 221-54

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HEADQUARTERS
301ST BOMBARDMENT WING MEDIUM
Barksdale Air Force Base
Louisiana

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Page 1

REGULATION)

7 July 1954

NUMBER 55-428)

OPERATIONS

Radar Approach (KC-97)

1. PURPOSE: To establish a standard radar approach procedure for all KC-97 aircraft equipped with APS-42 radar.
2. SCOPE: This regulation applies to all observers making a radar approach with the APS-42 radar.
3. RESPONSIBILITY: The Squadron Commander of 301st Air Refueling Squadron will insure that all observers in his squadron understand and comply with this regulation.
4. PROCEDURE: Observers making a radar approach with APS-42 radar will adhere to the procedures below during GCA's, practice instrument landings and emergencies. The minimum altitude for approach is 500 feet. The rates of descent specified are recommended.
 - a. Letdown Runway 32:
 - (1) Navigate to Elm Grove Fan Marker on MH 143 degrees, altitude 1500 feet.
 - (2) Over Elm Grove, turn 45 degrees left to MH of 098 degrees and hold one minute. Then turn 180 degrees to the right and hold this until the inbound course of 323 degrees to Elm Grove and Barksdale is intercepted. At this time turn to MH of 323 degrees and proceed to Elm Grove while descending to 1000 feet.
 - (3) Level off at 1000 feet; position will be approximately 9 NM from end of runway.
 - (4) With radar on 10 NM range, place the etched line of the scope through the runway area when the end of the runway is at 8 NM range.
 - (5) Let the target area run from 8 NM range marker to 6 NM range marker. Determine number of degrees target has drifted off the etched line and use multiple drift correction method for heading correction to end of runway.
 - (6) Notify aircraft commander when 4 NM from end of runway. Start descent at the rate of 500 feet per minute.
 - (7) Call off distances to end of runway in one mile increments.
 - (8) Notify aircraft commander when over the end of the runway.
 - (9) Monitor the radar altimeter throughout the approach to insure maintaining a safe altitude.

60

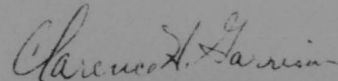
55-428
2 Pages
Page 2

b. Landing on Runway 14 (GCA only):

- (1) Navigate to Elm Grove FAN Marker.
- (2) Turn, as directed by GCA Controller which will be approximately 020 degrees MH for 7 NM, then 320 degrees for 12 NM, then 230 degrees for 3 NM, then two left turns, 45 degrees each, until aircraft is lined up with the runway on a heading of 140 degrees. Fly altitude as directed by GCA. The position of the aircraft can be determined best by fixes on the Barksdale Racon until turning on final approach.
- (3) After turning on final, repeat steps (4) through (9), paragraph 4a on page one of this regulation.

BY ORDER OF THE COMMANDER:

OFFICIAL:



CLARENCE H. GARRISON
Major, USAF
Adjutant

CLARENCE H. GARRISON
Major, USAF
Adjutant

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HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base
Louisiana

35-1
2 Pages
Page 1

REGULATION) MILITARY PERSONNEL 31 August 1954

NUMBER 35-1) Leave, Passes, Compensatory Time Off

1. PURPOSE: This regulation establishes the policy for granting Leave, Passes and Compensatory Time Off to individuals assigned this command.

2. SCOPE: This regulation is applicable to all organizations assigned to the 301st Bombardment Wing (M).

3. POLICY:

a. General. AFR 35-22, SAC Reg 35-4, Barksdale AFB Reg 35-7, as amended, and the contents of this regulation will apply to all personnel of this command.

b. Leave.

- (1) Commanders will schedule leave for all personnel in such a manner that sufficient personnel remain physically available at all times capable of supporting any emergency operation. In no case will more than fifteen percent of assigned strength be scheduled for absence at the same time.
- (2) Combat crews will be scheduled for leave as a unit, if possible, so that a combat crew potential remains available at all times capable of meeting EMP and aircraft evacuation plan requirements. A maximum of three bomber crews per squadron, and four tanker crews will be granted unrestricted leave at the same time.

c. Holiday Leave. Leave policy for specific holiday periods are dependent upon existing operational commitments and must necessarily be announced in separate directives.

d. Passes. The granting of one, two and three day passes must be controlled by commanders. The use of passes is authorized and encouraged only in the following instances:

- (1) As a reward for special achievement.
- (2) As compensation for excessive overtime.

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2 Pages
Page 2

e. Compensatory Time Off. Compensatory time off, not to exceed twenty-four hours, will be granted if military necessity compels personnel to work in excess of normal duty hours. Time off in excess of twenty-four hours must be taken in the form of pass or leave.

f. Travel Limitations. Travel limitations for all types of absences will be governed by 4th Air Division Reg 35-7, as amended. No distance limitation is imposed for ordinary leave. A maximum radius of 350 miles by private automobile may be authorized for a three day pass. (New Orleans is considered to be within this authorized distance). The possession of a ticket for airlines or other adequate commercial travel may amend this travel limitation for a three day pass at the discretion of the commander.

4. Under no circumstances will personnel depart on leave or pass without first advising their squadron commander where they can be reached by telephone or telegram in the event of emergency.

4. RESPONSIBILITY: It will be the responsibility of all commanders to insure that the provisions of this and all referenced regulations are brought to the attention of all personnel within their organization.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Clarence H. Garrison
CLARENCE H. GARRISON
Major, USAF
Adjutant

CLARENCE H. GARRISON
Major, USAF
Adjutant

DISTRIBUTION:
"p"

HEADQUARTERS
301ST BOMBARDMENT WING, MEDIUM
Barksdale Air Force Base, Louisiana

MATERIEL DIRECTIVE)
NUMBER 17)

16 August 1954

REPORT OF SURVEY
(Supersedes Matl Dir #17 dtd 28 Oct 52)

1. It is directed that all Reports of Survey submitted in accordance with paragraph 3b(1)(a), Section 2, Volume IV, Air Force Manual 67-1 be routed through the Director of Materiel for coordination. This includes Reports of Survey that are required to be carried by messenger.

2. The following certificate, signed by the unit commander, will be attached to each survey as an exhibit:

"I certify that I have interviewed the person involved in the loss or damage of government property listed on Report of Survey to which this certificate is attached, and that said person has refused to acknowledge responsibility for the loss, or to volunteer reimbursement to the government. I have personally determined that a Report of Survey is necessary in this case."

BY ORDER OF THE COMMANDER:

Clarence H. Garrison

CLARENCE H. GARRISON
Major, USAF
Adjutant

62

SECRET



STRATEGIC AIR COMMAND

Director
Aerospace Studies
ATTN: Archives
Maxwell AFB, Alabama

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(UNCLASSIFIED)

History

30th BOMBARDMENT WING, MEDIUM

(1 September 1954 - 31 March 1955)

**BARNSDALE AIR FORCE
BASE LA.**

APPENDIX "A"

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2ND
AIR FORCE



30th BOMBARDMENT WING MEDIUM

DOWNGRADED AT 12 YEAR INTERVALS; NOT AUTOMATICALLY DECLASSIFIED. DOD DIR 5200.10

SECRET

SBTS-113
MA-5-127

153212
63-1290

1956-58

SECRET

HISTORY
OF THE
301ST REBARREMENT WING, MEDIUM
BARRSDALE AIR FORCE BASE, LOUISIANA
1 September 1954 - 31 March 1955

20 MAY 1955

Name: *[Signature]*

845681

(TOP SECRET APPENDIX)

WRITTEN BY:

Wayne B. Lollar
WAYNE B. LOLLAR
SGT USAF
Historical Technician

APPROVED BY:

[Signature]
G. JENNISON, JR
Colonel, USAF
Commander

Group 3
Downgraded at 12 year
intervals; not
automatically declassified

STRATEGIC AIR COMMAND
SECOND AIR FORCE
FOURTH AIR DIVISION

SECRET

1016

History, 301st Bombardment Wing (M)
(September 1954 - March 1955)

OPERATION BULLMARKET

(Re: See note 33, Chapter III - History 301st Bombardment Wing (M)
September 1954 - March 1955)

Composition of Force - The force consisted of B-47's from the 301st and 376th Bombardment Wings (M). The 301st wing furnished B-47's to penetrate Eastern Air Defense Force (EADF) in adjacent areas simultaneous with the electronic counter-measure (ECM) and bombardment aircraft of the 376th Bombardment Wing (M).¹

On X # 3, the 301st Bombardment Wing (M) diversionary force consisted of two bombardment cells of four and two aircraft.

On X # 4, the 301st wing diversionary forces consisted of two bombardment cells of three and four aircraft.

On X # 5, the 301st wing diversionary force consisted on one bombardment cell of five aircraft.

On X # 3 the aircraft of the 301st Wing, acting as a diversionary force, were not detected after they broke out of formation. The target was Columbus, Ohio.² The Air Defense Command (ADC) did not detect wide separation between aircraft. The second cell of the 301st Wing bomb carriers was also confusing to ADC. This formation was reported as one aircraft at an altitude of 37,000 feet while actually it contained two aircraft at an altitude of 38,000 feet.³

1. Analysis of Operation BULLMARKET, (2AF Ops Order 137-55). Filed in TOP SECRET Control, 301st BOMWG(M).
2. Analysis, BULLMARKET, P-14.
3. Analysis, BULLMARKET, P-16.

1

~~TOP SECRET~~ SECRET

1017

SECRET

History, 301st Bombardment Wing (B)
 (September 1954 - March 1955)

2

On X + 4 the 301st bomb carriers were reported by ADC as being four to six aircraft whereas the formation actually contained three aircraft at 40,00 feet. One fighter aircraft reported that it was unable to make a pounce on a B-47 aircraft because of chaff, however, the 301st B-47's did not use chaff.⁴ There was no evidence that ADC monitored part of the second cell of the 301st bomb carriers (Wall Street Baker 2) after the formation left Baltimore.⁵ There were no fighter attacks reported by the flight crew of this aircraft.⁶

On X + 5 the 301st diversionary force (Wall Street Amber) made their diversionary attacks simultaneous with the Bravo Force of the 376th Wing bomb carriers. When the diversionary force was over land and the aircraft had headed for their individual targets, it appeared that ADC had detected the center formation with targets of Cleveland and Mansfield. The aircraft with targets of Wilkes-Barre and Columbus appeared to have slipped through.

This formation was variously reported as being five, eight and ten aircraft of altitude of 30,000, 39,000 and 40,000 feet. Actually the formation contained five aircraft at an altitude of 37,000 feet. A total of 20 fighter attacks were reported by the flight crews.⁷

4. Analysis, BULLMARKET, P-23.

5. Analysis, BULLMARKET, P-27.

6. IBID.

7. Analysis, BULLMARKET, P-33.

SECRET

1 0 1 8

SECRET

History, 301st Bombardment Wing (M)
(September 1954 - March 1955)

3

Recommendations - It was recommended that during such exercises as BULLMARKET, aircraft that are unprotected by electronic counter-measure (ECM) means, should penetrate a defense area in a manner which will not afford them any protection from ECM tactics that are simultaneously being used elsewhere. This is the only method that can be employed in order to fairly evaluate defense forces and to make available a true comparison of defense reaction to aircraft protected by ECM and those unprotected by such ECM means.⁸

Mission planners should make full use of the confusion factor which results in a defense net when the attacking forces are split after initial detection. The greater the number of "... splits or break-aways that are operationally feasible, the greater will be the confusion in the defense net. ..."⁹

Problems of Long Range Basing - From an observers operational analysis of the 301st Bombardment Wing (M) combat capability, the weakest link is airrefueling. The primary problem involved is the capability of effective electronic rendezvous with tanker aircraft over isolated areas with minimum visibility and unfavorable weather conditions.¹⁰

However, this wing is currently testing tactics to be employed in all possible situations to be in readiness for combat strikes with a minimum of confusion. Improved electronic equipment and proven

8. Analysis, BULLMARKET, F-40

9. IBID.

10. BATTALIO, Samuel T, Maj. Interview by SSGT Wayne B. Lollar, Historical Technician, 301st BOMBW(M), 12 Apr 1955.

SECRET

TOP SECRET

History, 301st Bombardment Wing (M)
(September 1954 - March 1955)

formation tactics will definitely tend to eliminate this critical area and thereby increase the capability potential.¹¹

This wing has consistently run ongoing evaluation missions to determine wing combat capability and to establish different operational techniques. This is accomplished in order to evaluate and to continue to re-evaluate the wing combat capability as new theories and tactical developments are adopted.¹²

OPERATION NORTH CLIFF

(see: 24F Operations Plan 80-55 and 24F Operations Plan 81-55)

Mission - To simulate the movement of "JCS emergency war plan aircraft from departure from home base through the departure of the aircraft from post-strike base for recovery to the AIC".¹³ No actual movement of aircraft took place other than aircraft used to airlift participating personnel.¹⁴

Security - all commands and units were directed to "... restrict overall information concerning this order, even in TOP SECRET planning circles, to only those who must know the contents to accomplish the essential planning. This precaution does not, however, preclude the making of suitable extracts for accomplishment of assigned tasks. ..."¹⁵

"...Thirty days after completion of this exercise, all NORTH CLIFF messages will be downgraded to CONFIDENTIAL and burned immediately. ..."¹⁶

11. IBID.

12. IBID.

13. Extract, 24F Ops Plan 80-55, 10 Feb 1955. Filed in TOP SECRET Control 301st BOMWG(M).

14. IBID.

15. IBID.

16. IBID.

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History, 301st Bombardment Wing (B)
(September 1954 - April 1955)

5

General Situation - This CPX was designed to simulate execution of the SAC WP's which (1) tested the capability of the communications network to support the traffic (2) to exercise the combat reporting system and (3) to train and indoctrinate WP personnel in responsibilities and procedures.¹⁷


The Seventh Air Division provided operations control teams at Lakenheath, Upper Heyford and West Drayton in the United Kingdom for this exercise. The Fourth Air Division was responsible for the establishment of a Class X control team at Barksdale Air Force Base, Louisiana and to deploy the Senior Controller Division of the Goose Task Force Headquarters to Goose Air Base, Labrador. The 301st Bombardment Wing (B) deployed unit detachments to Goose Air Base, Labrador, and Lakenheath, UK.¹⁸

A total of 20 B-29 aircraft of the 301st Bombardment Wing (B) used Goose Air Base, Labrador, as an orbit center.¹⁹

17. IBID.
18. IBID.
19. IBID.

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STRATEGIC AIR COMMAND

Director
Aerospace
ATTN: Adm. of
Maxwell AFB, Ala.

7678

APR - MAY 1955

K-165-301-H-1



(UNCLASSIFIED)

History

30th BOMBARDMENT WING, MEDIUM

(1 April 1955 - 31 May 1955)

**BARKSDALE AIR FORCE
BASE LA.**

DOWNGRADED AT 12 YEAR
INTERVALS AND AUTOMATICALLY
DECLASSIFIED EOP OR 200010

APPENDIX "A"

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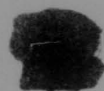
3-3187-1A

**2ND
AIR FORCE**

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55-2029
5875-165 MB-5-186

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T. S. 3238

Group 3
Downgraded at 12 year
intervals; not
automatically declassified

3-3137-1A



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SECRET
AUTHORITY: [REDACTED]
Date: 17 AUG 1955
Name: <i>Halston</i>

HISTORY
OF THE
301ST BOMBARDMENT WING, MEDIUM
BARKSDALE AIR FORCE BASE, LOUISIANA
1 April 1955 - 31 May 1955

47678

(TOP SECRET APPENDIX)

WRITTEN BY:

Jack W. Grier

JACK W. GRIER
2NDLT, ANGUS
Historical Officer

APPROVED BY:

J. C. Jennison, Jr.

J. C. JENNISON, JR.
Colonel, USAF
Commander

STRATEGIC AIR COMMAND
SECOND AIR FORCE
FOURTH AIR DIVISION

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History, 301st Bombardment Wing (M)
(April 1955 - May 1955)

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OPERATION FIRM GROUND

REQUIREMENTS OF OPERATIONS ORDER 108-55 - Annex E to 301st Bombardment Wing Operations Order 108-55, required this wing to submit a final mission report which was directed to consist of a short, concise discussion of the exercise and recommended procedures on (a) cell assembly, (b) limited visibility bomber/tanker formation rendezvous and refueling, (c) in-flight insertion simultaneous with air refueling and (d) tanker station-keeping procedures.¹

This final mission report was directed to be submitted to Headquarters, Strategic Air Command (SAC) and to each of the numbered Air Forces within SAC - Second, Eighth, and 15th Air Forces.²

As directed by this and higher headquarters, operation "FIRM GROUND" was conducted by this wing during the period 1 - 7 April 1955. A special weapons loading exercise was conducted in conjunction with this exercise.³

This operation was conducted in three phases. The first phase involved six B-47 and six KC-97 aircraft. The purpose of the first phase was to test bomber/tanker air refueling tactics. Immediately after takeoff, both B-47 and KC-97 aircraft practiced cell assembly procedures.⁴

-
1. Annex E, 301st Operations Order 108-55, 25 Mar 1955, Exhibit 1.
 2. IBID.
 3. Final Mission Report, Operation "FIRM GROUND", Dated 13 April 1955, Exhibit 2.
 4. IBID.

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History, 301st Bombardment Wing (M)
(April 1955 - May 1955)

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The second phase involved six B-47 aircraft and crews whose purpose was to test cell assembly and Delta and Echo type night in-flight refueling penetration cell formations for B-47 type aircraft.⁵

The third phase involved six B-47 and six KC-97 aircraft and crews who participated in a night mission. They tested the tactics agreed on in phase 1 and 2 of this exercise. The refueling portion of this mission included 45,000 pounds of JP-4 fuel that was transferred to the B-47 and a simultaneous in-flight insertion using MK-6 training weapons and capsules.⁶

Findings and Recommendations - (In-Flight Refueling Cell Assembly) -

According to the test, low visibility of in-flight refueling assembly can be effected immediately after take-off by fully utilizing all K-radar and A-5 radar equipment in the formation. As to procedures, the following were recommended:⁷

1. B-47 aircraft should take-off at one minute intervals.
2. Two minutes after start take-off roll, all aircraft turn to the briefed magnetic heading by using a constant bank. In the event that the turn is 20 degrees or more, a constant 20 degrees bank should be maintained during the turn.

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5. IBID.
 6. IBID.
 7. IBID.

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History, 301st Bombardment Wing (M)
(April 1955 - May 1955)

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3. The lead aircraft will climb at an indicated airspeed of 250 knots with a 92 percent power setting until 20,000 feet is reached. Then 96 percent power will be used and indicated airspeed will be reduced 10 knots for each 5,000 feet above 20,000 feet until a level-off is made at the briefed altitude. In the event that all aircraft are not in formation by the time that the leader levels off, the leader will maintain 415 knots temporary air speed until all aircraft are in formation.

4. The follow aircraft will climb at normal rated power and at airspeeds published in T. O. 1B-47E-1 until they have the formation sighted visually or by radar. Each aircraft will be positioned laterally in the formation in accordance with station-keeping techniques. Altitude separation will be maintained by the aircraft commander who monitors the altitude announcements made by the leader. During the climb, the leader will announce to the formation his altitude at 3,000 foot intervals up to 18,000 feet and at each 2,000 feet above this altitude until time for level-off.

In the event that a follow aircraft fails to establish cell position prior to the time for the level-off, briefed cell altitude will be used for level-off and a power setting established necessary to maintain 450 knots temporary air speed until the formation is sighted - either visually or by radar.

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History, 301st Bombardment Wing (M)
(April 1955 - May 1955)

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5. All A-5 radar sets will be in operational position in sufficient time prior to take-off to be operational during the climb phase of the flight. Each aircraft sighted on the A-5 radar will be contacted by the receiving aircraft and vectored into position behind the receiving aircraft until the follow aircraft has either established visual or radar contact with the formation.

6. The K-system radar should be turned on in sufficient time to be used during take-off.

7. In the event that an aircraft has not established radar contact at the level-off point, the leader should broadcast to the formation a heading to a definite navigational control point approximately 30 minutes ahead of the route to be flown. This procedure should be repeated until all the aircraft are in formation.

8. In those instances in which station-keeping procedures are required immediately after take-off and for extended periods thereafter, it was recommended that all aircraft measure altitude by radar simultaneously till in cell position. The leader will then announce his absolute altitude and all aircraft will adjust their absolute altitudes for a correct cell position. It is significant to note, however, that terrain is a limiting factor in this procedure.

9. It was recommended that a Bravo type formation be adopted which would allow all aircraft to fly in a line abreast with a 500 feet altitude separation and a one mile lateral separation between aircraft.

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History, 301st Bombardment Wing (M)
(April 1955 - May 1955)

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10. When station keeping time is the only means of assembly, in-flight refueling or low visibility cell assembly is an emergency procedure. As soon as visibility - either visual or radar - permits, the leader should form his force into a tactical formation to permit an accurate altimeter, temporary air speed, magnetic heading and mach reading to be made.

(Limited Visibility Bomber/Tanker Formation, Rendezvous and Refueling) -

The alfa type formation was recommended for limited visibility bomber/tanker formation for rendezvous and refueling. This was proven by having tested Alfa, Bravo, and Cocoa types of formation prior to arriving at this conclusion.⁸

The alfa formation has the following advantages for bomber/tanker rendezvous and refueling procedures.

1. Insofar as all aircraft are at the same altitude, Alfa formation provides for maximum altitude for all aircraft during refueling.

2. Station-keeping is easier since all aircraft in the formation are presented on all radar scopes. With altitude separation, as in the Bravo type formation, the low aircraft often loses the high aircraft on the radar scope.

8. Exhibit 2, P-4.

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History, 301st Bombardment Wing (M)
(April 1955 - May 1955)

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3. Tanker identification by the receiver is more positive when all aircraft are presented on the radar scope.

4. In this formation, the positions are easier to maintain because all aircraft require the same power settings and are subjected to similar wind conditions.

5. In the event that one aircraft should over-run the formation, this aircraft could still be picked up on the radar scope of the other aircraft.

6. Tanker aircraft can furnish a much better refueling platform in those instances in which all aircraft are flying at the same altitude.

7. This formation makes it easier for the tanker aircraft to assemble into the refueling formation after leaving the orbit area.

The Cocoa type formation was rejected for the following reasons.⁹

1. In this type formation, only 1/8 of a mile lateral separation is allowed between aircraft. A greater lateral separation is needed or should be allowed for because during let down, aircraft tends to over-run one another.

2. Station-keeping is easier when flying abreast than in echelon type formation.

9. Exhibit 2, P-5.

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History, 301st Bombardment Wing (M)
(April 1955 - May 1955)

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3. Tanker identification is more difficult in this type than in Alfa or Bravo.

4. The altitude separation between aircraft limits the refueling altitude to the top aircraft.

5. Tanker aircraft in this type formation have difficulty in maintaining their relative position in the formation with altitude separation.

6. In the event that the receiving aircraft over-shoots the tanker, the B-47's will be letting down through the follow tankers altitude before leveling off.

(Recommended Procedures For B-47 Aircraft Flying Alfa Type Formations During Rendezvous and Refueling) - The following are recommendations which this wing arrived at concerning B-47 aircraft when flying Alfa type formations during rendezvous and refueling:¹⁰

1. A descent range should be selected by the lead B-47 aircraft which takes into consideration tail or head winds in order that a constant 3,000 feet per minute descent can be maintained during the let down. The level off at 500 feet below the refueling altitude should be seven miles with an absolute minimum of five miles behind the KC-97 aircraft.

2. A continuous check on the rate of descent of the B-47 aircraft should be made by the leader in order to find out as soon as possible

10. Exhibit 2, PP-5-6.

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History, 301st Bombardment Wing (M)
(April 1955 - May 1955)

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as to whether an over-shoot condition will exist. It was recommended that 25,000 feet be used by the leader to determine the necessary corrections of the rate of descent.

3. The leader should use the following procedure to determine his proper rate of descent. Refueling altitude (in thousands of feet) minus distance behind the tanker desired at level-off (in Miles) plus the distance back from the tanker (in miles) at that time equals altitude through which the receiver aircraft should be passing.

Any necessary correction should be made as soon as possible by increasing the rate of descent. As an emergency measure, the leader should alert the formation to be ready to drop drag gear and flaps if it should become necessary.

It was emphasized by this final mission report that it was much better to under-shoot than to over-shoot the seven mile distance back of the tankers.¹¹

4. All aircraft should be in position prior to descent. This is very important in order that all aircraft will be in readiness to coordinate movement when ordered.

5. The leader will announce to the formation as he passes through each 3,000 feet of altitude. He will also announce his leveling off time.

11. Exhibit 2, P-6

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History, 301st Bombardment Wing (M)
(April 1955 - May 1955)

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6. Each heading correction made by the leaders should be announced at least 30 seconds prior to the execution.

7. It was recommended that all tankers and receivers should remain on the same command frequency during the entire let-down, rendezvous and refueling. This procedure will enable both tanker and receiver commander to monitor the refueling progress. All mass refueling should be in radio silence. In the event that more than one aircraft is having difficulty, the receiver leader can request one aircraft to switch to a secondary air refueling frequency until his refueling is completed.

It is significant to note that the above recommendations pertaining to the use of the same command frequency during let-down, rendezvous and refueling was contrary to Strategic Air Command Tactical Doctrine, However, the SAC tactical doctrine can be changed.

8. The tanker should remain in formation during refueling in order to facilitate a quick re-assembly by the receiver aircraft. In the event that a tanker should get out of formation during refueling, the tanker commander should inform the receiver of his relative position to the receiver leader in order that corrective action can be taken in order to re-assemble into the tanker formation during the period of time that the receiver is performing his climb-out.

The lead tanker aircraft should monitor the position of all aircraft during the re-fueling process and should inform each aircraft

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History, 301st Bombardment Wing (M)
(April 1955 - May 1955)

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of their position in the event that they lose radar contact with the other aircraft in the formation.

9. After each B-47 has completed it's refueling, it will assume the observation position and the leader will be notified.

10. When all receiver aircraft have checked in with the leader, the latter will announce a magnetic heading and a time to start the climb.¹²

11. In the event that the leader does not have all of his aircraft in formation by the time he levels off, he will announce his level-off altitude and use the same procedure for re-assembly as mentioned in paragraph A(4), section IV, Final Mission Report, Operation "FIRM GROUND".¹³

(Night and In Flight Refueling Penetration Cell Formation)- When phase three of this operation was completed, the Echo type formation was selected in lieu of the Delta type for night and weather penetration. During adverse weather when squall lines and thunderstorms must be avoided, the enroute weather cell formation as provided for in the SAC tactical doctrine was considered as the best type cell formation to fly. This type formation was selected for the following reasons:¹⁴

1. The Echo type formation was evaluated as providing more

12. Exhibit 2, P-7. For an analysis of action at the order "start climb", see this page.

13. IBID.

14. Exhibit 2, PP- 8-9.

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History, 301st Bombardment Wing (M)
(April 1955 - May 1955)

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maneuverability for formation turns because of the altitude separation.

2. The 500 foot separation was considered as a more appropriate safety of flight factor.

3. Altitude separation will provide adequate maneuverability when searching for an aiming point and when killing a wind during a bomb run. During this condition, aircraft must be maneuvered both to the right and to the left.

It is significant to note that operation FIRM GROUND recommended that Echo type formations be modified slightly. The formation would be flown in a line abreast except number six aircraft which would be one mile directly behind the leader but at the same altitude as numbers four and five aircraft. Observers of this wing attest that station-keeping on a line abreast is much easier than flying with the lead aircraft one mile in front of the operation.¹⁵

The following are recommended procedures for flying the modified Echo type formations:

1. The leader should give a five minute warning before executing turns, climbs, descents and accelerations with another warning given 30 seconds prior to the execution of the act.

2. Prior to executing the turns, aircraft should be distorted in the formation in order to be in position after the turn has been completed.

15. Exhibit 2, P-8.

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History, 301st Bombardment Wing (M)
(April 1955 - May 1955)

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3. Before a climb maneuver, the number 4, 5 and 6 aircraft will start their climb power approximately 30 seconds prior to the leader executing his climb. The number two and three aircraft will start their climb 15 seconds after 5 and 6 have started.

4. Prior to an acceleration to .81 Mach or 470 TAS maneuver, all aircraft should begin advancing throttles to 96 percent power approximately 30 seconds before the leader does.¹⁶

(In-Flight Insertion During Air Refueling) - In-flight insertion (IFI) by the observer during air refueling was considered as being practicable. After the observer has inserted the red plugs, the co-pilot should take control of the aircraft while the aircraft commander makes the check. If the co-pilot has been properly trained in air refueling from the rear seat, this practice is highly desirable.

However, in the event that the aircraft is not equipped to lock and unlock the C-2 release from the pressurized compartment, the red plug check should be performed during the initial phase of climb-out after take-off.

The following procedures were recommended for IFI during air refueling:

1. Insure that IFI equipment has been pre-positioned within the B-47 prior to take-off. This would reduce time and effort by the observer when the insertion takes place.

16. Exhibit 2, P-9.

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History, 301st Bombardment Wing (M)
(April 1955 - May 1955)

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2. Observer will discontinue station-keeping on the tanker aircraft and take up the IFI position upon command of the aircraft commander.
3. A spare parachute will be pre-positioned in the bomb bay. This is necessary insofar as it is almost impossible for the observer to wear a parachute while traveling from the nose section to the bomb bay.
4. Either a spare bail-out bottle or a walk around oxygen bottle will be used by the observer while traveling to and from the bomb bay.
5. The observer should tape down the bomb bay mike button prior to take-off. No inter-phone circuit will be closed until the observer plugs in his mike cord when he has reached the bomb bay while in flight. This procedure would allow the observer to make a running commentary during IFI and would also enable the other crew members to monitor the observers' breathing as a result of sound transmitted through the taped down mike.

KC-97 Tanker Procedures - (Station-Keeping Techniques) -

1. As pertains to the tanker aircraft, station-keeping with the AFS-42 radar equipment presents no serious problem. As a result of this test exercise, it was discovered that station-keeping can be performed on either the 10 or five mile range. The five mile range was recommended insofar as the distance criteria is expanded in order to give better range determination from the radar scope.¹⁷

17. Exhibit 2, P-10. For AFS-42 setting, see this exhibit, same page.

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History, 301st Bombardment Wing (M)
(April 1955 - May 1955)

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(Take-off and Assembly) - The following procedure was recommended for the KC-97 aircraft to follow on take-off and assembly:

1. Aircraft should take-off at one minute intervals. The leader will take-off first. This one minute interval will provide a three mile spacing during the climb.
2. All aircraft should fly identical departure patterns.
3. APS-42 will be used upon take-off in order to maintain station-keeping and to insure proper positioning in the tanker formation.
4. AN/APN 12/76 is a valuable back-up for the APS-42 radar for the purpose of establishing initial contact with the lead aircraft.
5. One turn should be included in the departure pattern in order to establish the one mile spacing requirement.
6. In the event that more than seven tankers are used, an additional flight or flights will be formed.
7. In the event that a tanker fails to maintain visual or radar contact with the formation, the leader should assign the last aircraft an altitude and heading in order to maintain an estimated time of arrival (ETA) to a navigational check point at least 15 minutes ahead and along the formations route. This process should be continued until all aircraft are in formation.¹⁸

18. For tanker formation, orbit and rendezvous procedures, see PP. - 11-14, Exhibit 2.

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EXHIBITS

History, 301st Bombardment Wing (M)

April - May 1955

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847678

CLASS: ~~SECRET~~ SECRET
AUTH: Coldr 2AF
DATE: 25 March 55
NAME: J. B. [unclear]

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
25 March 1955

ANNEX E

TO

OPERATIONS ORDER

NUMBER 108-55

REPORTING

This Annex consists of 2 pages.
This Annex has 1 Appendix
Appendix 1 - Special "Firm Ground" Report

Annex "E"
301st Op Ord
No. 108-55
25 Mar 55

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
25 March 1955

ANNEX "E"

TO

OPERATIONS ORDER

NUMBER 108-55

REPORTING

1. Submit reports in accordance with appendix 1, this 2, ...
Annex.
2. Special reporting instructions: (See Appendix 1)
 - a. Insert negative on applicable items when no IFI is conducted.
 - b. Times will be expressed in local times and will be converted to the form of elapsed times at this Headquarters. If times are obtained from more than one aircraft, the importance of "hacking" watches is stressed.
3. A final report will be submitted which will consist of a short concise discussion of exercise plus recommended procedures for the following tactics:
 - a. Cell assembly.
 - b. Limited visibility bomber/tanker formation, rendezvous and refueling.
 - c. IFI-AR.
 - d. Tanker station-keeping procedures.

Annex "E"
301st Op Ord
No. 108-55
25 Mar 55

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4. Reports will be submitted to Headquarters Strategic Air Command, ATTN: DOPIT; Headquarters Second Air Force ATTN: DODP; Headquarters Eighth Air Force and Headquarters Fifteenth Air Force.
5. Procedures for each tactic should be submitted in final form for inclusion in the applicable Tactical Doctrine.
6. Scope photography will be submitted IAW Annex "F".

Annex "F"
301st Op Ord
No. 108-55
25 Feb 55

2

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
25 March 1955

APPENDIX 1

TO

ANNEX "E"

TO

OPERATIONS ORDER

NUMBER 108-55

SPECIAL "FIRM GROUND" REPORT

This Appendix consists of 2 pages.

App 1, Annex "E"
301st Op Ord 108-55

~~TOP SECRET~~

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
25 March 1955

APPENDIX 1

TO

ANNEX "E"

TO

OPERATIONS ORDER

NUMBER 108-55

SPECIAL "FIRM GROUND" REPORT

1. Point of origin: Unit operating base.
2. Transmission method: The most expeditious means available consistent with security safeguards.
3. Submit one report for each refueling plan flown: i.e., Plan Alpha, Bravo or Coca.
4. Report due time: 24 hours after completion of mission.
5. Classification: SECRET.
6. Precedence: Operational Immediate (OO)
7. Addressing: Address to Commander SAC, Commander 2AF, Commander 8AF, Commander 15AF.
8. Contents format:
 - a. SECRET. Zippo, Cite number, FIRM GROUND REPORT, Unit, Date of mission, Refueling plan (Alpha, Bravo, Coca,) Day or Night.
 - b. Number of bombers / tankers.
 - c. Bomber cruising altitude. (Bomber NCA)

App 1, Annex "E"
301st Op Ord 108-55
25 Mar 55

SECRET

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- d. Bomber ETA to RDZ point. (Bomber NCA)
- e. Time electronic RDZ established. (Bomber NCA)
- f. Time tanker departed orbit. (Tanker NCA)
- g. Time bomber started descent. (Bomber NCA)
- h. Descent range. (Bomber NCA)
- i. Weather during descent (IFR/VFR).
- j. Bomber rate of descent. (Bomber NCA)
- k. Bomber IAS during descent. (Bomber NCA)
- l. Time bomber levelled off. (Bomber NCA)
- m. Range from tanker at level off. (Bomber NCA)
- n. Refueling altitude.
- o. Time visual contact established. (For each bomber acft within .
- p. Time IFI operator left position. (For each bomber acft within .
- q. Time hook-up effected. (For each bomber acft within .
- r. Time IFI started. (For each bomber acft within .
- s. Time IFI completed. (For each bomber acft within .
- t. Time IFI operator returned to position. (For each bomber
acft within cell)
- u. Time refueling completed. (For each bomber acft within .
- v. Pounds of fuel transferred. (For each bomber acft within .
- w. Time bomber cell initiated climb.

App 1, Annex "E"
301st Op Ord 108-55
25 Mar 55

2

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CLASS: TOP SECRET
AUTH: Condr 2AF
DATE: _____
NAME: _____

HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
25 March 1955

ANNEX "F"

TO

OPERATIONS ORDER

NUMBER 108-55

PHOTOGRAPHY

This Annex consist of 1 page.

Annex "F"
301st Op Ord
No. 108-55
25 Mar 55

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HEADQUARTERS 301ST BOMBARDMENT WING (M)
Barksdale Air Force Base, Louisiana
25 March 1955

ANNEX "F"

OPERATIONS ORDER

NUMBER 108-55

PHOTOGRAPHY

1. Selected scope photography will be submitted to reach 2AF Headquarters, ATTN: DODP not later than 10 days after completion of the mission.
2. The following photography will be submitted:
 - a. One scope photo for each plan (Alfa, Bravo, Coca) from any bomber aircraft which will show all aircraft within cell during descent.
 - b. One scope photo for each plan from any bomber aircraft which will show all bombers within cell and tankers appearing on the scope during the final closure.
 - c. One scope photo for each plan from any tanker aircraft which will show all tankers within the cell and bombers appearing on the scope during the final closure.
 - d. One scope photo for each plan from any tanker which will show all bombers and tankers just prior or at completion of refueling.
 - e. Other scope photography which unit may consider of interest to this headquarters.

Annex "F"
301st Op Ord
No. 108-55
25 Mar 55

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301807

15 Apr 55

SUBJECT: Final Mission Report

TO: Commander
Second Air Force
ATTN: DODF
Barksdale Air Force Base
Louisiana

1. Attached report is submitted in accordance with paragraph 3d, Annex "D", Second Air Force Operations Order 108-55, 17 February 1955 by the 301st Rebarbment Wing (H).

2. When inclosure is withdrawn or not attached this letter may be downgraded to unclassified in accordance with AFM 205-1.

2

FOR THE COMMANDER

1 Incl
Final Mission Rpt

C B KELSEY
1st Lt, USAF
Asst Adjutant

A CERTIFIED TRUE COPY:

Edward P. Bowman
EDWARD P BOWMAN
Major, USAF

MA-5-88

~~SECRET~~

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TOP SECRET
AUTH: Comdr Second AF
Date: 13 Apr 55
Name: /s/Colson

PROJECT "NEEM OASIS"

TABLE OF CONTENTS

- I Authority
- II Purpose
- III Implementation
- IV Discussion and Recommendations
 - A. IFR Cell Assembly
 - B. Limited Visibility Bomber/Tanker Formation Rendezvous and Refueling
 - C. Night/IFR Penetration Cell Formation
 - D. IFR During Air Refueling
 - E. EC-97 Tanker Procedures
 - 1. Station-Keeping procedures
 - 2. Takeoff and Assembly
 - 3. Tanker Formations
 - a. Enroute and During Orbit
 - b. During Refueling
 - 4. Orbit Procedures
 - 5. Rendezvous Procedures

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EDWARD P BOWMAN
Major, USAF

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FINAL MISSION REPORTPROJECT "FIRM GROUND"I. INTRODUCTION

This report is submitted in accordance with paragraphs 3b and d, Annex "B", Second Air Force Operations Order 108-55, 17 February 1955.

II. PURPOSE

Project "Firm Ground" was conducted by the 301st Bombardment Wing during the period 1 - 7 April 1955 for the purpose of testing, collecting data, and generating recommended detailed procedures for (a) bomber/tanker formation refueling, (b) bomber/tanker formation rendezvous, (c) tanker station-keeping, (d) night/IFR penetration cell formation, (e) simultaneous IFR-IR, and (f) cell assembly procedures. A special weapons loading exercise was conducted in conjunction with this project.

III. IMPLEMENTATION

Project "Firm Ground" was conducted in three phases.

A. The first phase involved six B-47 and six KC-97 aircraft and crews. The purpose of this phase was to test bomber/tanker air refueling tactics. Two practice missions were flown -- one on 1 April and the other on 5 April 1955. During this phase Alfa, Bravo and Coca type formation rendezvous and refueling plans were thoroughly tested, as well as tanker station-keeping procedures. Immediately after takeoff both B-47 and KC-97 aircraft practiced cell assembly procedures.

B. The second phase involved six B-47 aircraft and crews whose purpose was to test cell assembly and Delta and Echo type night/IFR penetration cell formations for B-47 type aircraft. Two practice missions were flown -- one on 4 April and the other on 6 April 1955.

C. The third phase involved six B-47 and KC-97 aircraft and crews participating in a night mission which tested the tactics agreed on in phases 1 and 2 of this exercise. The refueling portion of this mission included a 45,000 pound transfer of JP-4 fuel and a simultaneous IFR-IR using MK-6 training weapons and capsules.

IV. DISCUSSION AND RECOMMENDATIONS

A. IFR Cell Assembly for B-47 aircraft. Low visibility or IFR assembly can be effected immediately after takeoff by fully utilizing all K-radar and A-5 radar equipment in the formation. The following procedures are recommended:

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1. B-47 aircraft takeoff at one minute intervals.
2. Two minutes after start takeoff roll, all aircraft turn to the briefed magnetic heading using a constant bank. If the turn is 20 degrees or more, a constant 20 degree bank should be maintained throughout the turn.
3. The lead aircraft will climb at an indicated airspeed of 290 knots with a 92% power setting until 20,000 feet is reached; thereafter, 96% power will be used and indicated airspeed will be reduced ten knots for each 5,000 feet above 20,000 feet until leveloff at briefed altitude. If all aircraft are not in formation by the time the leader levels off, the leader will maintain 415 knots TAS, or approximately .72 Mach, until all aircraft are in formation.
4. The follow aircraft will climb at normal rated power and airspeeds published in T.O. 1B-47B-1 until they have the formation sighted visually or by radar. Each aircraft will be positioned laterally in the formation by station-keeping techniques. Altitude separation will be maintained by the aircraft commander monitoring altitude announcements by the leader (see paragraph 5. below). In the event a follow aircraft fails to establish cell position prior to leveling off, briefed cell altitude will be used for level off and a power setting established necessary to maintain 450 knots TAS (approximately .78 Mach) until the formation is sighted either visually or by radar.
5. During the climb the leader will announce to the formation his altitude at 3,000 foot intervals up to 18,000 feet and each 2,000 feet thereafter until level off. (Example: 3,000 feet, 6,000 feet, 9,000 feet, etc and 20,000 feet, 22,000 feet, etc.)
6. All A-5 radar sets will be turned on to standby position in sufficient time prior to takeoff to be operational during the climb phase of the flight. Each aircraft sighted on the A-5 radar will be contacted by the receiving aircraft and vectored into position behind the receiving aircraft until the follow aircraft has either established visual or radar contact with the formation. (Example: If #4 aircraft should sight #5 aircraft in the A-5 radar scope, the #4 aircraft should call the #5 aircraft and ascertain if he has radar or visual contact with any aircraft in the formation. In the event #5 aircraft does not have contact with the formation, #4 aircraft should vector #5 aircraft into trail position behind #4. If #5 has established contact with the formation, #4 aircraft should monitor #5's position and search for other aircraft in the formation.)

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7. The K-radar should be turned on in sufficient time to be used during the takeoff phase of the flight. The following settings should be made prior to takeoff:

- a. The set should be in the third timing period.
- b. Plus five degrees tilt-set.
- c. Sweep delay knob out of detent "clockwise".
- d. Approximately six miles range on the PPI.

With the above settings the observer should be able to follow aircraft taking off approximately one mile down the runway during the takeoff roll. (Note: The observer must remember the returns will be in the ground return on the scope.) After a climb has been established on a briefed magnetic heading, the observer will be able to pickup the aircraft ahead in the ground returns at approximately four to five miles distance. Once contact has been made the observer should adjust his tilt in order to lose radar contact with the aircraft ahead. As altitude increases, better radar returns will be obtained.

8. If an aircraft has not established radar contact at the leveloff point, the leader should broadcast to the formation an ETA and heading to a definite navigational control point approximately 30 minutes ahead along the route. This procedure will be repeated until all aircraft are in formation.

9. When station-keeping procedures are required immediately after takeoff and for extended periods of time thereafter, it is recommended that all aircraft measure altitude by radar simultaneously while in cell position. The leader will then announce his absolute altitude and all aircraft will adjust their absolute altitudes for a correct cell position. Terrain is a limiting factor in this procedure.

10. Recommend a Bravo type formation be adopted which will allow all aircraft to fly in a line abreast with 500 feet altitude and one mile lateral separation between aircraft. Example below:

(X) $\frac{1 \text{ mile}}{\#5}$ (X) $\frac{1 \text{ mile}}{\#3}$ (X) $\frac{1 \text{ mile}}{\#1}$ (X) $\frac{1 \text{ mile}}{\#2}$ (X) $\frac{1 \text{ mile}}{\#4}$ (X) $\frac{1 \text{ mile}}{\#6}$

11. IFR or low visibility cell assembly where station-keeping is the only means of assembly is an emergency procedure. As soon as visibility permits, the leader should form his force into a tactical formation to permit an accurate altimeter, TAS, magnetic heading and Mach reading check to be made.

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B. Limited Visibility Bomber/Tanker Formation Rendezvous and Refueling.

1. After flying the Alfa, Bravo and Coca types of formation during rendezvous, descent and refueling during phase I of this exercise, the ALFA type formation is recommended for limited visibility bomber/tanker formation for rendezvous and refueling.
2. The first selection for the B-47 aircraft was the Bravo type formation since it provided 500 feet altitude separation in addition to the one mile lateral separation allowed by both Alfa and Bravo types of formation. With heavy weight transfers of fuel it was soon apparent the tanker aircraft would have difficulty maintaining their formation during refueling with altitude separation between aircraft.
3. The Alfa formation has the following advantages for bomber/tanker rendezvous and refueling procedures:
 - a. Since all aircraft are at the same altitude, Alfa formation provides for maximum altitude for all aircraft during refueling.
 - b. Station-keeping is easier since all aircraft in the formation are presented on all radar scopes. With altitude separation, the low aircraft often lose the high aircraft on the radar scope.
 - c. With all aircraft presented on the scope, tanker identification by the receiver is more positive.
 - d. Formation positions are easier to maintain because all aircraft require the same power settings and are subjected to the same wind conditions.
 - e. If one aircraft should over-run the formation, this aircraft can still be picked up on the radar scopes of the other aircraft.
 - f. Tanker aircraft can furnish a much better refueling platform as all aircraft are at the same altitude.
 - g. It is much easier for the tanker aircraft to assemble into the refueling formation after leaving the orbit area. The altitude separation used by the tanker aircraft in their orbiting formation is beneficial in allowing #4 and #6 aircraft to get into position during the rollout on the refueling course. (Example: The #6 aircraft has 2,500 feet altitude to lose which helps in getting into position on the outside of the Alfa formation.)

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4. The Coca type formation was rejected for the following reasons:

- a. Only 1/8 mile lateral separation is allowed between aircraft. This is important during letdown when altitude separation is uncertain and aircraft tend to over-run the other.
- b. Station-keeping is easier when flying abreast than in echelon type formation.
- c. Tanker identification is more difficult than in Alfa or Bravo.
- d. Altitude separation between aircraft limits the refueling altitude to the top aircraft.
- e. Tanker aircraft have difficulty in maintaining their relative position in the formation with altitude separation.
- f. In the case of an over-shooting condition by the receiver aircraft, the B-47s will be letting down through the follow tanker's altitude before leveling off.

5. The following are recommended procedures for the B-47 aircraft flying the Alfa type formation during rendezvous and refueling:

- a. A descent range should be selected by the lead B-47 aircraft considering tail or head winds so that a constant 3,000fpm rate of descent can be maintained throughout the letdown. Leveloff at 500 feet below the refueling altitude should be seven miles and an absolute minimum of five miles behind the tanker aircraft.
- b. A constant check on the rate of descent should be made by the leader to ascertain as soon as practicable if an over-shooting condition exists. Recommend 25,000 feet be used by the leader to determine necessary corrections for rate of descent.
- c. The following "rule of thumb" formula should be applied by the leader to determine his proper rate of descent: Refueling altitudes in thousands of feet minus distance behind the tankers desired at leveloff (in miles) plus the distance back from the tanker aircraft at present

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time (in miles) equals altitude through which the receiver aircraft should be passing. Example:

Refueling altitude - 15,000 feet	15
Distance from tankers to 10 time	$\frac{-7}{8}$
Distance between tanker & receiver is now 25 miles	$\frac{125}{8}$
Thousands of feet receiver should be passing through	33

Any correction should be made as soon as possible by increasing the rate of descent. As an emergency measure the leader should alert the formation to drop drag rear and flaps if necessary. It must be emphasized that it is much better to undershoot than to overshoot the seven mile distance back of the tankers. (Note: The above mentioned formula is based on a 3,500 fpm descent and is not intended for computing descent ranges. This formula should be used only as a check during descent to establish a minimum of five nautical miles behind the tanker force at leveloff altitude.)

- d. It is imperative all aircraft are in position prior to descent.
- e. During the descent the leader will announce to the formation as he passes through each 3,000 foot altitude and then announce leveling off.
- f. All heading corrections made by the leader should be announced to the formation at least 30 seconds prior to execution.
- g. Contrary to the SAC Tactical Doctrine, it is recommended all tankers and receivers remain on the same command and frequency during the entire letdown, rendezvous and refueling. This will enable both tanker and receiver commander to monitor the progress of refueling. All mass refuelings should be in radio silence. If more than one aircraft is having difficulties, the receiver leader can request one aircraft to switch to a secondary air refueling frequency until his refueling is completed.
- h. The tanker formation should remain in formation during refueling so as to facilitate a quick reassembly by the receiver aircraft. This in importance is only secondary

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to a word refueling platform. If a tanker should get out of formation position during refueling, after refueling is completed the tanker should inform the receiver of his relative position to the receiver leader so that corrective action can be taken for reassembly into formation during the receiver's climbout. The lead tanker aircraft will monitor the position of all aircraft during refueling and inform each aircraft of their position in the event they lose radar contact with the other aircraft in the formation.

- i. After each receiver completes his refueling the observation position will be assumed and the leader notified.
- j. After all receiver aircraft have checked in with the leader, the leader will give a magnetic heading and time to start climb. When the order to "start climb" is given the receiver aircraft will execute the following:
 - (1) Lower the nose and descend 1,000 feet below their respective tankers.
 - (2) Retract the flaps.
 - (3) Increase power to 96%.
 - (4) Begin climb when 310 knots indicated airspeed has been attained. This will clear all aircraft of the tanker formation.
 - (5) Search for and position themselves in the formation by radar or visual means.

The lead aircraft will maintain an indicated airspeed of 310 knots until reaching 20,000 feet and then adjust his power according to his formation.
- k. If the leader does not have all of his aircraft in formation by the time he levels off he will announce his leveloff altitude and use the same procedure for reassembly as mentioned in paragraph A4, Section IV, this report.

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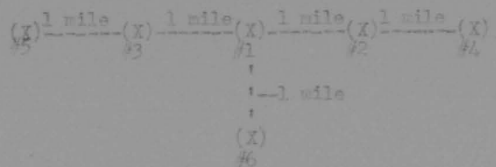
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 C. Night/IM Formation Call Formation:

1. After completing phase 2 of this exercise the Echo type formation (slightly modified, see paragraph C3, below) was selected over the Delta type formation for night and weather penetration. During adverse weather where small lines and thunderstorms have to be circumnavigated, the enroute weather call formation as outlined in the SAC Tactical Doctrine is considered the best type call formation to fly.

2. The Echo type formation was selected for the following reasons:

- a. With altitude separation, the Echo type formation is more maneuverable for formation turns.
- b. The 500 foot separation is a flying safety factor to be considered.
- c. Altitude separation is vitally important during a bomb run. When searching for an aiming point and when killing a wind during a bomb run, aircraft must be maneuvered both right and left. The altitude separation will allow this maneuvering.

3. Recommend Echo type formation be flown in a line abreast except number 6 aircraft be one mile directly behind the leader and at the same altitude as numbers 4 and 5 aircraft. Example:



Observers have discovered station-keeping on a line abreast is much easier than flying with the lead aircraft one mile in front of the formation.

4. The following are recommended procedures for flying the modified Echo type formation:

- a. The leader should give a five minute warning before executing turns, climbs, descents and accelerations. Another warning call should be made 30 seconds prior to execution.

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- b. Prior to turns the wing aircraft should be distorted in the formation so they will be in position after the turn has been completed. Example: Before a turn to the left the #1 and #5 aircraft will drop back slightly and the #2 and #4 aircraft will position themselves forward. After the turn has been completed all aircraft will be in position in the formation. The distortion of the wing aircraft will depend upon the number of degrees to be turned by the lead aircraft.
- c. Before a climb maneuver the number 4, 5 and 6 aircraft will start their climb power approximately 30 seconds prior to the leader; the number 2 and 3 aircraft will start their climb power 15 seconds prior to the leader; and the lead aircraft will start climbing on the back.
- d. Before an acceleration to 781 Mach or 470 TAS maneuver, all aircraft should begin advancing throttles to 96% power 30 seconds prior to the leader.

B. IPI During Air Refueling:

1. IPI by the observer during air refueling is considered feasible and practical. During the mission flown on these 3, 7 April 1965, six observers performed IPI during air refueling at altitudes from 16,000 to 17,500 feet. No difficulties were reported. The observers left their seats when the tanker aircraft were 1 to 1/2 mile ahead of the receiver aircraft, proceeded to the bomb bay, performed an IPI, and were back in their seats before 45,000 pounds of fuel were received by the B-47 aircraft. The maximum time required for IPI (from seat to seat) was 13 minutes. The mean time required was 12 minutes.

2. One crew tested the feasibility of making the red plug check during air refueling. After the observer had inserted the red plugs, the copilot took control of the aircraft while the aircraft commander made the check. If the copilot has been properly trained in refueling from the rear seat this practice is highly feasible. It is recommended, however, that in aircraft not equipped to lock and unlock the C-2 release from the pressurized compartment the red plug check be performed during the initial phase of climbout after takeoff.

3. The following procedures are recommended for IPI during air refueling:

- a. Every available means of prepositioning IPI equipment should be used before takeoff to reduce time and effort by the observer during IPI in the air.

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- b. The observer will maintain station-keeping on the tanker aircraft and leave his position for IPI upon command of the aircraft commander.
- c. A spare parachute will be repositioned in the bomb bay. It is almost impossible for the observer to wear a parachute when traveling between the nose section and the bomb bay.
- d. Either a spare bailout bottle (which is easy to handle) or a walk-around oxygen bottle will be used by the observer while proceeding to and from the bomb bay.
- e. The observer will tape down the bomb bay mike button prior to takeoff. There will be no closed interphone circuit until the observer plugs in his mike cord upon reaching the bomb bay in flight. This procedure allows the observer to take a recording commentary during IPI and will enable the other crew members to monitor the observer's breathing through a unit transmitted through the top of their mike.

2. HC-57 Tanker Procedures:

1. Station-keeping techniques:

- a. Station-keeping with the APS-43 radar equipment presents no serious problem. During this exercise it was discovered station-keeping can be performed on either the five or the ten mile range. However, the five mile range is recommended since the distance aspect is expanded to give better range determination from the scope.
- b. The following settings on the APS-43 are recommended for station-keeping:
 - (1) Set five miles range in scope.
 - (2) Function switch set to "search" position.
 - (3) Type of beam selected turn to "obstacle" position.
 - (4) Select antenna tilt for best reception.
 - (5) The other settings are normal.

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c. The auxiliary radar can be used by the pilot and copilot to monitor the formation.

2. Takeoff and Assembly:

- a. Tanker aircraft will takeoff at one minute intervals with the leader taking off first. This will provide a three mile spacing during initial climb.
- b. All aircraft will fly identical departure patterns.
- c. AFB-42 will be used immediately after takeoff for station-keeping to insure proper positioning in the formation.
- d. AN/APN 12/76 will provide valuable backup for the AFB-42 radar in establishing initial contact with the lead aircraft.
- e. Departure pattern should include at least one turn to permit aircraft time to establish the required one mile spacing.
- f. If more than seven tankers are required, they will be formed as additional flights.
- g. If a tanker fails to maintain radar or visual contact with the formation, the leader will assign the last aircraft an altitude and heading to maintain and an ETE to a navigational check point at least 15 minutes ahead and along the formation's route. This will be continued until all aircraft are in formation.

3. Tanker Formation Procedures:

- a. Formation enroute to and during orbit will be the basic night and weather formation with all aircraft in trail, one mile interval and 500 feet altitude separation.
- b. The navigation control aircraft will be at the base altitude which is generally 15,000 feet.
- c. The spare aircraft will fly one mile to the rear and 500 feet higher than the last primary aircraft in the formation.

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- d. In event a secondary climb is necessary all aircraft will climb and fly a common TAS until the highest aircraft has leveled off.
- e. After formation has been established the aircraft commander will monitor the ANS-42 auxiliary scope for proper relative position.
- f. The leader will announce turns and departure time from the orbit point. During the turn onto the refueling course the primary aircraft will initiate a formation change to the Alfa type formation.
- g. The spare tanker will assume a position one mile to the right, abreast of and 1,000 feet above the formation. The spare will remain with the formation until his "point of no return" is reached.
- h. The Alfa type formation will be maintained until refueling has been completed and the receivers have departed on course.
 - i. When the receiver aircraft have reached their descent range the tanker leader will notify his formation to increase their airspeed to 250 knots TAS.
 - j. All tankers will transfer fuel at the briefed rate to insure as near as possible identical transfer times.
 - k. During refueling operations all tanker and receiver aircraft will remain on a com on interplane WMP frequency. The tanker cockpit will monitor the tanker WMP interplane frequency.
 - l. After refueling is completed the tanker aircraft will maintain headings, altitudes and formation position until the receivers have dropped down 1,000 feet and departed on course.
- m. The lead tanker will monitor all aircraft positions on the radar scope and inform aircraft out of position of their location in relation to the formation.
- n. After the receiver aircraft have departed on course and upon command of the leader, all tanker aircraft will assume their position in the night/weather cell formation for departure from the refueling area.

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4. 30-07 Orbit Procedures:

- a. Upon arrival at the orbit point, which is located 50 miles upstream from the rendezvous point, the tanker formation will establish an orbit pattern. All turns will be made to the left.
- b. The length of the orbit legs are determined as follows:
 - (1) The length of time the formation must orbit while awaiting the arrival of the receiver aircraft.
 - (2) The direction and velocity of the wind which must be compensated for so the formation can hold over a point and arrive over this point outbound at a certain time.
- c. If it is desired to make as few turns as possible; when possible, the orbit legs should be eight minutes rather than four minute legs. Whenever possible the orbit legs be extended over eight miles unless the leg is inbound and upstream toward the rendezvous formation, and the turn outbound can be made when the receivers have closed into a desired range. A maximum of ten degree bank turns should be adhered to by the lead aircraft while in the orbit area.
- d. In order to effect rendezvous at the rendezvous point the receivers should be approximately 40 to 50 nautical miles in trail of the tanker aircraft when the tanker formation departs the orbit point. If the receivers are a greater distance back an excessive distance of chase is required which could extend the tanker force beyond the limits of their endurance. This is very important when employing maximum range refueling tactics.


5. Rendezvous Procedures:

- a. Tanker and receiver lead aircraft only employ the AFN/76 and AFN/11 during rendezvous. All other aircraft have their sets in standby positions.
- b. Both force leaders will work together through the use of their electronic equipment so that the receivers are properly vectored into the tanker formation. The receiver aircraft are better able to judge azimuth corrections than the tankers. The tanker can give better range corrections to the receiver than can the receiver observer.

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- c. All receiver aircraft except the lead aircraft will station-keep on the lead receiver until such time as the tanker aircraft appear on the radar scope. When the proper tanker has positively been identified either by radar or visually, the receiver observer will start station-keeping on his respective tanker aircraft.
- d. The tanker aircraft will station-keep on their lead aircraft throughout rendezvous and refueling operations.

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