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HISTORY



JANUARY 1955

303RD BOMBARDMENT WING
(MEDIUM)

36TH AIR DIVISION

~~RESTRICTED DATA~~

~~SECURITY ENERGY ACT - 1954~~

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By authority of 36ADiv
Date 9 Mar 55 James Patton

HISTORY
OF
THE
303RD BOMBARDMENT WING, MEDIUM
1 January - 31 January
1955
36th Air Division
Fifteenth Air Force
Strategic Air Command

Prepared in the Information Services Office in accordance with
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WHAT'S ON THE COVER?

THE INSIGNIA OF THE 303RD BOMBARDMENT WING, MEDIUM

SHIELD: Azure (blue), a diminutive pile between four flashes of lightning, two issuant palewise from chief and one from dexter and sinister chief sides chevronwise inverted, issuant from base a burst of five rays, all or (gold).

CREST: None

MOTTO: Might in Flight

SIGNIFICANCE: The five lines of lightning are emblematic of the striking power of the mission. The flash at the bottom of the blue shield is emblematic of the functions of the organization, the placing of fire on the objective. The motto: "Might in Flight," is appropriate for the 303rd Bombardment Wing, Medium.

ORGANIZATION AND ADMINISTRATION

MISSION

The mission of the 303rd Bombardment Wing, Medium, is too:

- (1) Man, train, and equip assigned units for the primary purpose of conducting long-range bombardment operations utilizing either atomic or conventional weapons.
- (2) Develop and maintain the capability to engage in effective air refueling operations.
- (3) Develop a mobility capability and train subordinate units to the degree required to permit overseas deployment and establishment of operations on short notice in any part of the world, as directed by higher headquarters.
- (4) Support the Air Reserve and National Guard programs in accordance with instructions from higher headquarters.
- (5) Be prepared to participate in disaster relief and other domestic emergencies.
- (6) Perform such special missions as directed by higher headquarters.

The commander of the 303rd Bombardment Wing, Medium, is responsible for exercising command jurisdiction over, and conducting the operations and training of, assigned units in accordance with policies established by higher headquarters. In execution of these responsibilities, the wing commander performs the functions contained in SAC Regulation 20-15.

ORGANIZATION

This history constitutes the twenty-fifth report since the conversion of the 303rd Bombardment Wing, Medium, to B-47 type Stratojet Medium Bombers.

Activities in general and the current status of the "Combat Ready" wing for the month of January 1955 are reflected herein.

COMMAND

The forty-hour work week established within the 303rd Bombardment Wing during the month of September 1954, in compliance with directives from higher headquarters is considered to be favorably progressing.

The establishment of the five day flying, or work week, plus Saturday mornings devoted to squadron and housekeeping activities was in conjunction with a letter from Major General Francis H. Griswold, Vice Commander, Strategic Air Command, to Major General Walter C. Sweeney, Jr, Commander, 15th Air Force, subject: Forty-hour work week, in which General Griswold wrote:

The Commander is much concerned about the re-enlistment rate of SAC airmen and the retention of officers in this command. One of the more important factors that should be considered in making this command a more desirable place for our personnel is in providing them with an opportunity for normal family life. It is evident that the majority of our people understand that peak combat proficiency must be maintained and that our mission dictates work at a pace which is most demanding. However, once our units reach combat capability, we should be able to maintain that degree of proficiency within a normal forty-hour week.

.....

1/ Ltr., Vice Comdr SAC to Comdr 15th AF, 14 Jul 1954, "Forty-hour work week". Appendix B.

Subsequent letters that were received from Major General Walter C. Sweeney, Jr, commander, 15th Air Force, ^{2/} and Brigadier General Nils O. Ohman, commander, 36th Air Division, ^{3/} laid the ground work for the implementation of the forty-hour work week within the 303rd Bombardment Wing, Medium.

It was requested by the 36th Air Division commander that a evaluation in comprehensive form, backed up by time studies in each instance where a time required for normal function exceeded 44 hours per week be forwarded to him by the 303rd Bombardment Wing commander.

The total maintenance man hour overtime worked during the month of January, was exceedingly high as compared with October and December, ^{4/} however, the excessive overtime worked during January, resulted from two maximum effort missions. The heavy special mission commitments necessitated a continuous work schedule for the entire 303rd Bomb Wing from 2 January until noon 15 January. A special exercise "Spot Light" was flown on 5 January and Unit Simulated Mission "Angel Face" was flown over the three day period 11, 12 and 13 January. In addition to the weekend work prior to each mission, considerable night work was required prior to and during the mission.

The Unit Simulated Mission required deployment of 11 KC-97G aircraft with complete maintenance support to Harmon Air Force Base for approximately 22 days. Maintenance personnel with this echelon

^{2/} Ltr., Comdr 15th AF to 36th ADiv, "40 hour work week" Appendix C.

^{3/} Ltr., Comdr 36th ADiv to Comdr 303 BW, "Work week", Appendix D.

^{4/} Ltr., Comdr 303 BW to Comdr 36 ADiv, "40 Hour Work Week" Appendix E.

maintained their own time cards during the period of TDY. The overtime accrued by these personnel was not included in the overtime figures for the month of January since the time cards were not available for processing. The exact amount of overtime worked at the TDY location is unknown at this time, however, it is known to be extremely high, particularly during the period 9 thru 16 January.

COMPTROLLER

The analysis of the 303rd Bombardment Wing operation for the month of January is incomplete at the time of this report due to non receipt of revised reporting instructions which are forthcoming from Headquarters Strategic Air Command.

Improvement was shown in all phases of MIRS (Manning in Required Specialties) during the month of January 1955. Officer MIRS increased from 68.2 percent to 87 percent ^{5/}. A ten percent was realized in Air-_{6/}men direct support skills and seven percent for indirect support. Continuous effort is being devoted to Airmen reclassification by the 303rd Bombardment Wing Director of Personnel.

The four month AWOL rate for the 303rd Bombardment wing dropped from 1.3 percent to .8 percent with three AWOL's during the month of January, this is an improvement over the previous months reporting period.

The ground safety and accident cost indices remained fairly constant. There were two disabling military injuries in January and

^{5/} 303rd Bombardment Wing MIRS Chart, Appendix F.
^{6/} "Ibid."

nine first aid treatments. The two fatalities during the month of December will keep the four month cumulative cost index comparatively high until April 1955.

The reenlistment rate within the 303rd Bomb Wing continues to be low with three reenlistments from a total of thirty-five terminations for the month of January, as compared with seven reenlistments from a total of terminations of 15 airmen for December 1954.

MTD utilization for the month of January was 857 hours. The desired utilization is 3500 hours per month. Practically all 303rd Bomb Wing personnel who require MTD have completed the course. Utilization consists primarily of refresher training.

There were five reports of survey registered in the 303rd Bomb wing in January. The total value of property being surveyed was \$10,832. The average cost of the ten surveys registered in the past four months is \$1,464.

There were no aircraft accidents during the month of January in the 303rd Bombardment wing, and the four month accident rate was 11.9 percent per 100,000 flying hours. The most recent accident occurred during the month of October 1954.

As of 31 January 1955, the first month of the present training quarter, the three Bomb Squadrons (358th, 359th, 360th) were 39, 40, and 41 percent complete respectively on the SAC Regulation 50-8 training minimums. The Air Refueling Squadron was 20 percent complete.

// Reenlistment Rate Chart for the 303rd Bombardment Wing, Appendix G.

The quality of both RBS Radar and RBS Visual bombing decreased slightly in January as compared to previous months. The proficiency index for radar bombing dropped from 56.5 to 40.6. The RBS Visual index dropped from 73.4 to 60.0 percent. The concept for showing bombing quality has changed from CEP to Reliability Factor. SAC regulation 51-26 dated 1 January 1955, subject: Select and Lead Crew Program, establishes lead and select crew bombing standards based on reliability factors.

Night celestial navigation quality remained constant during the month of January with a CEA of 16 miles for bomb crews and 10.7 miles for air refueling crews.

The Standard Wing Control Charts illustrated in the appendix of the history are prepared by the Comptroller as a graphic review of the previous months operation.

^{8/}
CHANGES IN KEY PERSONNEL

Major Harrison G. White was appointed 303rd Bombardment Wing Adjutant effective 8 January 1955, vice Captain John D. Hampton relieved.^{9/}

Effective 21 January 1955, Lieutenant Colonel Ian N. J. Eggeling assumed command of the 303rd Tactical Hospital, 303rd Bombardment Wing, vice 1st Lt Charles W. Pullen, relieved.^{10/}

^{8/} 303rd Bomb Wing Key Personnel roster for January 55, Appendix A.

^{9/} HQ 303BW PAM 2, par 3, 13 Jan 55, Appendix H.

^{10/} 303rd TAC HOSP G.O. 2, 21 Jan 55, Appendix I.

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PERSONNEL

COMBAT CREW RESOURCES

Combat Crews

Combat Crew Resources (B-47)

AFSC	1245	1234B	1525
Assigned	93	44	67
Less Staff Personnel	<u>14</u>	<u>5</u>	<u>11</u>
Total Crew Personnel	79	39	56

Combat Crew Resources (KC-97)

AFSC	1234	1534	43371	29353	43350
Assigned	61	44	38	27	72
Less Staff Personnel	<u>2</u>	<u>2</u>	<u>38</u>	<u>27</u>	<u>72</u>
Total Crew Personnel	59	42	38	27	72

OFFICERS

During the month of January 1955, the 303rd Bombardment Wing gained a total of 14 officers as compared to 12 lost. Losses were due to Zone of Interior and Overseas assignments. There were a total of 420 officers assigned as of 31 January as compared to 418 for the month of December 1954.

There were a total of 15 1st Lieutenants promoted to the grade of Captain and seven Captains promoted to the grade of Major during the month of January in the 303rd Bombardment Wing.

Four officers of the 303rd Bomb Wing were notified of their selection to attend Command and Staff School Field Officers Course starting in September 1955.

The MIRS figure increased from 68.2 percent for the month of December to 87 percent for the month of January 1955.^{1/}

^{1/} 303rd Bombardment Wing MIRS Chart, Appendix F.

AIRMEN

During the month of January the 303rd Bombardment wing gained a total of 74 airmen as compared to a total of 79 lost. The losses were due to discharges, zone of interior and overseas assignments.

A total of 14 spaces for course AA43171 (Aircraft Maintenance Technician) for the period from March 1955 to December 1955, were requested during the month of January. Thirty-six mandatory school quotas were received and filled during the month.

There were a total of 1801 airmen assigned to the 303rd Bomb Wing during the month of January as compared to 1806 for the month of December 1954.

The airmen MIRS percentage for the month of January was: ^{2/}

Direct Support Skills - 74.50 percent.

Indirect Support Skills - 79.06 percent.

^{2/} 303rd Bombardment Wing MIRS Chart, Appendix F.

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OPERATIONS AND TRAINING

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ASSIGNED MISSIONS, EXERCISES, AND PROJECTS

January, which was the first month in the SAC Regulation 50-8 training quarter for 1955, started off with two higher headquarters directed missions, the 15th Air Force Bomb Stream Mission "Spotlight", and the USOM "Angel Face". The two missions were flown seven days apart, and the efforts expended on the two missions reduced the month of January's 50-8 accomplishments.

On the 4th of January, the 303rd Bombardment Wing executed Operations Order 111-55, nickname "Spotlight"^{1/}. The purpose of this exercise was to determine the current radar bombing, air refueling, and navigational capability of combat ready B-47 wings of Fifteenth Air Force. The 303rd, 22nd, 93rd, 310th, 43rd, and 320th Bomb Wings were required to conduct simulated bombing missions during the period 5 - 7 January on RBS targets in Richmond, Virginia; Charlotte, North Carolina; and Atlanta, Georgia.

A total of 69 record radar runs were made on these targets by the 303rd Bombardment Wing for a CEA of 3151 feet and CxP of 2500 feet. The offset aiming points determined from target materials available, proved to be poor selections. To prevent a recurrence,^{2/} more command emphasis is being given the selection of aiming points.

The success of this mission was estimated to be good, based upon

^{1/} 303rd bombardment Wing Operations Order 111-55, Appendix J.

^{2/} D/T., Comdr 303rd BW to 303rd DC, DO, DM, "Suggestions for Future Mission Planning", 5 Jan 55, Appendix K.

the following factors:

- (1) Excellent bombing results achieved on target Lima at Charlotte with a 100 per cent reliability factor.
- (2) Thirty B-47 aircraft out of 37 available were scheduled and thirty were dispatched without the use of ground spares.
- (3) Thirty-two KC-97 aircraft were scheduled and were airborne. Twenty-eight were effective and three of the four reported non-effective could have been effective had the receiver aircraft commanders elected to continue refueling rather than an early break off in order to meet control times. The aerial refueling was conducted between cloud layers.

A complete and detailed report of the results of operation "Spotlight" may be found in the appendix of the history.^{3/}

In conjunction with 303rd Bombardment Wing Operations Order 113-55, nickname "Angel Face",^{4/} the wing was required to conduct a B-47 special weapons exercise along with a unit simulated combat mission, to indoctrinate Air Refueling personnel with cold weather operations in a forward area, and to exercise base facilities at Ernest Harmon Air Force Base.

On 11 January 1955 at 0001Z, X day, a tanker task force composed of 11 KC-97's of the 303rd Air Refueling Squadron and ten of the 43rd Air Refueling Squadron were deployed to Harmon Air Force Base for the purpose of furnishing air refueling to B-47's of the

^{3/} 303rd Bomb Wing B-27 & T-27 Report on "Spotlight", Appendix L.

^{4/} 303rd Bomb Wing Operations Order 113-55, "Angel Face", Appendix M.

303rd Bombardment Wing during the USCM (Unit Simulated Combat Mission).

On 11 January, the first wave of the 303rd Bombardment Wing USCM was refueled. During the entire 303rd Bomb Wing phase only one receiver was not refueled as briefed, he received only 32,000 pounds of fuel because the main fuel tank valves could not be opened. One other receiver had difficulty in refueling because of a leaking boom which sprayed fuel on the receivers windshield making it impossible for the pilot to see; however, he was successfully refueled by the spare tanker. The refueling portion of the 303rd Bombardment Wing's USCM was conducted with excellent results.

The refueling portion of the 43rd Bombardment Wing's USCM was also considered to be excellent. Only one tanker experienced difficulty in refueling. This was due to inoperative boom lights; however, a spare tanker was available in formation.

Adverse weather made it necessary to delay the mission three times for twenty-fours each time. One KC-97 diverted to Loring Air Force Base after two missed approaches at Harmon Air Force Base because of low visibility. This aircraft returned to Harmon Air Force Base the following day.

The Harmon RAPCON (Radar Approach Control) was of material help in controlling the tanker formations since most of the refueling track was under GCI surveillance. GCI and GCA support was considered excellent. It is entirely feasible to land KC-97 aircraft in 25

303rd Bombardment Wing during the USOM (Unit Simulated Combat Mission).

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minutes after reporting over the station at 15,000 feet.

Several formation procedures were tried during this exercise, and it was found that the stepped up javelin formation with a 10 degree right echelon, with its $\frac{1}{4}$ mile lateral separation, did much to ease the mental concern of tanker and bomber pilots, if over-running became inevitable. The APS 42A was used for tanker station keeping with cross checking between tankers utilizing the ARN-12/76. Ten foot extensions were added to Aldis lamp cords to enable them to be used in the boom operator position. The lamp, with a distinctive colored filter in place denoting formation position, was used as a flashing light to further aid tanker identification for the receiver pilot. The areas available for peacetime refueling activity in the vicinity of Harmon Air Force Base are limited by intense commercial air traffic at altitudes from 0,000 to 20,000 feet. Gander (Canadian) Air Traffic Control zealously preserves these altitudes along frequently used transoceanic routes and refused block refueling clearances except for 15,000 feet to 32,000 feet in the corridor bounded by the following coordinates 50 20N, 52 30W, 48 00N 59 00 W, 52 20 N 53 50W, 51 00N 58 00 W, 48 00N 66 00W, 51 00N 66 00W. This corridor and block altitude proved adequate for our use on the two USCM's refueled, though repeated attempts were made, unsuccessfully to obtain a block altitude from 13,000 to 32,000 feet. For future mission planning, the availability of this corridor and the

relative unavailability of other refueling areas around Harmon Air Force Base should be considered by all echelons.

A different method of fuel transfer was proposed by 15th Air Force to speed up transfer times and shorten actual hook up times. This method called for all four wing tanks to be "in-tank-to-engine-to-manifold" configuration during actual fuel transfer. This method actually shortened transfer time to 23 minutes, average, for 53,000 pound fuel transfer. However, there is one fallacy to this method; i.e., this system requires repositioning individual tanks back to "tank-to-engine" from "tank-to-engine-to-manifold" position when a pre-determined level remains in the tank. One KC-97 had returned number one and number two tanks to "tank-to-engine" and number three and number four still were in "tank-to-engine-to manifold", when it lost all booster pumps in the right wing. This caused the head of JP-4 fuel in the deck tanks to flow thru the manifold and into number three and number four engines resulting in exceedingly high cylinder head temperatures and caused back firing before the proper fuel configuration could be re-established. This could be a very dangerous situation if a complete electrical failure occurred since it could result in the loss of all four engines. The possibility of losing all four booster pumps is remote, however, a second KC-97 did lose all booster pumps in the right wing.

Originally the tanker task force consisting of 303rd and 43rd KC-97 aircraft and personnel was to be relieved after two weeks at

Harmon Air Force Base by the other half of the tanker force at Davis-Monthan. Halfway through the maneuver, however, a 15th Air Force message 000PW, 124 Classification (~~SECRET~~) dated 8 January 1955, was received that amended the original order and the first force remained at Harmon for the entire period.

The complete and detailed final mission report of the Harmon Tanker Task Force may be found in the appendix of the history.^{5/}

The USOM portion of operation "Angel Face" was flown by the 303rd Bombardment Wing on 11 and 12 January 1955. Strike B-47's were launched from Davis-Monthan Air Force Base in four waves. Two pre-target air refuelings were accomplished, one in the Socorro, New Mexico area by tankers of the 36th Air Division, the other in the Harmon area by the 36th Air Division Tanker Task Force operating from Ernest Harmon. The targets selected were DGZ's east of the city of Minneapolis, scored by camera.

The bombing results of this mission were considered excellent. A total of 25 aircraft flew over the target, of which 24 were considered effective. A total of 23 camera scored runs and one estimated score resulted in a wing GEA of 712 feet and a CEP of 425 feet. One was considered non-effective, because the APS 23 radar was inoperative over the target. The K-system optics and computers were operative and the bomb run was made visually. There were no gross errors, and the wing reliability factor for this mission was 93.9 percent.

^{5/} Final Mission Report for the Harmon Tanker Task Force, Appendix N.

The success of the "Angel Face" mission was estimated to be good, the abort rate due to radar malfunction was the one factor^{6/} that prevented it from being an outstanding mission in all phases.

Of a total of 173 record RBS runs, for the month of January, 157 were record radar for a CEA of 2503 feet.^{7/} The Reliability Factor for these runs was 83 percent. Sixteen record visual RBS runs were made and a CEA of 887 feet was obtained for these runs.^{8/} The Reliability Factor for the record visual RBS runs was 88 percent.^{9/} Only seven actual visual releases were made for a CEA of 787 feet. The Gross Error Rate for the record radar RBS was 5.7 percent while no gross errors were made in the record visual RBS and the actual releases.^{10/}

FLYING TRAINING GENERAL

358th Bombardment Squadron

The 358th Bombardment Squadron accomplished a total of 449 hours of flying time during the month of January as compared to 437 hours and 10 minutes for December.

Ten sorties, totaling 39 hours and 20 minutes, were flown by crews of the 358th Bomb Squadron in conjunction with 303rd Bombardment Wing Operations Order 111-55, nickname "SpotLight". The purpose of this mission was to determine the current radar bombing, air refueling

^{6/} 303rd BW B-27 & T-27 Report on "Angel Face", Appendix Q.

^{7/} RBS Radar Bombing (Record CEA - RF) Chart, Appendix P.

^{8/} RBS Visual Bombing (Record CEA - RF) Chart, Appendix Q.

^{9/} Visual Releases (Record CEA) Chart, Appendix R.

^{10/} Gross Error Rate Chart, Appendix S.

and navigational capability of combat ready B-47 wings of 15th AF.

A total of thirty B-47 aircraft of the 303rd Bombardment Wing participated, with ten aircraft from each Bombardment Squadron. Simulated bombing missions were conducted on RBS targets in Richmond, Virginia; Charlotte, North Carolina; and Atlanta, Georgia. Excellent bombing results were attained. There were ten 358th Bombardment Squadron crews utilized on the "Spot Light" mission.

In accordance with 15th Air Force Operations Order 113-55, and implemented by 303rd Bomb Wing Operations Order 113-55, "Angel Face", a total of 11 sorties for 107 hours and 25 minutes were flown during the month of January. The purpose of this operation was to conduct a B-47 special weapons exercise in conjunction with a unit simulated combat mission, to indoctrinate Air Refueling Squadron personnel with cold weather operations in a forward area, and to exercise base facilities at Ernest Harmon Air Force Base. Strike B-47's were launched from Davis-Monthan Air Force Base in four waves, the targets selected were DGZ's east of the city of Minneapolis. The success of this mission was considered to be good. A total of 11 crews were utilized on the Angel Face mission.

There were 48 record radar RBS runs made for a CEA of 2605 feet and a reliability factor of 81.3 percent.^{11/} A total of twelve night celestial legs were accomplished for 14.8 percent.

^{11/} RBS Radar Bombing by Squadron, Appendix T.

359th Bombardment Squadron

A total of 522 hours and 20 minutes of flying time was accomplished by the 359th Bomb Squadron during the month of January, as compared to 537 hours and 20 minutes for the previous month.

The 359th Bomb Squadron participated in two wing missions during the month of January, operation "Spotlight", which was to determine the current radar bombing, air refueling, and navigational capability of combat ready B-47 wings in 15th Air Force, and operation "Angel Face", which was to conduct a B-47 special weapons exercise in conjunction with a unit simulated combat mission. The USGM was flown on 11 and 12 January, in which strike B-47's of the 303rd Bombardment Wing were launched from Davis-Monthan in four waves. Two pre-target air refuelings were accomplished, one in the Socorro, New Mexico area by tankers of the 36th Air Division, the other in the Harmon area by the 36th Air Division Tanker Task Force operating from Ernest Harmon Air Force Base. Mark VI training weapons were carried during the USGM and the targets selected were DQZ's east of the city of Minneapolis, scored by camera.

A total of 49 record radar RBS runs were accomplished by the 359th Bomb Squadron during the month of January for a reliability factor of 85.1 percent.^{12/}

360th Bombardment Squadron

A total of eleven crews of the 360th Bombardment Squadron participated in two 15th Air Force missions, "Spotlight", and "Angel Face".

12/ RBS Radar Bombing by Squadron, Appendix I.

These two missions were accomplished during the month of January 1955 in accordance with 15th Air Force Operations Orders 111-55 for "Spotlight", and 113-55, for "Angel Face".

The squadron accomplished a total of 504:30 hours flying time, and 63 sorties during the month against a scheduled requirement of 512:00 flying hours and 63 sorties. Squadron crews completed 38 per cent of 50-8 minimum training requirements. All select and lead crews except one accomplished minimum training requirements (51-26). One crew remained on probation as a result of Radar and Visual quality.

The squadron observers carried out an accelerated target study on Richmond, Charlotte and Atlanta in preparation for 15th Air Force mission "Spotlight".

Two Select, seven Lead, and four Ready crews were assigned to the Squadron as of 31 January 1955. The squadron gained by assignment one qualified aircraft commander and one unqualified pilot. One pilot was placed TDY to Wichita, Kansas for the purpose of attending Aircraft Commanders Course, and one crew TDY to Stead AFB, Nevada to attend the Advanced Survival Course and one crew TDY to the Evaluation Squadron at MacDill Air Force Base, Florida.

There were three aircraft transferred to Marietta, Georgia for IRAN, and the squadron was assigned six new aircraft from Wichita, Kansas. One of the six new aircraft was scheduled to proceed to Macdill Air Force Base to be utilized by the crew undergoing evaluation.

303rd Air Refueling Squadron

During the month of January, the 303rd Air Refueling Squadron accomplished a total of 45 wet hook-ups under the new 50-8 training requirements. Out of the 811 flown during the month, ^{13/} 13 hours were for test flights, and 745 hours were directed by higher headquarters, which left only 53 hours for normal training.

In conjunction with 15th AF and 303rd Bombardment Wing Operations Order 111-55, nickname "Spotlight", the 303rd Bombardment Wing participated in a mission to determine the current radar bombing, air refueling, and navigational capability of combat ready B-47 wings of 15th Air Force. Thirty B-47 aircraft of the 303rd flew the mission on the 4th of January 1955. Air Refueling was accomplished by tankers of the 303rd Air Refueling and the 43rd Air Refueling Squadrons. In addition to supporting B-47's of the 303rd on mission "Spotlight", the 303rd Air Refueling Squadron furnished refueling support to the 43rd Bombardment Wing on 6 January for their "Spotlight" missions.

In accordance with 15th Air Force Operations Order 113-55, nickname, "Angel Face", and implemented by 303rd Bombardment Wing Operations Order 113-55, ^{14/} the 303rd Air Refueling Squadron with 11 KC-97's and the 43rd Air Refueling Squadron with 10 KC-97's deployed to Ernest Harmon Air Force Base on 10 January 1955, for cold weather indoctrination. The tanker task force was required to furnish air refueling to B-47 aircraft of the 303rd Bombardment Wing during the USCM (Unit Simulated Combat Missions).

^{13/} 303rd Bombardment Wing Flying Time for KC-97 Aircraft, Appendix U.

^{14/} 303rd Bombardment Wing Operations Order 113-55, Appendix M.

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There were three aircraft transferred to Marietta, Georgia for IRAN, and the squadron was assigned six new aircraft from Wichita, Kansas. One of the six new aircraft was scheduled to proceed to Macdill Air Force Base to be utilized by the crew undergoing evaluation.

On 11 January, the first wave of the 303rd Bombardment Wing USCM was refueled, and during the entire 303rd Bomb Wing phase only one receiver was not refueled as briefed, he received only 32,000 pounds of fuel because the main fuel tank valves could not be opened. One other receiver had difficulty in refueling because of a leaking boom which sprayed fuel on the receivers windshield making it impossible for the pilot to see; however, he was successfully refueled by the spare tanker.

Adverse weather at Harmon Air Force Base made it necessary to delay the mission three times for twenty-four hours each time. One KC-97 aircraft diverted to Loring Air Force Base after two missed approaches at Harmon AFB because of low visibility. This aircraft returned to Harmon Air Force Base the following day.

The Harmon RAPCON (Radar Approach Control) was of material help in controlling the tanker formations since most of the refueling track was under GCI surveillance. GCI and GCA support throughout the mission was considered excellent. Air rescue squadrons at Harmon were on the alert for each tanker task force and kept a rescue boat immediately offshore during take offs and landings. All crews were briefed by Air Rescue personnel of Harmon Air Force Base.

A different method of fuel transfer was proposed by 15th Air Force ^{15/} to speed up transfer times and shorten actual hook up times. This method calls for all four wing tanks to be in "tank-to engine-to manifold"

^{15/} Harmon Tanker Task Force Final Mission Report, page 3, Appendix N.

configuration during actual fuel transfer. This method actually shortened transfer time to 23 minutes, average, for 53,000 pound fuel transfer.

At Harmon Air Force Base, facilities were considered generally satisfactory, however, sleeping accommodations for personnel in temporary prefabricated buildings was poor. The SAC constructed control block was considered excellent and adequate for EWP use. Crew briefing facilities were unfinished and of minimum satisfaction. Field maintenance shops were limited, and armament and electronics facilities were considered inadequate for large scale KC-97 operations. The aircraft parking area was excellent with the exception of a limited night lighting capability and unlighted taxiways to and from the parking area.

The refueling portion of the 303rd Bombardment Wing's USCM was conducted with excellent results. The refueling portion of the 43rd Bombardment Wing's USCM was also considered to be excellent, and only one tanker experienced difficulty in refueling. This difficulty was due to inoperative boom lights; however, a spare tanker was available in formation.

In accordance with 15th AF Operations Order 114-55, (Cattle Car), the Tanker Task Force at Ernest Harmon was redeployed to Davis-Monthan Air Force Base on 31 January and 1 February 1955.

A complete and detailed report of the Harmon Tanker Task Force ^{16/} may be found in the appendix of the history.

16/ Harmon Tanker Task Force Final Mission Report, Appendix N.

DIRECTORATE OF OPERATIONS

Operational Plans

During the month of January, a 303rd Bombardment Wing Annex to 36th Air Division Operations Plan 10-55 (Alert and Aircraft Evacuation) was prepared and forwarded. Orbit points assigned the 303rd Bomb Wing were different from the previous plan and extensive rewriting was necessary. Crew folders are being prepared within the tactical squadrons. A wing briefing on the new plan is being prepared to be presented during the month of February 1955.

A directive from Fifteenth Air Force received in mid-January required that all 303rd Bombardment Wing crews with EWP assignments be given an examination prior to 1 February 1955. Any crew member failing to make a passing grade was to be escorted by the Wing and Division Commanders to the Office of the Commanding General, Fifteenth Air Force, for an explanation in person. Up until receipt of this message, the Plans staff had been intensively engaged in preparing the EWP operations plans, and orientation of the crews on the new mission had scarcely begun. Before the tanker crews could begin studying, it was necessary to prepare crew folders with 36 flight plans in each folder. The 1 February deadline was met without upsetting the flying schedule by having combat crews report for flight planning and briefing at nights and full days on Saturdays and Sundays. Yet to be examined are nine tanker crews who were TDY during this period, and two B-47 crew members who were TDY.

During the month of January, the 303rd Bombardment Wing participated in Fifteenth Air Force Operations Order 111-55, nickname "Spotlight", this was a mission to determine the current radar bombing, air refueling, and navigational capability of combat ready B-47 wings of 15th AF. Thirty B-47 aircraft of the 303rd flew the mission on 4 January 1955. Refueling support was provided by tankers of the 303rd Air Refueling and the 43rd Air Refueling squadrons. The radar RBS targets were Richmond, Charlotte, and Atlanta. A night celestial leg was flown before the first target and a grid leg after the last target. A total of six B-47 wings participated in the exercise. The 303rd placed fourth in over-all scores, and fifth in radar bombing, this being the item that pulled the 303rd Down. In addition to supporting B-47's of the 303rd on "Spotlight", the 303rd Air Refueling Squadron furnished refueling support to the 43rd Bombardment Wing on 6 January 1955, for "Spotlight" missions.

In accordance with 15th AF Operations Order 113-55, (Angel Face) a tanker task force composed of 11 KC-97's of the 303rd AARFS and ten of the 43rd AARFS were deployed to Harmon Air Force Base on 10 January for cold weather indoctrination. Originally this force was to be relieved after two weeks by the other half of the tanker force at Davis-Monthan. Halfway through the maneuver, however, the order was amended and the first force remained at Harmon for the entire period.

In conjunction with operation "Angel Face", a USOM was flown on 11 and 12 January by the 303rd Bombardment Wing. Strike B-47's were

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launched from Davis-Monthan Air Force Base in four waves. Two pre-target air refuelings were accomplished, one in the Socorro, New Mexico area by tankers of the 36th Air Division, the other in the Harmon area by the 36th Air Division Tanker Task Force operating from Ernest Harmon Air Force Base. Mark VI training weapons were carried by the B-47 aircraft during the exercise. The targets selected were DQZ's east of the city of Minneapolis, scored by camera. Authority was given by Headquarters SAC to delete six B-47's from the required 70 percent of aircraft possessed. These six aircraft were scheduled to participate in the forthcoming SAC exercise "Game Time", (Nickname later changed to "Open Mind")

In accordance with 15th Air Force Operations Order 114-55, (Cattle Car), the Tanker Task Force at Ernest Harmon was redeployed to Davis-Monthan Air Force Base on 31 January and 1 February 1955.

During the month of January, preliminary planning was done on Phase II Globetrotter missions. This project was taken over in the preliminary stages by the Air Training Section and carried through to completion.

A 303rd Bombardment Wing Frag Order 200-55, dated 19 January 1955, provided for a formation Fly Over of Davis-Monthan Air Force Base on 26 January 1955. The fly-over was in honor of the former 36th Air Division Commander, Brigadier General Nils O. Ohman, and coincided with a Division Review being held for him.

ECM and Communications

During the period 5 - 7 January 1955, exercise "Spotlight" was flown by B-47 aircraft of the 303rd against RBS targets in Richmond, Charlotte, and Atlanta, the purpose of this exercise was to determine the current radar bombing, air refueling and navigational capability of combat ready B-47 wings in 15th Air Force.

Prior to the exercise, communication flimsies for the bombardment squadrons and air refueling squadron were prepared. Communication procedures to be utilized during the mission were outlined in the flimsies. All crews participating were briefed on the communications procedures to be followed.

Air Traffic Control and air refueling communicating procedures for this mission were considered to be satisfactory. Results from the high frequency reporting were not as good as desired. Position reports were not sent to the designated air-ground stations and in some cases were not sent at all.

On 11 and 12 January, operation "Angel Face" was launched. A total of 30 B-47 aircraft were dispatched in four waves on a Unit Simulated Combat Mission with South St Paul, Minnesota as the radar camera target.

Communications problems encountered did not affect this mission. Air to ground communications were excellent with the exception of submission of position reports over a minimum distance of 1000 miles and strike requirements were met by 50 percent of the B-47 reporting aircraft.

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Only two strike reports were submitted over the required distance of 1500 miles. Operational and administrative communications channels between Harmon and Davis-Monthan Air Force Base were satisfactory.

In conjunction with 15th Air Force Operations Order 8-55 (Open Mind), the communications annex to the operations order and flimsy were prepared for this mission on the 30th and 31st of January. Crews were briefed on 31 January 1955.

The mission calls for six B-47 aircraft of the 305rd Bombardment Wing to deploy to the United Kingdom for approximately three days. The effective date for this mission is from 1 February 1955 to 15 February 1955, and aircraft will be on a standby status until the execution order is given.

Intelligence

Of primary importance during the month of January was the initiation of the Emergency War Plan study program required by 15th Air Force Regulation 200-4, 18 November 1954.

This program is directed principally at the combat crews of the B-47 and KC-97 aircraft and is divided into four phases of study. The first phase consists of a general introduction to the deployment and strike aspects of the Emergency War Plan. Record of this and all other phases of EWP study is recorded by individual crew study folders on 15th Air Force Form 187. Crews are briefed in this program by representatives

of all pertinent staff sections with the Intelligence Division providing the overall management. Crews are briefed separately except when crews of the same cell are available at the same time for study.

Phase two consists of detailed studies of all portions of the deployment and strike phases of the mission. This is the participative and test phase. In addition to five hours of flight planning and target study the observer is required to accomplish 10 ultrasonic trainer runs. Within 60 days of completion of Phase I each crew will be examined on its mission.

Phase three consists of briefings given to the wing commander by the combat crews. This briefing takes place within 15 days after completion of Phase II written examinations.

Phase four is comprised of refresher study to insure crews remain current. A minimum of two hours per month is to be devoted to this phase.

During January, 37 crews completed Phase I and accomplished five hours of detailed flight planning and target study in Phase II for a total of 1341 manhours of target study.

On 16 January 1955, a special examination to determine the immediate capability of bomber crews to successfully attack assigned DGZ and tanker crews to accomplish their assigned mission was received from 15th Air Force Headquarters. As required, these examinations were administered to all bomber and tanker crews prior to 1 February 1955.

Crew members were briefed on their individual EWP responsibilities prior to taking the examinations which were administered individually according to AFSU rather than by crew. Eleven crews completed the tests 20 January, twenty-one on 22 January, and five crews between 25 to 31 January. Three crew members could not take the examination due to absence on temporary duty.

Of the examinations corrected to date, no crew member failed to attain the minimum acceptable score of seventy.

Fifty percent of the KC-97 crews were examined by 31 January. The remainder were on TDY at Harmon Air Force Base. They will be examined upon return.

On 27 January, an eight man briefing team deployed to Headquarters 15th Air Force for the purpose of briefing the Commanding General, 15th AF on the operation of the 303rd Bombardment Wing under Operations Order 50-55. As requested by 15th Air Force, the briefing consisted of the operational aspects - navigation, bombing tactics, performance, communications, enemy order of battle, evasion and escape.

The Intelligence Division prepared 60 transparency briefing aids to meet these briefing requirements.

To present Hq 15th with a clear picture of the status of target materials a Commanders Notebook was prepared with a representation of available materials on each target. All materials were annotated with the target DQZ and Offset Aiming Points. The briefing team conducted

three dry runs prior to departing this station. One additional dry run was conducted at Hq 15th AF for the benefit of the Director of Operations and staff.

Prior to returning to Davis-Monthan the Hq 15th AF Intelligence Staff was visited. All target aiming points were cross checked to verify exact locations. All offset aiming points were checked for Headquarters approval and were accepted.

Intelligence training presented during the month of January as part of the 36th Air Division Ground Training program is outlined below:

<u>SUBJECT</u>	<u>INSTRUCTOR HOURS</u>
Briefing, Interrogation, Reporting	5
Anti-Aircraft and Guided Missiles	10
Survival	2
	TOTAL
MANHOURS: 270 hours.	17 hours

Survival training presented in conjunction with Base Survival School personnel:

INSTRUCTOR HOURS: 18 hours

MANHOURS: 288 hours

Training records for the calendar year 1954 were completed and closed out

The crash program involving intelligence personnel visiting the various squadrons to expedite interviews has now been terminated.

In the future, interviews will be conducted in the Intelligence Division.

Target Intelligence Section

Two wing maximum effort missions early in January and EWP Target Materials program highlighted the activities of the Target Development Section.

On 4 January, thirty crews attacked simulated targets at Richmond, Charlotte and Atlanta (Operation "Spotlight"). This section scored 15 night celestial and 23 grid navigation legs as well as 22 RAS runs on Charlotte for purposes of the B-51 report.

On 5 January, the U-37 report on the wing's new EWP was dispatched. Shortages of materials were also reported by TWX to 15th Air Force, info SAC, on 10 January 1955.

On 11 and 12 January, Operation "Angel Face" was launched. Thirty aircraft were dispatched in four waves on a Unit Simulated Combat Mission with South St Paul, Minnesota as the radar camera target. This section scored 23 runs for purposes of the B-51 report.

Posting target materials into combat mission folders for January target study and preparation of the Wing Commander's Target Notebook consumed approximately 250 manhours during the month.

The month of January was another intensely active month for the Prediction Team. In order of priorities, the following projects were accomplished: assisting the Target Development Section in both the scoring of "Spotlight" and "Angel Face", the selection of Offset Aiming

Points for the EWP complexes, manufacture of EWP Simulation Plates, and assisting in the grading of the EWP examination.

On the 5th of January, the Prediction Team Photo Interpretation Officers and airmen assisted in the scoring of Operation "Spotlight". The same routines and procedures were employed in Operation "Angel Face". This entailed scoring on the early morning waves of 11 and 12 January primarily by the Prediction Team. The Target Development Section scored the afternoon waves.

During the month, a Target Committee was formed by the Director of Operations for the purpose of reviewing OAPs tentatively selected by TAC plans and the Prediction Team. The Prediction Team was a part of this committee and two days were consumed in the review and study of the selected points, their merits, and the possibility of uncovering more plausible Offset Aiming Points. Roughly eighty percent of the original selections were retained; some changed due to the arrival of intelligence data (more maps and charts, radar photography, etc.)

Uppermost on the list of efforts for the month of January was the constant effort to complete all EWP plates. In a TWX from Hq 15th Air Force, services were offered to assist in the manufacture of desired EWP plates. Hq 15th AF indicated that earliest possible delivery would be 25 February. Nine plates were requisitioned, indicating possible receipt by 15 February. It has since been learned that these plates will not be forthcoming until 25 February at the earliest, and as a result

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the Prediction Team has initiated construction of the same. To date seventy-five percent of the DGZs are "on plexiglass" and will be completed in February.

The largest problem encountered by the Prediction Team during the month of January is the back-log of supplies necessary to the job and the delay in receipt of work sent to the Photo Lab. An Emergency Work Stoppage has been initiated for plexiglass (which has been on back-order since September 1954) and the delay in the Photo Lab is due to their severe loss of personnel.

Gunnery

A total of 30 maximumload aerial gunnery sorties were accomplished during the month of January with an average fire-out percentage of 70.6 percent. Thirteen malfunctions were encountered while accomplishing aerial gunnery training. Two of the malfunctions were caused by burned out gun heaters, burned out gun chargers caused two, and three others were caused by probable shorted firing circuits due to wet gun chargers. Other malfunctions were caused by the following: burned out tube in the radar central, loose receiver jumping out of cradle, ammunition jam, link jam, and elevation limit switch and antenna control amplifier malfunction.

A total of 21 fighter interceptions with 06 attacks, practicing lock-on and automatic procedures were accomplished.

Sixteen co-pilots accomplished OQ range exercises during the month.

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Munitions

During the month of January, the wing munitions officer prepared lectures for use in instruction of Biological Warfare, and instructed 24 hours of classes at the 30th Air Division Ground Training School.

Also during the month, the munitions officer assisted the 303rd ground training officer in his training duties.

The Tactical Countermeasure Course for 303rd Bombardment Wing crew chiefs and assistant crew chiefs is scheduled to start as soon as the new course outline is received from Headquarters 15th Air Force.

Special Weapons

Activity within the Special Weapons Section during the month of January consisted of routine and special assignments. One special mission was flown by the 303rd Bomb Wing involving Special Weapons accomplishments.

During the month of January, the Weapons section had a total of 13 crews complete pre S&S training. These crews are presently at Tampa, Florida, going through Strategic Evaluation.

Three crews of the wing dropped T-59's on the Salton Sea Bombing Range, scores of the drops were considered to be good. T-59 drops have been cancelled for the present due to the forthcoming USCM.

As of 31 January 1955, the Special Weapons Section is 40 percent complete on 50-8 requirements for this training quarter.

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A total of 21 fighter interceptions with 66 attacks, practicing lock-on and automatic procedures were accomplished.

Sixteen co-pilots accomplished OQ range exercises during the month.

Ground Training

During the first half of the month of January, below average training was accomplished because of the unusually heavy flying commitments for that period.

An accelerated program of EWP Training was put into effect during the month of January in order to give 12 hours of EWP training to all crews involved.

During the month of January, a course for K-System In Flight Maintenance For B-47 Observers was established and 30 observers completed eight hours each of the prescribed training.

Also during the month, new Aircrew Training Accomplishment Charts were completed and posted at the Wing Ground Training Office, copies of these charts along with instructions for posting these were distributed to the flying squadrons.

Flying Safety

On 2 January 1955, the first Wing Flying Safety Committee, per orders of the 303rd Bombardment Wing Commander, was held in the office of the commander at 1400. ^{17/} Topics of discussion during the meeting were: Aircraft movement versus airfield construction; Vehicle Operation on the Airfield; Vehicle Lanes; Private Vehicles on the ramp area; Condition of respective ramps; Taxiing Over Ground Power Units; and Attendance at the Monthly Flying Safety Meetings.

17/ 303rd Bomb Wing Flying Safety Committee Meeting, Appendix V.

Under the provisions of the Strategic Air Command's Flying Safety Brochure for 1955, crew R59B0, Aircraft Commander, Captain Frank W. Nunnally, 359th Bombardment Squadron, ^{18/} was re-nominated by the 303rd Bombardment Wing as candidate for the 30th Air Division Crew of the Month for January 1955.

Master Sergeant Arnold W. Rollin, 303rd Armament and Electronics Maintenance Squadron was nominated as Maintenance Man of the Month for ^{19/} January 1955.

A total of two Wing Flying Safety Meetings were held during the month of January, 24 January and 31 January, both meetings were held in the Foxhole.

During the month, all flying safety publications (Combat Crew, Aircraft Accident, Maintenance Review, and Flying Safety Magazine) were distributed to units throughout the wing.

^{18/} 303rd Bombardment Wing History for December, Appendix I.

^{19/} 303rd Maintenance Man of the Month for January 1955, Appendix W.

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MAINTENANCE

Maintenance Control

During the month of January much overtime was expended by personnel of the Job Control Section in planning and directing the maintenance required prior to the execution of both operation "Spotlight", and the USOM flown on 11 January 1955. Continued improvement was noted in the control and supervision of the aircraft through the various phases of maintenance.

The addition of an extra man to the control room staff has allowed one man to assume the duties of Senior Controller on a full time basis. Particular emphasis is being placed on followup action on the maintenance in progress on aircraft scheduled to fly in an effort to increase aircraft reliability factors.

During the month of January, the Supply Liaison Unit supported a TDY mission at Harmon Air Force Base, Newfoundland, for 16 days. One NCO from this Unit was sent to Harmon for the purpose of monitoring the KC-97 flyaway kits. There were no AOC's for KC-97 aircraft during the mission. Approximately 32 line items were used each day, the highest amount of consumption ever experienced by this wing on a mission of this type.

During the month of January the 300rd Bombardment Wing transferred 10 B-47E aircraft to the IRAN modification project. At the same time, a total of 18 - 731 configuration B-47E aircraft were gained.

White enamel has been applied to the underside of the aircraft exterior and a special protective coating has also been applied to all exposed neoprene and buna rubber seals in this area. The enameled surfaces are covered with Kinshed-Mason Company number KP-3364 aircraft gloss enamel. In order for the thermol protection enamel to cover as much of the prescribed area as possible, the Air Force has waived the requirement for the large USAF letters on the underside of the right wing and both sides of the fuselage. It is very important in order for the thermol protection enamel to serve its intended purpose that no insignia or lettering be painted over it. It is also very important that the enameled surface be kept in good repair and free of grease and dirt. The difference in temperatures of the aircraft skin that is not coated and the area covered with thermol protection paint is very noticeable.

At the end of the month of January there were 74 outstanding technical orders against the B-47 aircraft with an outstanding man-hour backlog of 617 3/4. There were 27 technical orders outstanding against KC-97 aircraft with a manhour backlog of 173 1/4.

During the month of January the NCOIC of the Analysis Section departed for a 40 day TDY school at Scott AFB in the 80170 career field. The Section is presently two airmen short of authorized strength and any further losses will seriously hamper its operation.

1/ Photo of B-47E with Thermol protection white enamel, Appendix X.

Maintenance Standardization Team

The Standardization Team's program of evaluating ground power operators advanced considerably during the month of January.

Approximately 130 personnel have been evaluated and are now qualified to operate ground power units in accordance with the provisions of SAC Regulation 66-17. This program is still of a continuing nature.

The implementation of pre-planned postflight inspections was effected during the month of January and written reports submitted to the Chief of Maintenance. These reports contained discrepancies found to exist in the methods used by some of the maintenance personnel in performing these inspections, and also recommended corrective action to eliminate those discrepancies.

The Armament-Electronics members of the Team have been quite busy with a number of directives and SOP's drafted up by the A&E Maintenance Supervisor's office. In all cases, the drafts have been checked for feasibility, applicability, and possible conflict with directives from higher headquarters. A large portion of the drafts were revised by the Team for more clarity and easier understanding.

A quarterly report on management improvement was written by the Standardization Team for the Chief of Maintenance to the Wing Director of Personnel. The report dealt mainly with how the efficiency and

effectiveness of the Work Order Section of the Job Control Branch was improved by applying the work simplification system. The time consumed in processing local manufacture work orders was reduced from more than five and one half hours to approximately two hours by reducing the number of operational steps from 38 to 19.

New quality maintenance standards were recommended to the Chief of Maintenance by the Team. These standards were arrived at by analyzing and averaging out the Maintenance quality Control inspection discrepancy reports that cover the period July 1954 through January 1955. The standard has been lowered slightly for the B-47 aircraft due to these aircraft accumulating enough total flight hours to require more and more maintenance, mainly sheet-metal work. It is anticipated that the new aircraft will counteract the overall increase in discrepancies within the next month or so and the standard can be raised again. In regard to KC-97 aircraft, the present standard is being raised because inspection discrepancies have generally decreased (above the standard) and the Team feels that KC-97 maintenance people should have something higher to shoot at now that they have bested the present standard.

During the month of January, the Team received a total of 27 projects requiring action, and written reports were submitted to the Chief of Maintenance relative to these projects.

Quality Control

During the month of January a special project was started by the Quality Control Section on ground power equipment. To begin the project all ground equipment was inspected for condition and serv-icability. This project includes spot inspections of power units for condition after they have been delivered to the aircraft. Planned inspections as outlined by SAC Manual 00-15 was implemented on ground power equipment during the month of January also. Insp-ection work cards were made up for G21 and G22A power units. The inspection work cards that were made up for the G22A power units were mailed to the 407th Strategic Fighter Wing, Great Falls, Air Force Base, Montana. This project on ground power units was assigned the 303rd Bombardment Wing on a service Test basis.

During the month of January all wing tanks were inspected by the Quality Control Section. These tanks are in storage at the present time and this inspection was performed to determine their condition and serv-cability. During the inspection of these tanks the organiz-ations were informed of the discrepancies noted and were also inst-ru-cted on what the requirements would be to make these wing tanks serv-cable.

A total of 140 inspections were performed by the Quality Control Section during the month of January 1955.

2/ Breakdown of Quality Control Inspections for January 55, Appendix Y.

The aircraft weight and balance unit of the Quality Control Section weighed a total of nine aircraft, five KC-97 and four B-47 aircraft during the month of January.^{3/}

The flight test unit of the Quality Control Section supervised the test flying of 15 aircraft during the month of January. All test flight crews were briefed before the test flight and debriefed after the test flight. All aircraft undergoing test flight during the month of January were monitored by the test flight officers thru post dock and test until released to the tactical squadrons.

A total of 244 Unsatisfactory Reports were submitted by organizations of the wing during the month of January. All Unsatisfactory reports were processed and typed by the Unsatisfactory Report Unit of Quality Control.^{2/}

Wing Logistics

During the month of January, the main target of the Logistics Section was completion of Change Six to the Wing Mobility Plan. This change was necessary in order to reflect latest changes in Tables of Organization and equipment authorizations, and to effect changes as recommended by Headquarters 15th Air Force. This project was 98 per cent complete at the end of January 1955.

Final preparations for the deployment of the Harmon Task Force were completed on 6 January, loading lists were distributed to all

^{1/} breakdown of Aircraft weighed by Acft Wgt and Balance, Appendix Y.

^{4/} breakdown of Test Flights for January 55, Appendix Y.

^{5/} breakdown of Unsatisfactory Reports for January 55, Appendix Y.

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individuals concerned; and prepared cargo manifests were completed for each cargo carrying airplane. The advanced party, including the Task Force Commander, departed for Ernest Harmon Air Force Base on 8 January in a KC-97 of the 303rd Air Refueling Squadron. On the same day, a C-124 of the 3d Strategic Support Squadron departed Davis-Monthan Air Force Base for Hermon with two R-4360 engines, A&E bench sets, and three cargo couriers. The remainder of the personnel and cargo departed on 9 January in ten KC-97's of the 303rd Air Refueling Squadron and ten of the 43rd Air Refueling Squadron. Totals for the Task Force: 413 personnel, 83,471 pounds cargo, 20 task force aircraft, and one control aircraft.

During the month, the logistics section completed the logistics portion of 303rd Bomb Wing Operations Plan 40-55, assisted by the Air Base Group in preparation of logistics portion of 803rd Air Base Group Operations Plan 201-55, assisted the 30th Air Division in preparation of logistics section of 30th Air Division Operations Plan 10-55, and made plans to amend applicable portion of 303rd Bomb Wing Operations Plan 10-55.

Notice was received (via media of 15th Air Force Operations schedules) that six B-47 aircraft of the 303rd Bombardment Wing would be required to fly non-stop from Davis-Monthan Air Force Base to a United Kingdom base for test operations. Support at forward base was

to be provided by the in-place Bombardment Wing in the United Kingdom. These schedules also planned for deployment of the 303rd Air Refueling Squadron to Harmon Air Force Base on 15 April for 45 days on a normal rotational TDY for Air Refueling Squadrons. The first AF-UI4 report regarding this maneuver was submitted to Headquarters 15th Air Force on 28 January. A planned deployment of 32 B-47 aircraft from Davis-Monthan Air Force Base to a United Kingdom Base for a staging operation on 2 May was included in schedules mentioned; no 15AF-UI4 report was required on this phase at this time.

The Logistics Officer was TDY at March AFB on 26 and 27 January as a member of a briefing team for the purpose of briefing 15th Air Force Commander and his staff on the 303rd Bombardment Wing SWP.

Wing Supply

The SAC Inspectors arrived during the early part of January and inspected the Unit Supply Sections of all units in the 303rd Bomb Wing. The 303rd Periodic Maintenance Squadron was rated as outstanding. The 358th Bomb Squadron was rated as unsatisfactory and the 303rd Armament and Electronics was rated as marginal. All other units were satisfactory.

Discrepancies revealed by subject inspection were gone over by this office with the units, and planning established to clear up these items at the fastest possible rate.

The first UAL's which include both UME and USE property were received during the month of January. Instructions were also received to

completely close out all plant accounts prior to 31 January and to submit any proposed changes to the UAL's prior to 5 February 1955.

An accelerated program was immediately placed into effect to achieve these objectives with most units putting in a considerable amount of overtime.

Results of the program were very satisfactory in that all units are now completely under the UAL Program.

GLOSSARY OF ABBREVIATIONS

AMMO	Ammunition
AOCM	Aircraft out of commission for Maintenance
AOCP	Aircraft out of commission for parts
ARMT	Armament
AUX	Auxiliary
BGR	Bombing and Gunnery Range
BMBDR	Bombardier
B&R	Bomber
BOMST	Bombsight
BRL	Bomb Release Line
BTO	Bombing through overcast
CEL	Celestial
CEA	Circular Error Average
CEP	Circular Error Probable
CRC	Crew Chief
CRMN	Crewman
ECL	Equipment Component List
ECM	Electronic Countermeasure
ETA	Estimated Time of Arrival
GNR	Gunnery
INTEL	Intelligence
INTG	Interrogate

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MAINT	Maintenance
MATS	Military Air Transport Service
MAX	Maximum
MLRS	Manning in required Specialties
OBSR	Observer
OCST	Overcast
OPORD	Operations Order
ORI	Operational Readiness Inspection
PCA	Permanent Change of Assignment
PCS	Permanent Change of Station
PLT	Pilot
PTGT	Primary Target
RAWIN	Radar Wind Sounding
RBS	Radar Bomb Scoring
RCM	Radar Countermeasure
RCVR	receiver
RDF	Radio Direction Finder
RDVU	Rendezvous
RECON	Reconnaissance
RECP	Reciprocal
RFL	Refuel
SCTY	Security

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SOP	Standing Operating Procedure
STGAR	Staging Area
SWEL	Special Weapons Equipment List
TnR	Tanker
TNG	Training
UHF	Ultra High Frequency
UPREAL	Unit Property Record and Equipment Authorization List
USCM	Unit Simulated Combat Mission
VEL	Velocity
VHF	Very High Frequency
VIS	Visual
VLF	Very Low Frequency
VLR	Very Long Range
WPN	Weapon
WRAMA	Warner Robins Air Material Area
WT	Weight
ZI	Zone of Interior

LIST OF APPENDICES

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- C. Ltr, Comdr 15AF to 36th ADIV, - " " " "
- D. Ltr, Comdr 36th ADIV to Comdr 303BW, " " " "
- E. Ltr, Comdr 303BW to Comdr 36th ADIV, " " " "
- F. 303rd Bomb Wing MIRS Chart
- G. 303rd Bomb Wing Reenlistment Rate Chart
- H. HQ 303BW PAM 2, par 3, 13 Jan 55
- I. 303rd TAC Hosp General Order 2, 21 Jan 55
- J. 303rd Bomb Wing Operations Order 111-55 (Spotlight)
- K. D/F., Comdr 303BW to D/C, D/O, D/M, "Suggestions for Future Mission Planning"
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303RD BOMBARDMENT WING, MEDIUM

ROSTER OF KEY PERSONNEL

COMMANDER	DONALD W. SAUNDERS	COLONEL
DEPUTY COMMANDER	LLOYD D. CHAPMAN	COLONEL
ADJUTANT	HARRISON G. WHITE	MAJOR
WING INSPECTOR	CHARLES O. ROBERTS	LT COL
WING SURGEON	IAN N. J. EGCELING	LT COL
WING COMPTROLLER	WILLIAM G. THOMAS	MAJOR
DIRECTOR OF OPERATIONS	IRA V. MATTHEWS	COLONEL
DIRECTOR OF MATERIEL	WILLIAM B. SHOTWELL	LT COL
DIRECTOR OF PERSONNEL	JOHN J. MOORE	LT COL
HQ SQ SECTION COMMANDER	JOHN J. MOORE	LT COL
358TH BOMB SQUADRON COMMANDER	PHILIP A. FITTER	LT COL
359TH BOMB SQUADRON COMMANDER	HERBERT W. REINHARDT	LT COL
360TH BOMB SQUADRON COMMANDER	ROBERT A. MAUCHER	LT COL
303RD PERIODIC MAINT SQ COMMANDER	MERTON V. SMITH	MAJOR
303RD AIR REFUELING SQ COMMANDER	RUFUS A. WARD	LT COL
303RD FIELD MAINTENANCE SQ COMMANDER	DONAL B. CUNNINGHAM	MAJOR
303RD ARMT & ELECT MAINT SQ COMMANDER	HERBERT M. LIGHT JR	LT COL

C O P Y HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

VC

14 July 1954

SUBJECT: Forty-hour Work Week

TO: Commander
 Fifteenth Air Force
 March Air Force Base
 California

1. The Commander is much concerned about the re-enlistment rate of SAC airmen and the retention of officers in this command. One of the more important factors that should be considered in making this command a more desirable place for our personnel is in providing them with an opportunity for normal family life. It is evident that the majority of our people understand that peak combat proficiency must be maintained and that our mission dictates work at a pace which is most demanding. However, once our units reach combat capability, we should be able to maintain that degree of proficiency within a normal forty-hour week.

2. There are, of course, many reasons why this is not immediately possible for certain of our units. Many of them are in various stages of conversion requiring maximum effort on the part of all personnel to obtain combat readiness at the earliest possible date. However, it is becoming increasingly apparent that the tempo under which our people are operating must be reduced somewhat if we are to continue to maintain the high state of morale, discipline, and constant readiness which is required of our units.

3. It is requested that you review the situation in your command and let this headquarters know by 1 August to what extent you can introduce the above philosophy. At the same time, include any suggestions that you may have as to the steps this or higher headquarters could take to assist. Certainly there will be times when, of necessity, combat units will have to work weekends, but is highly desirable that we get our personnel on a forty-hour week at the earliest opportunity.

VC
Subj: Forty-hour Work Week

4. This does not mean that the guard can be let down. Your people must be available to you promptly in event of emergency and you must still maintain the capability to execute the EWP effectively and on short notice. Proper programming and scheduling, however, can improve the lot of our personnel considerable.

BY ORDER OF THE COMMANDER:

s/t/ FRANCIS H. GRISWOLD
Major General, USAF
Vice Commander

COPY

HEADQUARTERS FIFTEENTH AIR FORCE
MARCH AIR FORCE BASE
CALIFORNIA

C

9 August 1954

SUBJECT: Work Week

TO: Commander
36th Air Division
Davis-Monthan Air Force Base
Tucson, Arizona

1. Attached for your information and guidance are copies of correspondence relative to the work week within Strategic Air Command. This subject was discussed at the Fifteenth Air Force Commanders' Conference 2 - 4 August 1954.

2. You will implement the program outlined in Inclosure #2 insofar as the 303rd Bomb Wing is concerned. I will require a periodic evaluation from you of our efforts on this program for some time to come. Your evaluation should be forwarded to me by 1 September and monthly thereafter. This evaluation should include comments on your action to be taken by higher headquarters to assist you.

2 Incls
1. Ltr fr Gen Griswold
2. TWA to Gen Griswold

s/t/ WALTER C. SWEENEY, JR
Major General, USAF
Commander

DISPOSITION FORM

SECURITY CLASSIFICATION (//~~unc~~)

C O P Y

FILE NO.	COMDR	SUBJECT	Work Week
TO	Comdr, 303 BWg M Info: Comdr 303 ABGp	FROM	Comdr, 36 ADiv
DATE	13 Aug 54	COMMENT NO.	1

1. Your attention is invited to the attached correspondence from General Sweeney, with inclosures from General Griswold, directing the implementation of a 40-44 hour work week for the 303d Bomb Wing.

2. It is requested that you evaluate in detail your capability to achieve the directed goals to include any revision of flying time which may be indicated as the result of your study, and the impact that this requirement will have upon your capability to meet operational requirements, including 50-8 training, up-grading of crews, directed missions, and SES evaluation requirements.

3. I feel that the goals can be met throughout most of your organization by intelligent scheduling and thoughtful maintenance programming; for instance, aircraft scheduled for Monday flights should be completely pre-flighted by maintenance and flight crews during the Saturday morning work period, with such individuals as are required to accomplish these tasks excused from the normal Saturday morning inspection, educational, and drill activities.

4. Your comments are requested as to feasibility of setting aside a Saturday morning period for activities involving school of the soldier as a general practice within your wing.

5. I wish to be personally advised of any commitments of any sort that are layed on by this headquarters or higher headquarters which will involve (less planning and command time) work by a considerable segment of your command over week-ends. I intend, where possible, to call these instances to the attention of higher headquarters in an attempt to get relief from any tasks, both flying and administrative, which will violate General Griswold's basic concept.

6. For Commander, 803rd Air Base Group: The 43d Bomb Wing is not involved in this program at the present time. However, subsequent to their deployment, your main function will be to support the action of the 303rd Bomb Wing. Consequently, the 40-hour work week will apply to such support elements as are concerned directly with the 303d Bomb Wing. Your comments along the lines indicated above are requested.

Comdr Subject: Work Week 13 Aug 54

7. For both Commanders: Request the evaluation in comprehensive form, backed up by time studies in each instance where a time required for normal functions exceeds 44 hours per week, be forwarded so as to reach me no later than 1200, 29 August 1954, and monthly thereafter at the same time.

1 Incl
1. Ltr, Gen Sweeney, 9 Aug 54,
w/incls

s/t/ NILS O. OHMAN, Brigadier General, USAF
Commander

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base
Tucson, Arizona

C O P Y

C O P Y

3COMDR

SUBJECT: 40 Hour Work Week

TO: Commander
36th Air Division
Davis-Monthan Air Force Base
Tucson, Arizona

1. The total maintenance man hour overtime and overtime per maintenance personnel available is provided on inclosure 1 for the months of October, December and January. November is omitted due to conversion to machine records during this period. From the inclosure it will be noted that the overtime in January compares unfavorably with October and December.
2. The excessive overtime worked during January resulted from two maximum effort missions. The heavy special mission commitments necessitated a continuous work schedule for the entire 303rd Wing commencing Sunday 2 January and continuing until noon Saturday 15 January. A special exercise (Spot Light) was flown on 5 January and the Unit Simulated Mission (Angel Face) was flown over the three day period 11, 12 and 13 January. In addition to the weekend work prior to each mission, considerable night work was required prior to and during the mission.
3. The Unit Simulated Mission required deployment of 11 KC-97G aircraft with complete maintenance support to a separate operating location for approximately 22 days. Maintenance personnel with this echelon maintained their own time cards during the TDY period. The overtime accrued by these people is not included in the attached schedule since the time cards were not available for processing. The exact amount of overtime worked at the TDY location is unknown at this time, however, it is known to be extremely high, particularly during the period 9 thru 16 January.
4. At this time there is no overtime programmed for the month of February with the exception of that required to support Projects Open Mind and Dip Net. It has become apparent that the routine training

Hq 303rd Bomb Wing 3COMDR Subject: 40 Hour Work week

requirements may be accomplished within a forth hour work week. Special missions, however, particularly those scheduled on or immediately following weekends will normally require overtime labor.

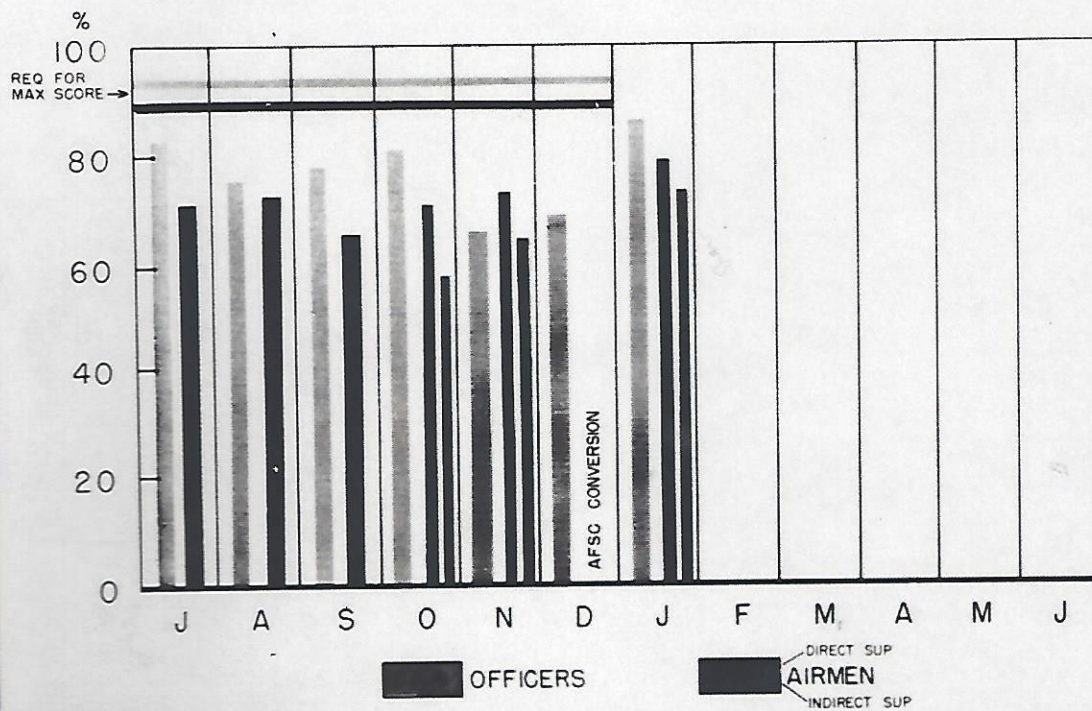
1 Incl
1. Chart of Maint Men
Hour Overtime

D. W. SAUNDERS
Colonel, USAF
Commander

MAINTENANCE MAN HOUR OVERTIME

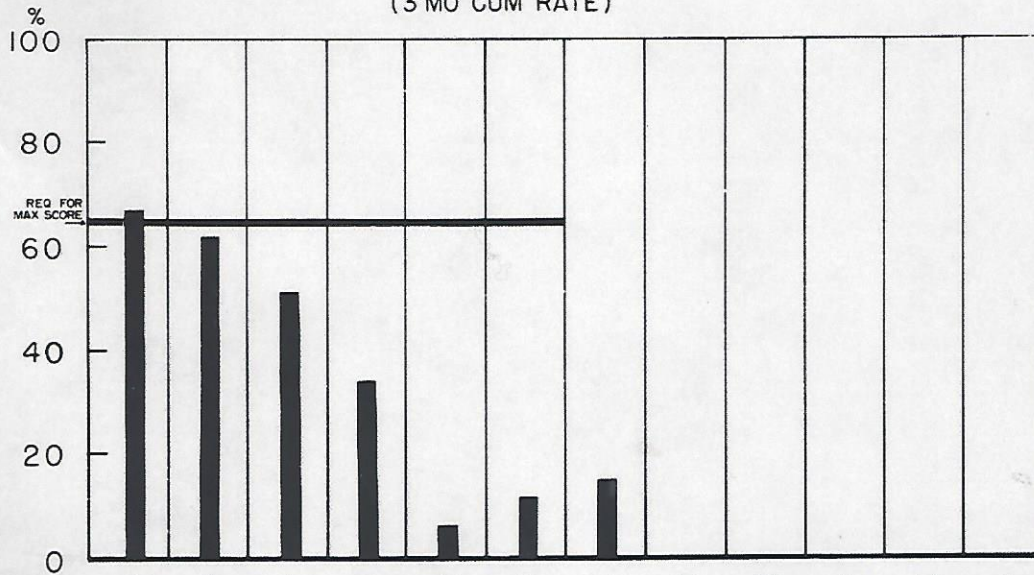
Squadron	Total Overtime			Overtime Per Personnel Available		
	Oct	Dec	Jan	Oct	Dec	Jan
Periodic	1221	412	1613	11.4	5.8	24.8
Field	4835	1536	6939	18.2	6.0	23.3
A & E	5402	2111	6526	26.0	11.9	29.7
358th	1686	787	2063	23.4	13.8	27.1
359th	2294	903	1701	30.6	14.4	23.3
360th	1293	839	1666	16.1	12.7	21.3
303d ARS	1743	1143	2512	14.7	11.9	31.8
Wg Maint Con	970	295	1083	11.0	6.5	20.3
Total	19444	8026	24103	19.9	10.0	25.8

MANNING IN REQUIRED SPECIALTIES



REENLISTMENT RATE

(3 MO CUM RATE)



MONTHLY	J	A	S	O	N	D	J	F	M	A	M	J
REENLISTMEN	35	13	8	13	2	7	3					
TERMINATIONS	44	31	31	36	27	15	35					

⚡ AFTER NOV, 3 MO RATES EXCLUDE RESIGNEES WHO REENLIST

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

PERSONNEL ACTION MEMORANDUM

24 FEB 55

NUMBER

8

* * * * *
* * * * *

3. MAJOR HARRISON G. WHITE, 10644A, USAF, (REGAF), Apt Wing
Adjutant, DAFSC 7024, for 303rd Bomb Wing, Medium, vice Captain
John D. Hampton, AO 718948, USAF, AFRES, Hq 303rd Bomb wing,
Medium, reld, effective 8 January 1955. AUTH: AFM 36-1, as amended.

BY ORDER OF THE COMMANDER

JOHN J. MOORE
Lt Col, USAF
Dir of Pers

COPY

303RD TACTICAL HOSPITAL
303RD BOMBARDMENT WING, MEDIUM (SAC)
Davis-Monthan Air Force Base
Tucson, Arizona

GENERAL ORDERS)
NUMBER 2)

21 January 1955

ASSUMPTION OF COMMAND - Under the provisions of Air Force Regulation 24-1, 10 November 1950, the undersigned hereby assumes command of the 303rd Tactical Hospital, 303rd Bombardment Wing, M (SAC), vice 1STLT CHARLES W PULLEN, #01941347, USAF(MC), this headquarters, reld.

DISTRIBUTION:

L. N. J. Eggeling
L. N. J. EGCELING
Lt Col, USAF(MC)
Commander

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HEADQUARTERS 303RD BOMBARDMENT WING, MELIUM
Davis-Monthan Air Force Base, Arizona
0001Z, 30 December 1954

SUBJECT: Amendment Number One to 303rd Bomb Wing Operations Order
111-55

TO: See Distribution

1. The following amendment is effective upon receipt.

- Item 1: Reference paragraph 3x7(i), delete subparagraphs 1 thru 4 and substitute the following. Turn left 90° from course and fly until clear of bomber stream; obtain ARTC clearance and return to Davis-Monthan or proceed if necessary to a suitable alternate.
- Item 2: Delete paragraph 3x(13)(e).
- Item 3: Delete paragraph 3x(13)(f).
- Item 4: Reference paragraph 4. Delete the word "omitted" and substitute "Cost of TDY travel resulting from this mission will be borne from M&OP 458 funds locally available."
- Item 5: Reference paragraph 5b(6), delete "except for emergencies" and substitute "except for sending B-11 strike report after Atlanta and in case of emergency. B-11 report will be addressed to a station at least 1500 miles distant."
- Item 6: Reference paragraph 3e(2)(a)1, Annex A, add the following: Submit only one B-11 report. Report will be submitted after Atlanta and will include information for all three targets. Report will be addressed to Hq 15AF and 303rd Bomb Wing using ACP 101 address groups.

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54-5814A-C

303RD BOMBARDMENT WING (M)



OPERATIONS ORDER

SERIAL NO. 1-55

DATE 20 DEC 54

CLASSIFICATION CONFIDENTIAL

Item 7: Reference paragraph 4c, Annex B, add the following: Any crew not making control time within 4 minutes will be scored at the discretion of the RES site concerned. However, such a crew will be charged with an abort in mission analysis, and the crew will not be eligible for an award.

BY ORDER OF THE COMMANDER:

E. G. Shelton
E. G. SHELTON
Lt Col, USAF
Dep Dir of Oprs

DISTRIBUTION:

Comdr 15AF, ATTN: DUTC, 2 cys
Comdr 5th Recon Tech Sq, Travis AFB, Calif, 1 cy
Comdr 36ADiv, 1 cy
Comdr 303 BW, 1 cy
Comdr 43rd Bt, 1 cy
Comdr 803d ABGp, 1 cy
Comdr 358th Bomb Sq, 1 cy
Comdr 359th Bomb Sq, 1 cy
Comdr 360th Bomb Sq, 1 cy
Comdr 303d AREFS, 1 cy
Comdr 303d A&EM Sq, 1 cy
Comdr 303d Fdc Maint Sq, 1 cy
Comdr 303d Fld Maint Sq, 1 cy
303d Dir of Oprs, 1 cy
Chf, Oprs & Trng, 2 cys
Chf, Analysis Br, 1 cy
Chf, Intell Div, 2 cys
303d Control Room, 1 cy
Chf, Obs Sec, 1 cy
303d Chf of Maint, 1 cy
303d Dir of Mat, 1 cy
303d Chf, Oprs Plans, 1 cy
303d Comm Div, 1 cy
Weather Detachment, 1 cy
803d ABGp Supply Officer, 1 cy
Wing Historian, 4 cys

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NO. 111-55

Operations Order

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Appendix 2 - B-47 Take-Off Schedule

Appendix 3 - KC-97 Routes

Appendix 4 - KC-97 Take-Off Schedule

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HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
0001Z, 20 December 1954

OPERATIONS ORDER 111-55 (Nickname - "SPOT LIGHT", Unclassified)

MAPS AND CHARTS: As required.

TASK ORGANIZATIONS:

358th Bomb Squadron	Lt Col Philip A. Fitter
359th Bomb Squadron	Lt Col Herbert W. Reinhardt
360th Bomb Squadron	Lt Col Robert A. Maucher
303rd Air Refueling Squadron	Lt Col Rufus A. Ward
303rd A&E Maintenance Squadron	Lt Col Herbert M. Light, Jr
303rd Periodic Maint Squadron	Major Merton V. Smith
303rd Field Maint Squadron	Major Donald B. Cunningham
803rd Air Base Group	Colonel Robert C. Whipple

1. GENERAL SITUATION: A continuing requirement exists for this wing to participate in Fifteenth Air Force wide bomber stream missions.

a. The purposes of this exercise are:

- (1) To determine the current radar bombing, air refueling, and navigational capability of combat ready B-47 wings of Fifteenth Air Force.
- (2) To determine the capabilities of Reconnaissance Technical Squadron Photo Interpreters to render RI-52 reports.

b. Intelligence: See Annex A.

c. Friendly Forces:

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- (2) Route in accordance with Annex B, Appendix 3.
- (3) Take-off schedule in accordance with Annex B, Appendix 4.
- (4) Provide Specialized Briefing for crews of both 303rd and 43rd Air Refueling Squadron on 3 Jan 55.
- e. 303rd Armament & Electronics Squadron:
 - (1) Provide personnel and equipment to accomplish the requirements of this operations order as directed by the Director of Material, 303rd Bomb Wing.
 - (2) Insure that the filter on the K System periscope is wired and sealed in the dark position on all aircraft scheduled for this mission.
- f. 303rd Periodic Maintenance Squadron: Same as e(1) above.
- g. 303rd Field Maintenance Squadron: Same as e(1) above.
- h. 803rd Air Base Group:
 - (1) Provide maximum security of aircraft and vital facilities at Davis-Monthan AFB during the preparation for and execution of this mission.
 - (2) Provide for GCA to be in operation during the period KC-97's and B-47's are taking off and landing.
 - (3) Prepare for in-flight lunches on 4 Jan 55 for: 30 B-47 crews and 33 KC-97 crews.
 - (4) Provide normal base support as required to accomplish this mission.
- 3. x. GENERAL INSTRUCTIONS:
 - (1) Commander, 15th AF will exercise operational control of all

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- (1) 43rd Bombardment Wing
 - (a) Provide ¹⁶ ~~18~~ KC-97 tankers on 4 January 1955 (MST) for pre-strike air refueling of B-47's of this wing. The Commander 303rd Bomb Wing assumes operational control of participating 43rd aircraft on 4 January 1955 and relinquishes operational control when aircraft land after mission. See Annex B for take-off schedule, routes, and refueling plan.

- (2) 12th RES Squadron - provide radar bomb scoring at the Richmond, Charlotte, and Atlanta RES sites on 5-7 Jan 55.

2. MISSION: The 303rd, 22nd, 93rd, 310th, 43rd, and 320th Bomb Wings conduct simulated bombing missions during the period 5-7 January on RES targets in Richmond, Virginia; Charlotte, North Carolina; and Atlanta, Georgia.

3. TASKS FOR SUBORDINATE UNITS:

- a. 358th Bomb Squadron
 - (1) Provide ten B-47 aircraft and crews on 4 Jan 55 (MST) plus two B-47 ground spares.
 - (2) Routes and requirements in accordance with Annex B, Appendix 1.
 - (3) Take-Off schedule in accordance with Annex B, Appendix 2.
- b. 359th Bomb Squadron - same as 3a above.
- c. 360th Bomb Squadron - same as 3a above.
- d. 303rd Air Refueling Squadron
 - (1) Provide ¹⁷ ~~18~~ KC-97 aircraft and crews on 4 Jan 55 (MST).

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units participating in this exercise. Order of execution will be issued by Commander, Fifteenth Air Force. Receipt of the order of execution by this wing will be acknowledged by priority TWX, ATTN: DOTO.

- (2) This operations order is effective upon receipt.
- (3) Noncombat ready, 5X, and staff crews will not participate in this exercise.
- (4) RBS Schedules: 5 Jan 55

	<u>303rd</u>	<u>22nd</u>
(a) Richmond	0415 - 0930Z	1010Z - 1515Z
(b) Charlotte	0445 - 1010Z	1040 - 1555Z
(c) Atlanta	0525 - 1040Z	1110 - 1625Z
- (5) B-47 routes and requirements: In accordance with Annex B, Appendix 1.
- (6) Bombing and Navigation: See Annex B.
- (7) Flying Safety:
 - (a) Flying Safety will be emphasized during all phases of this mission.
 - (b) Crews will be briefed to avoid all air space restricted areas, except those for which clearance is obtained.
 - (c) Squadron Commanders will monitor all phases of mission preparation to insure provision of adequate rest period for all crew members prior to departure on mission (15AF 60-12 and SAC Reg 62-19)

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- (d) The Albuquerque ABIZ will be penetrated if the alternate refueling area is used. Crews will be briefed on penetration procedures. Coordination will be made with OAEF, EAEF, and 34th Air Division.
- (e) Directorate of Operations will dispatch a liaison officer to the El Paso regional ARTC NLT 31 Dec 54 for the purpose of coordinating mission plans. A liaison officer will be present at the El Paso Center during the period the mission is being flown. This wing will use the designation "SPOT LIGHT ERCW" for purposes of ARTC clearance and making GAA calls. The route flown by the 303rd Bomb Wing is the "BAC" N ROUTE".
- (f) The mission plan will be coordinated with Tucson Approach Control prior to the date of the mission and a liaison officer will be present at that facility during the time of take-off's and landings on the mission.
- (g) Control tower officers will be in place for this exercise as required in SAC Reg 62-8 and 62-17.
- (h) Crews will be briefed on GCA and IFR procedures for alternate and emergency bases.
- (i) Crews will be briefed on the following procedure to be used in case abort from bomber stream is necessary:
 1. Between take-off and end of refueling - turn 90°

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left, descend immediately 1000 feet below bomber stream altitude, and use most direct route for return to Davis-Monthan AFB or a suitable alternate.

2. Between end-refueling and Altoona, Pa. - turn 90° left, maintain altitude until clear of the bomber stream, then proceed to Davis-Monthan or alternate.
3. Between Altoona and Richmond, Va. - turn 90 degrees right, and follow same procedure as 2. above.
4. Between Richmond, Va and destination - turn left and follow same procedure as 2. above.

Aircraft Commanders will obtain separate ARTC clearance if abort from bomber stream is necessary. The abort procedure described in this paragraph does not authorize crossing of international boundaries, ADIZ boundaries, or restricted areas.

- (j) Aircraft will maintain 3,000 feet altitude separation and 10 minute time separation between succeeding aircraft and a minimum of 20 minutes between aircraft at the same altitude. (Example: First aircraft at 1,500 feet below optimum, second at 1,500 feet above optimum, third at 1,500 feet, above, etc). This is an approved change to SAC Reg 50-4.
- (k) Personal Equipment: Squadron Commanders will insure that crews are issued arctic flying equipment as required by

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303rd TA 1-21, dated 3 Nov 54. Survival kits will be carried.

- (8) When in radio range on return from the mission, each B-47 will contact Smart Guy Control and report the in-commission status of the aircraft and the nature of any major malfunction. Estimated landing time will be given. SMART GUY Control will relay a refueling pit assignment. Upon landing and taxiing to the assigned pit, the crew will leave engine 1 or 6 running (whichever was supplying power to the K-System) if a radar malfunction existed that affected bombing or navigational accuracy on the mission. Maintenance Control will dispatch an A&E malfunction team to meet any aircraft that reported an A&E malfunction, and in conjunction with the observer, this team will do an immediate post-flight on the K-system to diagnose the trouble.
- (9) Aircraft security procedures, including anti-sabotage inspections of aircraft prior to flight will be in accordance with applicable regulations.
- (10) No public announcement of this mission is authorized. In answer to queries ISO will state that aircraft are involved in a routine training mission. ISO will be given general briefing on scope of this mission.
- (11) All wings participating in this mission will present a detailed mission briefing at Hq 15th AF on Wednesday, 22 Dec 54.

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Ops O 111-55
20 Dec 54

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- (12) Two copies of this operations order will be forwarded to Hq 15th AF, ATTN: DOTO, and one copy to the supporting reconnaissance technical squadron, NLT 24 Dec 54.
- (13) Reports (Special Bombardment)
- (a) One copy of SAC Form 44 completed in accordance with Inclosure 1, SAC Reg 50-42, will be submitted to 15th AF Hq only, ATTN: DOTO, to arrive NLT 15 Jan 55.
 - (b) Photo scored navigation results by crew for each leg will be forwarded to Hq 15AF NLT 14 Jan 55. Causes for each score over 20 n.m. will be included.
 - (c) A teletype report will be submitted to 15AF Hq, ATTN: DOTF, not later than seven days after completion of the mission, giving the following information:
 - 1. Creditable 50-8 training scheduled. (By type and quantity)
 - 2. Creditable 50-8 training accomplished.
 - 3. Remarks. To include reasons scheduled training was not accomplished and commanders estimate of percent of flying hours that were not effective for 50-8 accomplishments.
 - (d) Within 10 days after the completed mission, wings will forward scope photography obtained on this mission, plus completed radar scope photo logs, to 15th Recon Tech Squadron, March AFB, California.

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(e) Combat Reports. The following reports will be submitted in accordance with SAC Manual 55-8 and 55-8A, and 55-8G, Sep 54, and changes thereto.

1. Distribution B.

- a. B-2, B-10, B-11, B-15, B-17, B-21, B-27, B-34, M-36, and B-81 (effective aircraft is one that is effective on all scheduled targets).
- b. B-51. Participating wings will submit B-51 report direct to supporting reconnaissance technical squadron only. Report will be rendered on Charlotte RES target only. Supporting reconnaissance technical squadrons will be as follows:
15th Recon Tech Sq - 22nd and 320th Bomb Wings
815th Recon Tech Sq - 310th Bomb Wing
5th Recon Tech Sq - 43rd and 303d Bomb Wings
99th Recon Tech Sq - 93d Bomb Wing
- c. B-23 (negative reports are required).
- d. RT-52. One report will be prepared for each B-51 report received. Reports will be submitted to 15AF Headquarters, ATTN: DIT, with information copy to the unit submitting the B-51 report.
- e. M-19 submitted in accordance with SAC Manual 55-8G.

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- f. Redeployment Phase. M-2, M-10, M-15, M-19.
- g. Reports required in accordance with paragraph 6a(1), SAC Manual 55-8.
- h. Reconnaissance Technical Squadrons
 - (1). Within five days after receipt of last B-51 report, reconnaissance technical squadrons will submit to 15th AF Hq, ATTN: DIT, a special report regarding the adequacy of the B-51 reports received.

- 2. All combat reports will contain the flagword "ZIIFO".
- 2. Bombardment TIF identifier will be as established by each Wing.

(f) The following reports will be submitted in accordance with SAC Manual 55-8 and 55-8D, Sep 54, and changes thereto.

- 1. Distribution B.
 - a. T-2, T-10, T-15, T-17, T-21, T-27, T-71, T-81.
 - b. T-23 (negative reports are required)
 - c. M-19 submitted in accordance with SAC Manual 55-8G, procedure Cocc, addressed to 15th AF Hq and 303rd Bomb Wing utilizing ACF 101 routing indicators.
 - d. Reports required in accordance with paragraph 6a(1), SAC Manual 55-8.

4. ADMINISTRATION AND LOGISTICAL MATTERS: Omitted.

5. COMMAND AND COMMUNICATIONS:

- a. Command: Normal.
- b. Communications:

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- (1) Enroute communications will be in accordance with SACCEI, applicable JANAF's, ACP, current facility charts, SAC Reg 50-4, and pertinent directives except as modified herein.
- (2) Aircraft call signs will be true five digit tail number.
- (3) VHF, UHF channelization will be in accordance with SACCEI and current facility charts.
- (4) Identification and recognition will be in accordance with SACCEI plus SAC Reg 55-23.
- (5) Authentication will be in accordance with AFSAL 5104 ().
- (6) M-19 reports will be submitted in accordance with procedure "Coca", paragraph 12, SAC Manual 55-80. Reports will be addressed to Hq 15AF and 303rd Bomb Wing. All airborne reports will use ACP 101 routing. During periods 30 minutes prior to and 30 minutes after bomb strike, HF radio silence will be observed except for emergencies.
- (7) High frequency tactical position reports will be made over a minimum distance of 1000 miles to communications control stations listed in the pilots flimsy. Propagation data will be provided in the pilot's flimsy by the Wing Communications Officer.
- (8) Nickname to effect recall of the mission will be "RED SOX". Void date of the nickname is 10 January 1955.
- (8) RBS Frequencies

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	<u>Fri</u>	<u>UHF</u> <u>Sec</u>	<u>VHF</u>	<u>HF</u>
Richmond	356.8	384.6	None	4270
Charlotte	258.2	384.6	132.84	4270
Atlanta	384.6	356.8	132.84	4270

- (10) GCI frequency will be 364.2 mc
- (11) Fighter-bomber frequency will be 351.0 mc
- (12) Air to air call signs will be the assigned JANAF 1119 call.
- (13) Refueling communications procedures are covered in Annex B.
- (14) Off load reports from tankers will be addressed to Hq 15th AF and 303rd Bomb Wing, using ACP 101 routing indicators.

D. W. SAUNDERS
Colonel, USAF
Commander

DISTRIBUTION:

- Comdr 15AF, ATTN: DOTO, 2 cys
- Comdr 5th Recon Tech Sq, Travis AFB, Calif, 1 cy
- Comdr 36ADiv, 1 cy
- Comdr 303 BW, 1 cy
- Comdr 43rd Bw, 1 cy
- Comdr 809d ABGp, 1 cy
- Comdr 358th Bomb Sq, 1 cy
- Comdr 359th Bomb Sq, 1 cy
- Comdr 360th Bomb Sq, 1 cy
- Comdr 303d AREFS, 1 cy
- Comdr 303d 303d A&Eg Sq, 1 cy
- Comdr 303d P&C Maint Sq, 1 cy
- Comdr 303d Fld Maint Sq, 1 cy
- 303d Dir of Oprs, 1 cy
- Chf, Oprs & Trng, 2 cys
- Chf, Analysis Br, 1 cy
- Chf, Intell Br, 2 cys
- 303d Control Room, 1 cy
- Chf, Obs Sec, 1 cy
- 303rd Chf of Maint, 1 cy

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303d Dir of Mat, 1 cy
303d Chf, Oprs Plans, 1 cy
303d Comm Div, 1 cy
Weather Detachment, 1 cy
803d ABOP Supply Officer, 1 cy
Wing Historian, 4 cys

OFFICIAL:

E. C. Shelton
E. C. SHELTON
Lt Col, USAF
Dep Dir of Oprs

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ANNEX A
TO
OPERATIONS ORDER
NUMBER 111-55
INTELLIGENCE

Annex A
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ANNEX A

TO

OPERATIONS ORDER

SERIAL NUMBER 111-55

INTELLIGENCE

1. INTELLIGENCE SUMMARY: (Confidential)

a. General Situation:

- (1) Significance of the mission is as stated in Par 2 of this Operations Order.
- (2) Political, Economic and Psychological. (Omitted)
- (3) This is a simulated combat situation. Aggressor forces are presently deployed on a line generally extending from a point on the Eastern coast of the U.S. near Fredricksburg, Virginia; westward to Charlotte, West Virginia; south westerly to Chattanooga, Tennessee; southerly to Columbus, Georgia; and eastward to the Atlantic coast near Savannah, Georgia, to which the enemy withdrew following decisive defeats in the battles of Indianapolis and Memphis, 20-28 November. Contact with aggressor forces has been limited to infrequent patrol clashes over the period 29 Nov thru 2 Dec. Indications are that aggressor is in process of holding present position while regrouping and resupplying for anticipated final attempt to break out of confines of

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this small area. Break out attempts is expected to occur as soon as required logistics and troop replacements are in place. Objectives of this attack have been indicated through enemy propaganda broadcasts to the effect Washington, D.C., Indianapolis and Memphis will be "liberated" before 25 Dec 54. Results of aerial recon reveals large build-ups of aggressor troops, supplies, and transportation in three main areas: the industrial and transportation centers of Richmond, Va; Charlotte, N.C., and Atlanta, Ga. As the enemy main line of supply has been cut through joint AF-Naval operations against coastal waterways and seaports, destruction of production capability and reserve logistics in these three areas will not only block aggressor's expected counter offensive but it is anticipated that it also will terminate the enemy's capability of further hostilities.

b. Enemy Order of Battle:

(1) As listed in SAC Intel Brief #158, 4 December 1954.

c. Capabilities of Enemy Forces:

(1) As listed in SAC Intel Brief #158, 4 December 1954.

2. INTELLIGENCE REQUIREMENTS: ~~(S-2)~~

a. EEI:

(1) Was interception accompanied by enemy aircraft: time, location, altitude, VFR or IFR, number and type aircraft, markings, tactics, duration of encounter, damage sustained, claims?

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- (2) Were fighters controlled by GCI?
- (3) Was AAA encountered? Time, location, altitude, VFR or IFR, Type of fire encountered, duration of firing?
- (4) How were interceptors and AAA coordinated?
- (5) Were searchlights employed? If so, where?
- (6) Did abnormal radio activity or jamming occur? Where, when, on which frequency, type and strength of signal?
- (7) Were any voice transmissions observed? If so describe language, context or any action seeming to result therefrom.

b. Means of Obtaining Information:

- (1) Interrogation of combat crews will be conducted immediately after the mission by intelligence officers and staff specialists at the 359th Bomb Squadron Briefing Room.
- (2) Air Refueling crews will be interrogated in the 303rd Air Refueling Squadron Operations immediately after landing.

3. INTELLIGENCE ACTIVITIES: (~~Confidential~~)

- a. Navigational Materials: As required.
- b. Target Materials: As directed by 15th AF Operations Order 111-55.
- c. Survival Intelligence: Omitted.
- d. Captured Enemy Documents, Material and Prisoners: Omitted.
- e. Reports and Distribution:
 - (1) All combat reports will contain the flagword "ZIPPO".
 - (2) Embardment:
 - (a) Distribution B.

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ANNEX B
TO
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1. B-2, B-10, B-11, B-15, B-17, B-21, B-27, B-34, M-36, and B-81 (effective acct is one that is effective on all scheduled targets)
2. B-51. This report will be submitted to the 5th Recon Tech Sq. A report will be rendered on Charlotte RFS target only.
2. B-23. (Negative reports are required)
4. M-19. This report to be submitted in accordance with SAC Manual 55-8G.
2. Reports required in accordance with paragraph 6a(1), SAC Manual 55-8.

(3) Tankers:

(a) Distribution B.

1. T-2, T-10, T-15, T-17, T-21, T-27, T-71, T-81.
 2. T-23 (Negative reports are required)
 3. M-19. To be submitted in accordance with SAC Manual 55-8G, Procedure Com, addressed to Hq 15th AF and 36th Air Div utilizing ACP 101 routing indicators.
 4. Reports required in accordance with paragraph 6a(1) SAC Manual 55-8.
- (4) Any other reports specifically required by this or higher headquarters will be submitted as necessary.

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ANNEX B

TO

OPERATIONS ORDER 111-55

OPERATIONS

1. OPERATIONS GENERAL:

a. Take-offs will be at 10 minute intervals. The first B-47 taking off will fly the lowest route altitude, the following aircraft will maintain 3000 feet altitude separation and 10 minute time separation between succeeding aircraft. There will be 20 minutes between aircraft scheduled at the same altitude.

b. Constant altitudes and airspeeds will be flown for each leg with the geographical climb points designated. Crews flying tip-tank aircraft will be assigned the lowest of the two altitudes.

c. Altimeter setting of 29.92 will be used in the bomber stream. The co-pilot will keep his altimeter set to the latest altimeter setting.

2. AIR REFUELING: Procedures will be in accordance with SAC Manual 55-5, Tactical Doctrine.

a. Tanker Task Force Commander will depart Davis-Monthan in sufficient time to act as weather scout for the primary refueling area. A T-33 aircraft will be dispatched to act as weather scout for the alternate refueling route. Weather aircraft will call weather back to Davis-Monthan prior to departure of the first tanker aircraft. See Annex B for take-off and orbit times.

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b. All tanker aircraft participating in this mission will use Archibald Call Sign for air refueling. Detailed procedures and call signs will be included in the pilot's flimsy.

c. Primary Orbit Area: 31-26N 104-50W

- (1) Rendezvous Point: 31-05N 103-20W
- (2) Refueling Altitude: 15,000'
- (3) Airspeed: 257 K TAS
- (4) Fuel Off-Load: 42,000 pounds
- (5) Refueling True Course: 102 degrees
- (6) Stack entry altitude - 13,000' climbing to 14,000 and 15,500 in turn at the command of the tanker task force leader.
- (7) Tanker Task Force Commander will orbit at 16,500' in the primary orbit area.
- (8) Spare tanker orbit area: 30-40N 101-10W
 - (a) Spare orbit altitude - 10,500'
 - (b) Refueling True Course - 034 degrees
 - (c) Refueling altitude - 16,000'
 - (d) Fuel Off-Load - 22,000 pounds

d. Alternate Orbit Area: Vaughn, New Mexico

- (1) Rendezvous Point: 35-15N 103-25W
- (2) Refueling Altitude - 16,000
- (3) Airspeed - 257 K TAS

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20 Dec 54

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3. Bombardment Phase:

a. Bomb load (for scoring purposes only): One simulated bomb in accordance with paragraph 9d, SAC Reg 50-4, 16 Apr 54.

b. Type Runs: All three runs will be record radar runs. Malfunction runs will be reported to the site as such; however, they will be considered as radar aborts for mission analysis.

c. Targets:

- (1) Richmond, Virginia - RBS target "Juliet", Class IIB; The Robert E. Lee Bridge, across James River; aiming point: base of southeast corner abutment of bridge at ground level; DGZ: 37/31/32.7N 77/27/10.9W.
- (a) Pre-IP - Front Royal, Virginia
- (b) IP - Culpepper, Virginia
- (c) Target Elevation - 119'
- (d) Mach .74
- (e) OAP: RBS target "Foxtrot", Dupont Co., Ampt Hill Plant, South Richmond, Va; 37/27/06N 77/25/59.8W; Aiming Point: center of base of north stack of two easterly tall stacks; components: S 26,950 E 5,700.
- (f) OAP Elevation: 46'
- (g) Sharkey point #1: Center of Culpepper, Virginia.
38/28N 78/00W Var \neq 6.
- (h) Sharkey point #2: Center of Gordonville, Virginia.
38/08N 78/11W Var \neq 6.

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- (4) Fuel Off-Lead - 42,000 pounds
- (5) Refueling True Course - 067 degrees
- (6) Stack Entry Altitude - 14,000 ft climbing to 15,000 and 16,500' in turn at the command of the tanker task force commander.
- (7) Tanker Task Force Leader will orbit over Vaughn, New Mexico at 17,500'.
- (8) Spare tanker orbit area: Borger, Texas
 - (a) Space Orbit Altitude - 17,500'
 - (b) Refueling True Course - 155 degrees
 - (c) Refueling Altitude - 17,000'
 - (d) Fuel Off Load - 22,000 pounds

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(i) Method of bombing: Primary - Offset; Secondary - Direct.

(2) Charlotte, North Carolina - RBS target "Lima", Class IIB; Spatex Mfg Co.; aiming point: base of most northerly corner of the highest part of the main building; DQZ 35/15/50.314N 80/53/09.786W

(a) Pre-IP - Durham, North Carolina, SE part of town, 35/58N 78/52 $\frac{1}{2}$ W.

(b) IP - Asheboro, North Carolina, coordinates SE of town 35/39 $\frac{1}{2}$ N 79/47 $\frac{1}{2}$ W

(c) Target elevation: 760 feet

(d) Mach: .74

(e) OAP: Tank Farm at Paw Creek; aiming point: center of NE tank, 35/16/35.5N 80/55/41W; components: N 4,560 W 12,542.

(f) OAP Elevation: 765'

(g) Sharkey Point #1: Center of Siler City, North Carolina 35/43/20N 79/28W, VAR +2N

(h) Sharkey Point #2: Northeast corner Asheboro, North Carolina 35/43N 79/48W, Var +2W

(i) Method of Bombing: Primary - Offset; Secondary - Direct.

(3) Atlanta, Georgia - RBS target "Juliet", Class IIA; Federal Prison, Atlanta; aiming point: top of NE

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corner of large building which forms part of the northern wall of the prison; DGZ - 35/42/44.187N 84/22/02.633W.

- (a) Pre-IP - Greenwood, South Carolina
- (b) IP - Athens, Ga, coordinates north of town, 34/08N 86/25W
- (c) Target elevation - 1066'
- (d) Mach: .74
- (e) OAP: northeast corner of Atlanta General Depot, 33/37/53.5N 84/19/02.75W; aiming point: northeast corner of most easterly warehouse; components (taken from Mosaic 0409-0019-3-25N, dated July 1951): S 29,465.7 E 15,213.5.
- (f) OAP elevation: 1005'.
- (g) Sharkey point #1: SE corner of town, Commerce, Georgia, 34/11/30N 83/22W Var -1½E
- (h) Sharkey Point #2: South tip of Winder Apt, Winder, Georgia, 33/58/30N 83/40W, VAR -1½E.
- (i) Method of bombing: Primary - Offset; Secondary - Direct.

d. No offset aiming point will be used by observers of this Wing except the one listed above for each target.

e. Squadron staffs will brief crews to remain at least 75 miles from the three HBS targets until the mission has been flown.

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- f. Minimum bombing altitude will be 35,000 feet.
 - g. Participating crews will complete SAC Form 284, "Radar Scope Photo Log," as specified in SAC Reg 95-11, "Observers Photo Logs," 30 Mar 54. Participating observers will be briefed on the importance of recording bombs away time and/or bombs away frame number in the radar scope photo log.
 - h. Units will send observers to the RAS sites as specified below:
 - (1) Richmond - 310th and 93rd Bombardment Wings
 - (2) Charlotte - 320th and 304d Bombardment Wings
 - (3) Atlanta - 43rd and 22nd Bombardment Wings

Observers will remain at the sites until all units have completed the scheduled missions. The first B-47 is scheduled to pass over Charlotte at 0415Z, 5 Jan 55, and the last at 1555Z, 7 January 1955. The appropriate RAS site and 15th AF Hq, ATTN: DOTO, will be notified by priority unclassified TWX not later than 48 hours preceding the visit, of the name, rank, organization, and security clearance of visitor. The Wing Observers Office will be responsible for sending this TWX. Senior ranking observer at each site will promptly make a collect, commercial phone call at the end of each days missions, to 15th AF Hq, extension 4225 (15th AF Controller) and report the following information: Crew number, grid score of type abort, and type run (record, malfunction, practice, etc.)

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i. Individual scores will be transmitted by RBS sites to the bombing aircraft, providing this procedure does not interfere with the site scoring the following aircraft. In no case will a crew ask for an immediate recheck of his score.

j. Neither 36th Air Div Hq nor this Wing is authorized to contact the RBS sites for scores. RBS sites will forward scores to participating wings by priority TWX.

k. Forty-eight hours prior to take-off of the first aircraft, the following information will be forwarded by unclassified priority TWX to each RBS site being utilized during the mission, with information copy to 15th AF Hq, ATTN: DOTO: organization, crew number, name of aircraft commander, name of radar observer, rank, and serial number. This information will be submitted for each aircraft scheduled to participate. TWX call signs of detachments which will be utilized in this mission are: Detachment 9, 12th RBS Sqdn, Richmond, Va, FFLD VA 444; Detachment 3, 12th RBS Squadron, Charlotte, North Carolina, CE 579; Detachment 4, 12th RBS Sqdn, Atlanta, Georgia, AT 420. Wing Observer's Office will be responsible for this message.

(1) An abbreviated RBS call-in will be used for this mission. Only the following information will be included:

1. Call sign of the RBS site.
2. Aircraft call number
3. Altitude (pressure)
4. Wing number (encoded)

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5. Aircraft type. (encoded)
 6. Run classification
 7. Type of release signal to be used
 8. Crew number
 9. Type run (radar record run, malfunction run, etc)
 10. Type of aircraft control.
 11. Indicate that run will be on bomber stream target.
 12. Indicate whether or not bombs are carried (if so safety check complete)

m. Awards: 15th AF Hq will present appropriate awards to those B-47 bombing teams that accomplish record radar runs with outstanding results on the three scheduled targets. Award criteria will be announced prior to the mission.

4. Navigation Phase:

- a. One record navigation leg will be flown and scored in accordance with SAC Reg 51-11.
- b. One record grid leg will be flown.
- c. Control times will be made good with a maximum allowable tolerance of + two minutes. Losing or gaining time to make control times good will be accomplished by dog-legging and not by varying airspeeds or by 360 degree turns.

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APPENDIX 1
TO
ANNEX B
TO
OPERATIONS ORDER
NO. 111-55

B-47 ROUTES AND REQUIREMENTS

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APPENDIX 1

TO

ANNEX B

B-47 REQUIREMENTS SCHEDULED

1. Night Electronic Rendezvous
2. One night refueling, to be heavyweight if take-off temperatures permit, (transfer of 42,000# JP-4) and to be radio silence.
3. One record night celestial leg.
4. One fighter tracking (dependant upon coordination with ADC units)
5. Three record radar RBS runs.
6. One grid leg, record
7. One long range cruise
8. One emergency procedure
9. One hour depressurized flying
10. One camera attack
11. Jet penetration and GCA

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		303 BW	B-47 E										
		DMAFB											
	SE, TAXI, TO F												78.3
	ACCEL.				2685								4.2
	LEVEL OFF												74.1
CP A	32-20N 108-23W CR 086	-13 1/2	23,600	.725	427			127	117				6.3
	N. TIP SALT LAKE							182	127				4.7
CP B	31-46N 104-50W CR 106	-13	34,000	.74	425			315	47				63.1
	Begin DESCENT							50	107				1.24
CP C	31-15N 103-53W CR 102	-12	34,000	.74	425			365	154				61.9
	Begin Actual							45	105				3.0
CP D	31-05N 103-02W DC 102	-12	24,500	.81	488			410	159				61.6
	END REFUEL							100	123				6.0
CP E	30-40N 101-10 W CR 103	-11	15,000	.41	257			510	1:22				55.6
	ON LOAD		42000 LBS										+ 42.0
													77.0
								100	114				4.7
CP F	32-04N 92-05W CR 133	-10 1/2	25,700	.70	418			610	1:36				92.7
	Begin Nite							30	104				8.0
	ABILENE, TEX							640	1:40				92.0
CP G	32-28N 99-45W CR 034	-10 1/2	31,000	.74	425			112	116				3.7
	FLIPPIN VOR							252	1156				88.7
TF-1	33-32N 98-00W CR 053	-10	31,000	.74	425			321	146				9.0
CP H	36-18N 92-27W CR 058	-9	31,000	.74	425			1073	2:42				76.6
								22	103				1.0
CP I	36-30N 92-03W CR 060	-8	32,300	.74	425			1095	2:46				78.6
	END REFUEL							509	1:12				13.3
CP J	40-04N 82-25W CR 065	-3	33,000	.74	425			1604	3:57				65.3
								37	105				1.4
CP K	40-10N 81-37W CR 081	+2	36,300	.74	425			1641	4:02				62.9
	ALTOONA, PA.							151	121				3.7
CP L	40-30N 78-23W CR 081	+4	38,000	.74	425			1792	4:23				69.1
	PROF 1							95	114				2.3
CP M	38-56N 78-11W CR 174	+6	38,000	.74	425			1857	4:37				57.8
	ABEAM CULPERPER							27	104				6.1
CP N	38-28N 78-09W CR 178	+6	38,000	.74	425			1914	4:41				57.2
	RICHMOND RBS "S"							73	110				1.6
	(1 MIN PAST)							1987	4:57				55.5
CP O	38-12N 78-10W CR 223	+1	38,000	.74	425			2037	4:58				54.2
	FRANKLIN, VA.							103	114				2.4
CP P	35-58N 78-52W CR 247	+4	38,000	.74	425			2140	5:12				51.8
	SE Edge Durham, N.C.							49	107				1.13
CP Q	35-39N 79-47W CR 247	+3	38,000	.74	425			2189	5:14				50.7
	ABEAM ABERBONO							65	109				1.42
CP R	35-12N 78-10W CR 223	+1	38,000	.74	425			2254	5:22				49.3
	CHARLOTTE RBS "A"							84	112				1.9
	(1 MIN PAST)							2338	5:46				47.3
CP S	34-08N 78-25W CR 267	0	38,000	.74	425			2400	5:47				46.9
	GREENWOOD, S.C.							54	108				1.15
CP T	33-11N 87-54W CR 259	-3	38,000	.74	425			2454	5:57				44.7
	ABEAM ATHENS							160	121				3.2
CP U	ATLANTA RBS "S"							2604	6:18				41.5
	TUSCALOOSA, ALA.												

NOTE: FUEL COMPUTED FOR EXTERNAL TANK EQUIPPED ACFT

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303 BW		B-47 E		SHEET PLAN		ETA		4 JAN 1955	
TIME	WGT	TAX	NO	LDG	TIME	WGT	LDG	TIME	WGT
						78,300		163,000	
	2685					4,200		4,200	
						74,100		158,800	16.55
						6,300		6,300	09:09 9:14
-13 1/2	33,600	.725	427	127	1:17	67,800		152,500	12,000
				127	1:20	4,740		4,740	10
-13	34,000	.74	425	185	1:27	63,160		147,160	400
				315	1:47	1,240		1,240	
-12	34,000	.74	425	50	1:07	61,920		146,620	
				365	1:54	300		300	
-12	24,500	.81	488	45	1:05	61,620		146,320	1530
				410	1:57	6,000		6,000	
-11	15,000	.41	257	100	1:23	55,620		140,320	14,700
				510	1:22	42,000		142,000	
OAD	42,000	LBS				77,620		182,320	
						4,200		4,700	
-10 1/2	25,700	.70	418	100	1:14	92,920		177,620	
				610	1:36	390		390	
-10 1/2	31,000	.74	425	30	1:04	92,030		176,730	
				640	1:40	3,310		3,310	
-10	31,000	.74	425	112	1:16	88,740		173,440	
				750	1:56	9,090		9,090	
-9	31,000	.74	425	321	1:44	79,650		164,350	78,300
				1073	2:42	1,000		1,000	
-8	32,300	.74	425	22	1:03	78,650		163,350	
				1095	2:45	13,350		13,350	
-3	33,000	.74	425	509	1:12	65,300		150,000	
				1604	3:57	1,400		1,400	163,000
+2	36,300	.74	425	37	1:05	63,900		148,600	3,500
				1641	4:02	3,740		3,740	160,500
+4	38,000	.74	425	151	1:21	69,160		144,860	
				1792	4:23	2,300		2,300	
+6	38,000	.74	425	95	1:14	57,860		142,560	
				1887	4:27	650		650	
+6	38,000	.74	425	27	1:04	52,210		141,910	2685' 16,500' 65°F
				1914	4:41	1,630		1,630	9,600'
+6	38,000	.74	425	73	1:10	55,580		140,280	
				1987	4:57	1,330		1,330	
+6	38,000	.74	425	50	1:07	54,250		138,950	3,500/9,230 146 Kts
				2037	4:58	2,400		2,400	
+4	38,000	.74	425	103	1:14	51,850		136,550	
				2140	5:12	1,130		1,130	
+3	38,000	.74	425	49	1:07	50,720		135,420	116 Kts 162 Kts 98 ± 3 Kts
				2189	5:18	1,420		1,420	
+2	38,000	.74	425	65	1:09	49,300		134,000	
				2259	5:22	1,970		1,970	
+1	38,000	.74	425	84	1:12	47,330		132,030	
				2338	5:40	1,380		1,380	
0	38,000	.74	425	62	1:09	45,950		130,650	
				2400	5:44	1,190		1,190	
-1 1/2	38,000	.74	425	54	1:08	44,760		129,460	
				2454	5:57	3,240		3,240	
-3	38,000	.74	425	150	1:21	41,520		126,220	
				2604	6:18				

TESTED FOR EXTERNAL TANK EQUIPPED ACFT

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN				SQUADRON	WING	ACRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMPLETION PERCENTAGE			UNITS	
					303 BW	B-47-E						
PRE FLIGHT PLAN												
FROM	TO	ROUTE	CR	TIME	TEMP	WIND	TAS	GS	GRD DIS	TIME	ETA	FUEL
					ALT				ACC	ACC	ACC	USED FOR
									GRD DIS	TIME	ETA	EMER
		TUSCALOOSA, ALA							557	1:11		41,520
		WICHITA FALLS, TEX							3156	7:50		11,320
		31-54N 98-30W	CR 274		38000	.74	425		215	5:20		30,300
		MIDLAND, TEX							3371	8:00		4,260
		32-00N 102-05W	CR 238		38000	.74	425		24	1:03		26,040
		TP-5							3395	8:35		800
		31-58N 102-33W	CL 267		40000	.74	425		210	1:25		25,240
		EL PASO, TEX							3605	8:37		4,200
		31-50N 102-35W	CR 267		41000	.74	425		224	:31		21,040
		CPX							3827	9:04		4,340
		TUCSON, ARIZ							-	:10		16,700
		32-07N 110-49W	CR 275		41000	.74	425		-	:10		2,500
		CPY							-	9:14		14,200
		LAND @ 60	LD	-	-	-	-	-	-	-	-	-

TR4
 200 010
 CPW
 TP-5
 CPX
 CPY

NOTE: FUEL COMPUTED FOR EXTERNAL TANK EQUIPPED AIRCRAFT.

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ADROM		WING		AIRCRAFT TYPE AND SERIAL NO.		CREW NUMBER		ACFT COMOD (None or 01-09)		OBSERVED (None or 01-09)		CDR/OT (None or 01-09)																																																																																																																															
		303 BW		B-47-E																																																																																																																																							
PRE FLIGHT PLAN																																																																																																																																											
WIND DIR	DRIFT	VAR	WH	TEMP		PACH	CAS	WH	CRD DIS		TIME	A/H DIS		ETA																																																																																																																													
				ALT					ACC	CRD DIS		ACC	ACC		ACC	A/H DIS																																																																																																																											
		-7		38000		.74	425		537	1:11		41,520	126,220																																																																																																																														
									3156	7:20		11,220	11,220																																																																																																																														
									215	3:34		30,300	115,000																																																																																																																														
		-11		38000		.74	425		3371	8:00		4,260	4,260																																																																																																																														
									24	1:05		26,040	110,740																																																																																																																														
									3395	8:04		800	800																																																																																																																														
		-11.5		40000		.74	425		210	1:27		25,240	109,940																																																																																																																														
									3605	8:33		4,200	4,200																																																																																																																														
									224	3:1		21,040	105,740																																																																																																																														
		-12		41000		.74	425		3827	9:04		4,340	4,340																																																																																																																														
										1:10		16,700	101,400																																																																																																																														
										9:14		2,500	2,500																																																																																																																														
												14,200	98,900																																																																																																																														
<table border="1"> <tr> <td colspan="2">METHOD OF TAKE OFF</td> <td colspan="2">ENGINE START</td> <td colspan="2">TAKE OFF TIME</td> </tr> <tr> <td colspan="2">LANDING TIME</td> <td colspan="2">DURATION OF FL</td> <td colspan="2"></td> </tr> <tr> <td colspan="2">AR CRAFT</td> <td colspan="2">BASIC WT</td> <td colspan="2">CREW WT</td> </tr> <tr> <td colspan="2">CL WT</td> <td colspan="2">FUEL</td> <td colspan="2">TANKS WT</td> </tr> <tr> <td colspan="2">OPERAT</td> <td colspan="2">ING WT</td> <td colspan="2"></td> </tr> <tr> <td colspan="2">FM</td> <td colspan="2">CM</td> <td colspan="2">AM</td> </tr> <tr> <td colspan="2">SP</td> <td colspan="2">AD</td> <td colspan="2">BR</td> </tr> <tr> <td colspan="2">ATU</td> <td colspan="2">FET</td> <td colspan="2">TO-4</td> </tr> <tr> <td colspan="2">BUMPS WT</td> <td colspan="2">AMMO WT</td> <td colspan="2">ADJ</td> </tr> <tr> <td colspan="2">FLUID WT</td> <td colspan="2">INITIAL</td> <td colspan="2">GROSS WT</td> </tr> <tr> <td colspan="2">STARTING</td> <td colspan="2">AND TAXI</td> <td colspan="2">FUEL ALW</td> </tr> <tr> <td colspan="2">TAKE OFF</td> <td colspan="2">GROSS WT</td> <td colspan="2"></td> </tr> <tr> <td colspan="2">DUNNAY</td> <td colspan="2">PRESS ALT</td> <td colspan="2">LINE</td> </tr> <tr> <td colspan="2">CRITICAL FIELD LENGTH</td> <td colspan="2">TAKE OFF</td> <td colspan="2">DISTANCE</td> </tr> <tr> <td colspan="2">SPEED</td> <td colspan="2">CRITICAL ENGINE FAILURE</td> <td colspan="2">FIRST LINE</td> </tr> <tr> <td colspan="2">NO OF ATO</td> <td colspan="2">BUTTL'S</td> <td colspan="2">REQUIRED</td> </tr> <tr> <td colspan="2">ATD</td> <td colspan="2">P/L</td> <td colspan="2">WT</td> </tr> <tr> <td colspan="2">ADJUSTED</td> <td colspan="2">TANK OFF</td> <td colspan="2">WEIGHT</td> </tr> <tr> <td colspan="2">ADJUSTED</td> <td colspan="2">TAKE OFF</td> <td colspan="2">DISTANCE</td> </tr> <tr> <td colspan="2">ADJUSTED</td> <td colspan="2">TAKE OFF</td> <td colspan="2">DISTANCE</td> </tr> <tr> <td colspan="2">ADJUSTED</td> <td colspan="2">TAKE OFF</td> <td colspan="2">DISTANCE</td> </tr> </table>														METHOD OF TAKE OFF		ENGINE START		TAKE OFF TIME		LANDING TIME		DURATION OF FL				AR CRAFT		BASIC WT		CREW WT		CL WT		FUEL		TANKS WT		OPERAT		ING WT				FM		CM		AM		SP		AD		BR		ATU		FET		TO-4		BUMPS WT		AMMO WT		ADJ		FLUID WT		INITIAL		GROSS WT		STARTING		AND TAXI		FUEL ALW		TAKE OFF		GROSS WT				DUNNAY		PRESS ALT		LINE		CRITICAL FIELD LENGTH		TAKE OFF		DISTANCE		SPEED		CRITICAL ENGINE FAILURE		FIRST LINE		NO OF ATO		BUTTL'S		REQUIRED		ATD		P/L		WT		ADJUSTED		TANK OFF		WEIGHT		ADJUSTED		TAKE OFF		DISTANCE		ADJUSTED		TAKE OFF		DISTANCE		ADJUSTED		TAKE OFF		DISTANCE	
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SP		AD		BR																																																																																																																																							
ATU		FET		TO-4																																																																																																																																							
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NO OF ATO		BUTTL'S		REQUIRED																																																																																																																																							
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COMPUTED FOR EXTERNAL TANK EQUIPPED AIRCRAFT.

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B-47 ALTERNATE REFUEL

	<u>T.C.</u>	<u>VAR</u>	<u>ALT</u>	<u>TAS</u>	<u>DIST</u>	<u>TIME</u>	<u>ELAPSED TIME</u>
S.E., TX, T.O., ACCEL			2685			:03	
DMAFB Abenn Safford 32-47N 109-41W	062	-13½	01	437	69	:10	:13
" "							
33-12N 108-45W (Level Off)	062	-13½	01	437	55	:08	:21
" "							
Vaughn, New Mex, (Tank Orbit)	064	-13	34.0	417	195	:28	:49
" "							
34-56N 104-15W (Begin Descent)	066	-13	34.0	417	50	:07	:56
" "							
35-14N 103-26W (Rondz Point)	066	-12½	24.5	488	45	:06	1:02
" "							
35-52N 101-32W (End Rfl)	066	-12	15.0	257	100	:23	1:25
" "							
34-21N 100-39W (Level Off)	155	-11½	25.7	418	100	:14	1:39
" "							
Guthrie VOR (Begin Nite Cel)	155	-11	31.0	421	39	:06	1:45
" "							
33-32N 98-00W (Join Primary Route)	097	-10	31.0	421	116	:16	2:01

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APPENDIX 2

TO

ANNEX B

TO

OPERATIONS ORDER

NO. 111-55

B-47 TAKE-OFF SCHEDULE

~~CONFIDENTIAL~~

SQDN	NO. ACFT	T.O. TIME	CONTROL PT #1 (Z)	CONTROL PT #2 (Z)	CONTROL PT #3 (Z)	BOMBING ALT	
1	358	1	1655 MST	0405	0444	0519	35
2	359	1	1705 MST	0415	0454	0529	38
3	360	1	1715 MST	0425	0504	0539	35
4	358	1	1725 MST	0435	0514	0549	38
5	359	1	1735 MST	0445	0524	0559	35
6	360	1	1745 MST	0455	0534	0609	38
7	358	1	1755 MST	0505	0544	0619	35
8	359	1	1805 MST	0515	0554	0629	38
9	360	1	1815 MST	0525	0604	0639	35
10	358	1	1825 MST	0535	0614	0649	38
11	359	1	1835 MST	0545	0624	0659	35
12	360	1	1845 MST	0555	0634	0709	38
13	358	1	1855 MST	0605	0644	0719	35
14	359	1	1905 MST	0615	0654	0729	38
15	360	1	1915 MST	0625	0704	0739	35
16	358	1	1925 MST	0635	0714	0749	38
17	359	1	1935 MST	0645	0724	0759	35
18	360	1	1945 MST	0655	0734	0809	38
19	358	1	1955 MST	0705	0744	0819	35
20	359	1	2005 MST	0715	0754	0829	38
21	360	1	2015 MST	0725	0804	0839	35
22	358	1	2025 MST	0735	0814	0849	38
23	359	1	2035 MST	0745	0824	0859	35
24	360	1	2045 MST	0755	0834	0909	38
25	358	1	2055 MST	0805	0844	0919	35
26	359	1	2105 MST	0815	0854	0929	38
27	360	1	2115 MST	0825	0904	0939	35
28	358	1	2125 MST	0835	0914	0949	38
29	359	1	2135 MST	0845	0924	0959	35
30	360	1	2145 MST	0855	0934	0909	38

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CENTRAL

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APPENDIX 3
TO
ANNEX B
TO
OPERATIONS ORDER
NO. 111-55
KC-97 ROUTES

~~SECRET~~

~~CONFIDENTIAL~~
K6-97 PRIMARY FLIGHT PLAN

	TC	VAR	ALT	TAS	DIST	TIME	ELAPSED
FROM: DMAFB						:02	
TO: Benson, Ariz	115	-14	5.5	192	34	:10	:12
Benson, Ariz Level-off 31-55N 109-10W	093	-13	11.5	200	58	:18	:30
" " " " El Paso VCR 31-47N 106-17W	693	-13	15.0	222	149	:40	1:10
" " " " North Tip Salt Lake 31-26N 104-40W	107	-12 $\frac{1}{2}$	15.0	222	76	:21	1:31
ORBIT		-12	15.3	220	110	:30	2:01
North Tip Salt Lake Rendezvous point 31-05N 103-02W	103	-12	15.5	223	97	:26	2:27
" " " " End Refuel Arm. SE Ozona, Tex. 30-40N 101-10W	104	-11	15.0	260	100	:23	2:50
" " " " 30-31N 101-11W	190	-10	15.0	240	8	:02	2:52
" " " " Level-off 30-43N 101-53W	287	-11	13.5	210	37	:10	3:02
" " " " El Paso, Tex.	287	-12	12.0	194	246	1:16	4:18
" " " " Benson, Ariz.	273	-13	12.0	192	197	1:01	5:19
" " " " DMAFB	295	-14	12.0	192	34	:11	5:30
Letdown and Land						:20	5:50

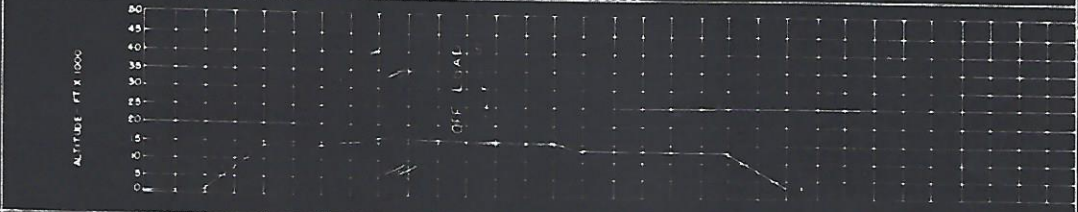
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STAFF FLIGHT ENGINEERS COMBAT PROFILE FLIGHT PLAN

WGT 1247
PRIMARY

BASIC WEIGHT	<u>1247</u>	FUEL GRADE	<u>NO WIND</u>	TAKE OFF STUDY	
OIL	<u> </u>	TYPE AIRCRAFT	<u> </u>	DIST TO CLEAR 50' OBS	<u> </u>
CREW	<u> </u>	FUEL DENSITY (#/GAL)	<u> </u>	GROUND ROLL DISTANCE	<u> </u>
AMMO 50%	<u> </u>	LANDING RESERVE	<u> </u> LBS	BRAKING DIST (PROPS REVERSED & BRAKES)	<u> </u>
MISC	<u> </u>	TOTAL DISTANCE (NM)	<u> </u>	OAT	<u> </u>
MIN LAND WT	<u> </u>			FIELD ELEV	<u> </u>
FUEL	<u> </u>				
BOMBS	<u> </u>				
CHAFF	<u> </u>				
AMMO 50%	<u> </u>				
T-D GR WT	<u> </u>				



CONDITION	<u> </u>
ALTITUDE	<u> </u>
TIME	<u> </u>
TIME (TOTAL)	<u> </u>
FUEL	<u> </u>
FUEL (TOTAL)	<u> </u>
DISTANCE	<u> </u>
DISTANCE (TOTAL)	<u> </u>
GROSS WEIGHT	<u> </u>
VT IN AVG	<u> </u>
REMARKS	<u> </u>

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ALTERNATE KC-97 FLIGHT PLAN.

	TC	VAR	ALT	TAS	DIST	TIME	ELAPSED
FROM: DMAFB							
TO: 31-59N 110-27W	115	-14	5.0	188	22	:07	:09
" " " "							
33-00N 109-07W Enter Albq ADIZ. L.O.	047	-14	15.0	198	91	:28	:37
" " " "							
Vaughn, New Mexico	064	-13 $\frac{1}{2}$	15.5	223	218	:59	1:36
" " " "							
Orbit Vaughn, New Mexico			15.5	223		:30	2:06
" " " "							
35-15N 103-25W End Rendz Begin Refuel	067	-13	15.5	223	97	:26	2:32
" " " "							
35-53N 101-30W End Refuel	067	-12	15.0	260	100	:23	2:55
35-58N 101-28W						:02	
36-05N 101-32W	337					:02	3:10
36-07N 101-38W						:02	
35-29N 103-25W Enter Albq ADIZ	246	-12	13.0	206	94	:28	3:29
" " " "							
Tucson, Arizona	243	-13		204	426	2:06	5:35
						:20	5:55

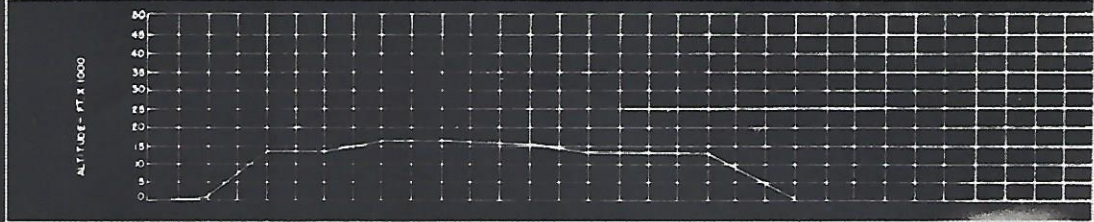
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STAFF FLIGHT ENGINEERS COMBAT PROFILE FLIGHT PLAN

SPOT LIGHT
ALTERNATE

BASIC WEIGHT.....	17,500	NO WIND		TAKE OFF STUDY	
OIL.....		FUEL GRADE.....	105-145	DIST. TO CLEAR 50' OBS.....	1,900
CREW.....		TYPE AIRCRAFT.....	R2-97B	GROUND ROLL DISTANCE.....	490
AMMO 50%.....		FUEL DENSITY (#/GAL).....	6.75	BRACING DIST. (PROPS REVERSED & BRAKES).....	3,000'
MISC.....		LANDING RESERVE.....	2,400 LBS 45 GALS	OAT.....	76°F
MIN LAND WT.....		TOTAL DISTANCE (NM).....	36.3	FIELD ELEV.....	3,411
FUEL.....					
BOMBS.....					
CHAFF.....					
AMMO 50%.....					
50 TO GR WT.....					



CONDITION	FLY	CLIMB	CRUISE	DESCENT	LANDING	TOTAL
ALTITUDE	0	15000	15000	10000	0	
TIME	0	0.2	1.5	0.8	0.1	2.6
TIME (TOTAL)						2.6
FUEL	0	1.5	1.5	0.5	0.1	3.6
FUEL (TOTAL)						3.6
DISTANCE	0	1.5	1.5	0.5	0.1	3.6
DISTANCE (TOTAL)						3.6
GROSS WEIGHT	17500	17500	17500	17500	17500	17500
VT (AVG)						

REMARKS: _____ DATE: _____ CALCULATED BY: _____

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SPARE KC-97 FLIGHT PLAN.

	<u>TC</u>	<u>VAR</u>	<u>ALT</u>	<u>TAS</u>	<u>DIST</u>	<u>TIME</u>	<u>ELAPSED</u>
						<u>:02</u>	
FROM: DMAFB							
TO: Benson, Ariz.	115	-14	5.5	188	34	:11	:13
" " " "							
31-56 109-43W L.O.	093	-13½	11.5	200	30	:09	:22
" " " "							
El Paso VCR	093	-13	13.0	210	177	:51	1:13
" " " "							
31-26N 104-40W	107	-12½	13.0	210	76	:22	1:35
" " " "							
31-05N 103-02W	103	-12	13.0	210	97	:28	2:03
" " " "							
30-40N 101-10W	104	-11	13.0	210	100	:29	2:32
Orbit Point							
ORBIT		-11	16.5	207		5:06	7:38
" " " "							
32-04N 100-04W							
End Refuel & Descend	034	-11	16.0	260	100	:23	8:01
" " " "							
32-05N 101-25W							
End Descend	266	-11	14.0	200	66	:20	8:21
" " " "							
El Paso, Texas	266	-12	12.0	198	257	1:18	9:39
" " " "							
Benson, Arizona	273	-13	12.0	196	207	1:03	10:42
" " " "							
DMAFB	295	-14	12.0	194	34	:11	10:53
						:17	11:10

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KC-97 ALTERNATE SPARE

	T.C.	VAR	ALT	TAS	DIST	TIME	ELAPSED TIME
DMAFB						:02	
31-59N 110-27W	115	-14	5.0	188	22	:07	:09
31-59N 110-27W							
L/O 32-38N 109-37W	047	-14	10.0	198	56	:17	:26
32-38N 109-37W							
33-00N 109-07W (ADIZ)	047	-14	14.0	223	35	:10	:36
33-00N 109-07W							
Borger	067	-13	14.0	223	412	1:51	2:27
Borger (climb 15,500)							
"		-12	16.0	210	19	:06	2:33
Borger (Orbit)							
"		-12	17.5	228	1315	5:45	8:18
Borger							
L/O 35-32N 101-52N	247	-12	15.0	216	25	:07	8:25
L/O 35-32N 101-52N							
Enter ADIZ 35-02N	247	-13	13.0	210	85	:24	8:49
ADIZ 35-00N 103-28W							
DMAFB	247	-13	13.0	210	403	1:56	10:45
Letdown & Land						:20	11:05

App 3, Annex 3
303 BK
C/O 191-16
27 Dec 77

~~0000000000~~

STAFF FLIGHT ENGINEERS COMBAT PROFILE FLIGHT PLAN (NO WIND)

BASIC WEIGHT 89,500
 OIL 1,230
 CREW 1,400
 MISC 500
 MIN LAND WT 92,630
 FUEL 47,370
 JP-4 20,000
 S.E. GR WT 162,000

FUEL GRADE 115/145
 TYPE ACFT KC-97G
 FUEL DENSITY (#/Gal) 6.0
 LANDING RESERVE 7,180 Lbs
 TOTAL DISTANCE (NM) 2,373

STARE ALTERNATE

TAKE OFF STUDY:
 DIST. TO CLEAR 50' OBS 8,900'
 GROUND ROLL DISTANCE 6,500'
 BRAKING DIST (RCS) REVERSED & BRAKES 3,900'
 C.A.T. 70°F
 FIELD ELEV 2,685'

CONDITION	RTTC	CL#1	CR#1	CR#2	CL#2	CR#3	CR#4	CR#5	CR#6	CR#7
ALTITUDE	2,685	9,900	14,000	14,000	16,200	17,500	17,500	17,500	17,500	17,500
TIME	:02	:24	1:00	1:01	:06	1:00	1:00	1:00	1:00	1:00
TIME (TOTAL)	:02	:26	1:26	2:27	2:33	3:33	4:33	5:33	6:53	7:33
FUEL	1,100	3,000	4,800	4,350	750	4,280	3,480	3,360	3,240	3,140
FUEL (TOTAL)	1,100	4,100	8,900	13,250	14,000	18,280	21,760	25,120	28,360	31,500
DISTANCE	-	78	223	224	19	232	229	229	228	228
DISTANCE (TOTAL)	-	78	301	525	544	776	1,005	1,234	1,462	1,690
GROSS WEIGHT	160,900	157,900	153,100	148,750	148,000	143,720	140,240	136,880	133,640	130,500
WT (K) AVG	-	196	223	221	212	232	229	229	228	228

CONDITION	CR#8	DC#1	CR#9	CR#10	DC/LD
ALTITUDE	17,500	15,250	13,000	13,000	-
TIME	:45	:07	1:00	1:20	:20
TIME (TOTAL)	8:18	8:25	9:25	10:45	11:05
FUEL	2,260	200	2,740	2,640	850
FUEL (TOTAL)	33,750	33,960	36,700	39,340	40,190
DISTANCE	170	25	210	278	-
DISTANCE (TOTAL)	1,860	1,885	2,095	2,373	-
GROSS WEIGHT	128,240	128,040	125,300	122,660	121,810
T (K) AVG	227	216	210	209	-

DATE: 20 Dec 54
 CALCULATED BY: T/Sgt L. E. Newman

~~CONFIDENTIAL~~

APPENDIX 4

TO

ANNEX B

TO

OPERATIONS ORDER

NO. 111-55

KC-97 Take-Off Schedule

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
KC-97 TAKE-OFF SCHEDULE

T.O. SCHEDULE	TAKE-OFF TIMES (MST)	ARRIVE AT ORBIT POINT (MST)	ETA OF RLC AT ORBIT PT (SUBJ TO SLIGHT REVISION FOR WINDS)
Banker Task Force Cmdr	1330		
Plane #1	1529		
Plane #2	1530		
Archibald One	1540	1712	Smart Guy 1 1742 (MST)
" 2	1550	1722	" 2 1752
" 3	1600	1732	" 3 1802
" 4	1610	1742	" 4 1812
" 5	1620	1752	" 5 1822
" 6	1630	1802	" 6 1832
" 7	1640	1812	" 7 1842
" 8	1650	1822	" 8 1852
" 9	1700	1832	" 9 1902
" 10	1710	1842	" 10 1912
" 11	1720	1852	" 11 1922
" 12	1730	1902	" 12 1932
" 13	1740	1912	" 13 1942
" 14	1750	1922	" 14 1952
" 15	1800	1932	" 15 2002
" 16	1810	1942	" 16 2012
" 17	1820	1952	" 17 2022
" 18	1830	2002	" 18 2032
" 19	1840	2012	" 19 2042
" 20	1850	2022	" 20 2052
" 21	1900	2032	" 21 2102
" 22	1910	2042	" 22 2112
" 23	1920	2052	" 23 2122
" 24	1930	2102	" 24 2132
" 25	1940	2112	" 25 2142
" 26	1950	2122	" 26 2152
" 27	2000	2132	" 27 2202
" 28	2010	2142	" 28 2212
" 29	2020	2152	" 29 2222
" 30	2030	2202	" 30 2232

App 4 - Annex B
509 21 1
Page 1 of 1
23 Nov 51

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.	3COMDR	SUBJECT	Suggestions for Future Mission Planning			
TO	Deputy Commander Director of Operations Director of Materiel	FROM	Commander, 303rd BWg, M Lt Col Richard B. Smith	DATE	5 Jan 55 Col Saunders/cva/8223	COMMENT NO. 1
<p>1. As a result of flying Operation Spotlight, I have the following suggestions to offer for future mission planning.</p> <p>a. <u>Control Aircraft:</u> The commander of the control aircraft must fly the entire route at the designated air speed. In Spotlight, Lt Col Richard B. Smith, the leader, cut off two minutes in order to make good the published control time and thereby caused subsequent aircraft difficulty in catching up.</p> <p>b. <u>Take-Off Order and Altitude:</u> Many observers commented on the difficulty of flying in the position assigned. Also, pilots with tip tank aircraft experienced difficulty in attaining higher altitudes in route as a result of shifting from one position to another. This difficulty may be relieved by scheduling tip tank aircraft to fly only the lower altitudes. In order to insure that they fly at the lower altitudes, regardless of changes, aircraft could be moved up two positions instead of one. For example, if number three aborted, number five would take his place. In addition, observers experienced difficulty because they were not prepared for the times at which they flew. One way to alleviate this problem would be to have pre-computed data for each aircraft position and then insure that proper set of information is in each aircraft at take-off.</p> <p>c. <u>Ground Control:</u> For each Future mission I would like to have a published organization for ground control of aircraft. In this organization specific responsibilities should be assigned for ground changes, aircraft changes, and so forth. Such an organization would enable anyone to know who is responsible for making decisions. One instance that arose on the last mission was the cutting of engines on one aircraft because of a reported fuel leak. As it turned out, there was no fuel leak. In this case two aircraft shifted positions in the bomber stream, thereby causing subsequent difficulties to both.</p> <p>d. <u>Choice of Aiming Points:</u> I believe that the theory which we stated in the selection of aiming points was sound. That is, to choose an aiming point which can be easily recognized at all distances and which is also easy to identify. In planning Operation Spotlight, however, we did not follow the above theory. For example, at Atlanta, the aiming point was not easily recognizable at any distance. One other consideration in the choice of aiming points was to provide a point which would allow observers sufficient time in synchronization. In the case of Richmond,</p>						

DD FORM 96

REPLACES NAV FORM 96, 1 OCT 46 WHICH MAY BE USED

16-54821-2 GPO : 1955 O-358-000

0244

3COMDR

SUBJECT: Suggestions for Future Mission Planning

most observers reported that they were rushed during the bomb run. It is especially important when bombing down wind that observers not be rushed during synchronization.

s/t/ D. W. SAUNDERS, Colonel, USAF
Commander

ROUTING		JOINT MESSAGEFORM		COMMUNICATIONS CENTER NO.	
COPY		SECRET		COPY	
<small>SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY</small>					
FROM: (Originator)		DATE/TIME GROUP		SECURITY CLASSIFICATION	
COMDRADIV 36 DAVIS MONTHAN AFB ARIZ				SECRET	
TO:		PRECEDENCE FOR:		ACTION	
COMDRAP 15 MARCH AFB CALIF				OPS IMMED	
INFO:		<input type="checkbox"/> BOOK MESSAGE		<input type="checkbox"/> ORIGINAL MESSAGE	
		<input type="checkbox"/> MULTIPLE ADDRESS		CRYPTOPRECAUTION	
				<input type="checkbox"/> YES <input type="checkbox"/> NO	
		IDENTIFICATION		REFERS TO MESSAGE CLASSIFICATION	
<p>/S E C R E T/ 1. ZIPPO/046/B-27, T-27/SPOTLIGHT/111-55/303BW/ MSN 1.</p> <p>2. CONCLUSIONS:</p> <p>A. THE SUCCESS OF THIS MISSION IS ESTIMATED TO BE GOOD, BASED UPON THE FOLLOWING FACTORS:</p> <p>(1) EXCELLENT BOMBING RESULTS ACHIEVED ON TARGET LIMA AT CHARLOTTE WITH A 100 PER CENT RELIABILITY FACTOR.</p> <p>(2) THIRTY B-47 ACFT OUT OF 37 AVAILABLE WERE SCHEDULED AND THIRTY WERE DISPATCHED WITHOUT THE USE OF GROUND SPARES.</p> <p>(3) THIRTY-TWO KC-97 ACFT WERE SCHEDULED AND WERE AIRBORNE. TWENTY-EIGHT WERE EFFECTIVE AND THREE OF THE FOUR REPORTED NON-EFFECTIVE COULD HAVE BEEN EFFECTIVE HAD THE RECEIVER ACFT COMDRS ELECTED TO CONTINUE REFUELING RATHER THAN AN EARLY BREAK OFF IN ORDER TO MEET CONTROL TIMES. THE AERIAL REFUELING WAS CONDUCTED BETWEEN CLOUD LAYERS.</p>					
DRAFTER'S NAME (and signature, when required)		SECURITY CLASSIFICATION		PAGE OF PAGES	
		SECRET		1 OF 2	
		RELEASING OFFICER'S SIGNATURE			
SYMBOL		TELEPHONE		OFFICIAL TITLE	

NME Form 173

REPLACES WD AGO FORM 11-146, 15 JUN 1961, AND WD AGO FORM 888, 10-14602-1, U. S. GOVERNMENT PRINTING OFFICE: 1961 O-540754
1 APR 1961, WHICH MAY BE USED.

0267

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B. LESSONS LEARNED FROM MISSION:

- (1) THE OFFSET AIMING POINT AT RICHMOND WAS IN THE FIRST ZONE OF CONSIDERATION. AS A RESULT OF 112 KNOT TAIL WIND AND RESULTING HIGH GROUND SPEED, SYNCHRONIZATION TIME WAS EXTREMELY SHORT. IN THE FUTURE, TO INCREASE SYNCHRONIZATION TIME WHEN HIGH GROUND SPEEDS ARE EXPECTED OFFSET AIMING POINTS IN THIRD AND FOURTH ZONES OF CONSIDERATION WILL BE SELECTED IF FEASIBLE.
- (2) THE OFFSET AIMING POINT AT ATLANTA FADED OUT AND PRECLUDED ACCURATE CROSSHAIR PLACEMENT. THIS OFFSET AIMING POINT WAS SELECTED BY THE SELECTION COMMITTEE BECAUSE OF ITS PROMINENCE AND ITS PERSISTENCY AS INDICATED BY THE TARGET MATERIALS AVAILABLE FOR STUDY. POOR BOMBING RESULTS AT ATLANTA EMPHASIZES THE IMPORTANCE OF PROPER AIMING POINT SELECTION AND THE REQUIREMENT FOR ADEQUATE TARGET MATERIALS IN MAKING THIS SELECTION.
- (3) ALTHOUGH THE TACTICAL DOCTRINE STIPULATES BOMBERS WILL ESTABLISH CONTACT WITH THE TANKERS AT MAXIMUM RANGE IT IS DESIRABLE TO DESIGNATE A POINT TO INITIATE THIS CALL ON MISSIONS OF THIS TYPE. THIS WILL ELIMINATE MUCH CONFUSING AND UNNECESSARY RADIO TRANSMISSIONS AND MAKE POSSIBLE A UNINTERRUPTED CALL FROM THE RECEIVER TO THE TANKER AND A MORE ACCURATE DISPATCHING OF TANKERS FROM THE ORBIT POINT.

THIS DESIGNATED CALL-IN-POINT WILL ALSO BE DESIGNATED A CONTROL POINT FOR BOMBERS AND WILL INSURE MORE ACCURATE SEPARATION OVER THE ORBIT POINT.

C. RECOMMENDATIONS:

- (1) THAT MORE COMPLETE TARGET MATERIALS BE MADE AVAILABLE FOR FUTURE MISSIONS OF THIS TYPE.

3. COMMENTS OF ADEQUACY OF SUPPORT ITEMS:

- A. ADEQUATE (SEE PARAGRAPH 2 ABOVE)
- B. NA
- C. NA
- D. NA
- E. NA
- F. ADEQUATE
- G. INADEQUATE DUE TO LIMITED AMOUNT OF TARGET MATERIAL AVAILABLE.
ALL OTHER INTELLIGENCE DATA WAS SUFFICIENT.
- H. ADEQUATE
- I. NONE

4. COMMENT ON EFFECT OF FOLLOWING ON SUCCESS OF PRIMARY MISSION:

- A. MAJOR MAINTENANCE FACTORS ENCOUNTERED IN PREPARING FOR OPERATION "SPOTLIGHT" MISSION OF 4 - JAN 55 WERE AS FOLLOWS:
 - (1) OF 39 B-47 ACFT POSSESSED, ONE WAS OUT OF COMMISSION FOR FUEL LEAK AND THREE WERE SCHEDULED FOR IRAN AND NOT AVAILABLE FOR THIS MSN. THE REMAINING B-47 ACFT WERE SCHEDULED WITH 30 PRIMARY AND 5 SPARE ACFT. THE 30 PRIMARY ACFT MADE TAKE OFF SCHEDULE AND NO SPARES WERE UTILIZED.

(2) PRIOR TO THE MSN, EXTENSIVE ACFT POWER INSPECTIONS WERE CONDUCTED. ALL ACFT, WITH EXCEPTION OF ONE, WERE INSPECTED FOR RELIABILITY OF THE MAIN, SECONDARY AND A-5 INVERTORS. WITH THE EXCEPTION OF 3 ACFT, ALL ACFT WERE INSPECTED FOR RELIABILITY OF ALTERNATORS. THE INSPECTION RESULTED IN REPLACEMENT OF 22 INVERTORS AND ADJUSTMENTS ON 14 OTHERS. THE RESULTS OF THE MSN PROVED THAT NO INVERTOR POWER DIFFICULTY WAS EXPERIENCED AND ONLY ONE ALTERNATOR DIFFICULTY WAS ENCOUNTERED.

(3) THE RADAR ABORT RATE WAS 20.7 PER CENT WITH NO UNFAVORABLE MAINTENANCE OR MATERIAL TRENDS RESULTING.

B. IN GENERAL, COMMUNICATIONS WERE AS BRIEFED. OUT OF 24 CREWS REPORTING, ONLY 9 MADE ONE OR MORE HF POSITION REPORTS, AND 7 CREWS SUBMITTED HF STRIKE REPORTS. BY FAR THE MOST COMMON COMPLAINT WAS THE OVERCROWDING OF HF CHANNELS, AND POOR RADIO DISCIPLINE SHOWN BY RADIO OPERATORS ON MATS AND OTHER CARGO ACFT HAVING RADIO OPERATORS. FIVE B-47 ACFT WERE NOT EQUIPPED WITH AN HF SET. TEN CREWS REPORTED DIFFICULTY, EITHER ELECTRICAL OR OVERCROWDING OF REPORTING FREQUENCIES WHICH PRECLUDED THEM FROM SUBMITTING HF REPORTS AS BRIEFED. REFUELING COMMUNICATIONS WERE REPORTED TO BE EXCELLENT. ONLY ONE CASE OF UHF DIFFICULTY WAS REPORTED. MOST CONTACTS MADE USING THE RENDEZVOUS EQUIPMENT WERE MADE BETWEEN 50 AND 100 MILES. ONE CASE

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WAS REPORTED OF 180 MILE RANGE AND ONE CASE WAS REPORTED OF ONLY FOUR AND A HALF MILE RANGE. MOST OF THE AIRCREWS REPORTED THAT THEY LIKED USING PREPLANNED HF POSITION REPORTS, WITH A PAGE IN THE FLIMSLEY DEVOTED TO PROPER CALL SIGNS AND PRIMARY AND SECONDARY FREQUENCIES.

C. SEE PARAGRAPH 4G, BELOW.

D. NA

E. NA

F. WEATHER CAUSED BY A FAST MOVING FRONT CAUSED CONSIDERABLE DIFFICULTY IN THE REFUELING AREA FOR APPROXIMATELY THE LAST THIRD OF THE BOMBER STREAM. CUMULUS CLOUD TOPS RANGED FROM 14,000 FT TO 18,000 FT AND CONTAINED LIGHT RIME ICE AND MODERATE RENDEZVOUS AND NECESSITATED MANY CHANGES IN REFUELING ROUTE. NO OTHER WEATHER DIFFICULTIES WERE ENCOUNTERED ALONG THE BOMBER STREAM ROUTE.

G. NAVIGATION:

- (1) THERE WERE NO UNUSUAL NAVIGATIONAL PROBLEMS ENCOUNTERED ON THIS MISSION. THE FORECAST WINDS TO CONTROL POINT NUMBER ONE WERE ACCURATE AND NECESSITATED ONLY A 2 MINUTE INFLIGHT CHANGE BY NAVIGATIONAL CONTROL ACFT FOR THE LAST HALF OF THE BOMBER STREAM. FROM THE DATA AVAILABLE CONTROL TIMES WERE GENERALLY GOOD; WHERE REFUELING AND/OR ENROUTE POSITIONS INDICATED A POSSIBILITY OF BEING OUT OF TOLERANCE THE NIGHT CELESTIAL LEG WAS SACRIFICED.

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- (2) THE OVERALL NAVIGATION RESULTS FOR THE THIRTH SCHEDULED ACFT WERE:
- (A) 17 NIGHT CELESTIAL NAVIGATION LEGS WERE PHOTO SCORED FOR A WING CEA OF 15.3 NM.
 - (B) 13 WERE NOT ACCOMPLISHED FOR THE REASONS INDICATED:
 - 1. 7 LEGS SACRIFICED TO MAKE CONTROL TIMES GOOD.
 - 2. 1 LEG - OPERATOR PERFORMING INFLIGHT RADAR MAINT.
 - 3. 2 LEGS - AIR ABORTS PRIOR TO TARGET.
 - 4. 1 LEG - NO PHOTOS DUE CAMERA MALFUNCTION.
 - 5. 1 LEG - NO SCOREABLE FILM.
 - 6. 1 LEG - ACFT LANDED AT ALTERNATE BASE AND FILM NOT YET PROCESSED.
 - (C) 18 GRID LEGS WERE PHOTO SCORED AND 5 NOT PHOTO SCORED FOR AN OVERALL WING CEA OF 22.3 NM.
 - (D) 7 GRID LEGS WERE NOT ACCOMPLISHED FOR THE REASONS INDICATED:
 - 1. 4 ACFT WERE LOW ON FUEL - 1 RETURNED DMABF AND 3 LANDED AT ALTERNATE BASES.
 - 2. 2 ACFT ABORTED PRIOR TO GRID LEG.
 - 3. 1 LEG NOT ACCOMPLISHED - OBSR UNABLE TO OBTAIN THE CHECKS DUE LACK OF PERISCOPIC SEXTANT CORD ABOARD.
 - H. SATISFACTORY (APPLICABLE ONLY TO KC-97S FOR REFUELING) NO OUTSTANDING COMMENTS.
 - I. THE TOTAL RECORD RUNS ON THIS MSN WERE 69. THE WING CEA WAS 3151 FT, CEP WAS 2500 FT. AT TOTAL OF 7 MALFUNCTION RUNS WERE

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MADE WITH 10 ACTUAL RADAR ABORTS. THERE WERE 20 GROSS ERRORS.

THE RESULTS FOR EACH TARGET ARE AS FOLLOWS:

RICHMOND	CHARLOTTE	ATLANTA
CEA 3631 FT	CEA 1838 FT	CEA 3937 FT
CEP 3000 FT	CEP 1545 FT	CEP 3250 FT
25 RECORD RUNS	22 RECORD RUNS	22 RECORD RUNS
1 HALF RUN	3 HALF RUNS	3 HALF RUNS
10 GROSS ERRORS	0 GROSS ERRORS	10 GROSS ERRORS
2 ABORTS	3 ABORTS	4 ABORTS

THE EVALUATION OF RESULTS FROM THE RUNS ON RICHMOND TARGET JULIET SHOWED EVIDENCE THAT ALTHOUGH THE OFFSET AIMING POINT WAS WITHIN THE PRIMARY ZONE OF CONSIDERATION, EXCESSIVE GROUND SPEED, REDUCED SYNCHRONIZATION TIME. CHARLOTTE RES TARGET LIMA EVIDENCED NO DIFFICULTY AS RESULTS ACHIEVED INDICATED. THE ATLANTA RES RUNS ON TARGET JULIET WERE DUE ALMOST ENTIRELY TO A MATTER OF AIMING POINT INTERPRETATION. THERE WAS NO DIFFICULTY IN ISOLATING THE RETURN OF THE OFFSET AIMING POINT, BUT IT WAS ELUSIVE IN PERSISTENCY THROUGHOUT THE BOMB RUN. THE POOR QUALITIES OF THE SELECTED AIMING POINT WAS NOT EVIDENT ON THE TARGET MATERIALS AVAILABLE.

J. SEE PARAGRAPH 2b(3).

WARREN K MANNING, Major, USAF

300C

s/t/ WARREN K MANNING, Major, USAF

Senior Controller

.17

303RD BOMBARDMENT WING (M)



OPERATIONS ORDER

SERIAL NO. _____

DATE _____

CLASSIFICATION _____

55-107-3

~~SECRET~~

CLASSIFICATION ~~SECRET~~
AUTHORITY COMMANDER 36TH ADIV
DATE 12 JANUARY 1955
INITIALS E. G. SHELTON

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
OOl, 12 January 1955

SUBJECT: Amendment Number two to 303rd Bomb Wing Operations Order 113-55

TO: See Distribution

1. The following amendments to 303rd Bomb Wing Operations Order 113-55:

- Item 1: Reference paragraph 2, a. Delete so much as reads "29 hours and substitute 30 hours".
- Item 2: Reference paragraph Annex B, par 6, a. Add subparagraph (5) Fifth Acft: $44^{\circ} 51' - 07''N$ $92^{\circ} 48' - 55''W$.
- Item 3: Reference paragraph 6, a, (3), Annex B. Change so much as reads " $44-41-07''N$ " to read " $44-51-07''N$ ".

FOR THE COMMANDER:

DISTRIBUTION:

Comdr 15AF, 2 cys
Comdr 36th ADiv, 1 cy
Comdr 303d B, 1 cy
Comdr 358th Bomb Sq, 1 cy
Comdr 359th Bomb Sq, 1 cy
Comdr 360th Bomb Sq, 1 cy
Comdr 303d AREFS, 1 cy
Comdr 43d AREFS, 1 cy
Comdr 303d A&EM Sq, 1 cy
Comdr 303d Fld Maint Sq, 1 cy
Comdr 303d Pdc Maint Sq, 1 cy
Comdr 43d Bomb 'g, 1 cy
Comdr 803d ABGp, 1 cy
Dir of Oprs, 1 cy

~~SECRET~~
E. G. SHELTON
Lt Col., USAF
Dep Dir of Oprs

55-1078-5

~~SECRET~~

Hq 303d BW Subject: Amendment Number Two to 303d Bombing
Operations Order 113-55

Chf, Oprs & Trng, 1 cy
Dir of Mat, 1 cy
Chf of Maint, 1 cy
Intell BR, 2 cys
Comm Div, 1 cy
Plans, 1 cy
Obs Sec, 1 cy
Harmon Task Force Condr, 1 cy
Weather Detachment, 1cy
Special Weapons, 1 cy
Unit Historian, 4 cys

~~SECRET~~

CLASSIFICATION ~~CONFIDENTIAL~~
AUTHORITY COMR 303 B
DATE 8 January 1955
INITIALS E. G. Shelton

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
0001Z, 9 January 1955

SUBJECT: Amendment Number One to 303rd Bomb Wing Operations Order
113-55

TO: See Distribution

1. The following amendments to 303rd Bomb Wing Operations
Order 113-55:

- Item 1: Reference paragraph 2b, page 3. Change so much
as reads "and nine KC-97 aircraft and crews of
the 43rd Bomb Wing to Harmon AFB" to read "and
ten KC-97 aircraft and crews of the 43rd Bomb
Wing to Harmon AFB".
- Item 2: Reference paragraph 3c, page 3. Insert 360th
Bomb Squadron before the word Dispatch.
- Item 3: Reference paragraph 3d(1), page 3. Change so
much as reads "and nine aircraft and crews of
the 43rd Air Refueling Squadron to Harmon AFB"
to read "and ten aircraft and crews of the 43rd
Air Refueling Squadron to Harmon AFB".
- Item 4: Reference paragraph 3d(1). Add sub-paragraph
3d(1)(-). Provide aerial refueling in Socorro,
New Mexico area during the 303rd Bomb Wing USCM.

FOR THE COMMANDER:

E. G. Shelton
E. G. SHELTON
Lt Col, USAF
Dep Dir of Ops

DISTRIBUTION:

Comdr 15AF, 2 cys
Comdr 36th ADiv, 1 cy
Comdr 303d BW, 1 cy
Comdr 358th Bomb Sq, 1 cy
Comdr 359th Bomb Sq, 1 cy

~~SECRET~~

Hq 303d Bw Subject: Amendment Number One to 303rd Bomb Wing
Operations Order 113-55

Codr 360th Bomb Sq, 1 cy
Codr 303d AREFS, 1 cy
Codr 43d AREFS, 1 cy
Codr 303d A&EWSq, 1 cy
Codr 303d Fld Maint Sq, 1 cy
Codr 303d Pdc Maint Sq, 1 cy
Codr 43d BW, 1 cy
Codr 803d ABOP, 1 cy
Dir of Oprs, 1 cy
Chf, Oprs & Trng, 1 cy
Dir of Mt, 1 cy
Chf of Maint, 1 cy
Intell Br, 2 cys
Comm Div, 1 cy
Plans, 1 cy
Obs Sec, 1 cy
Homon Task Force Codr, 1 cy
Weather Detachment, 1 cy
Special Weapons, 1 c
Unit Historian, 4 cys

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Annex B - Operations

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Appendix 2 - B-47 Routes and Requirements

Appendix 3 - B-47 Take-Off Schedule

Appendix 4 - KC-97 Routes

Annex C - Logistics

Appendix 1 - Personnel

Appendix 2 - Materiel

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CLASSIFICATION ~~SECRET~~
AUTHORITY CGDR 303 B
DATE 6 January 1955
INITIALS JV MBB

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
OOOIZ, 6 January 1955

OPERATIONS ORDER 113-55 (Nickname "ANGEL FACE" is unclassified. Void date is 20 Feb 55. This is restricted data, Atomic Energy Act of 1946)

358th Bomb Squadron	Lt Col Philip A. Fitter
359th Bomb Squadron	Lt Col Herbert W. Reinhardt
360th Bomb Squadron	Lt Col Robert A. Maucher
303rd Air Refueling Squadron	Lt Col Rufus A. Ward
303rd A&E Maintenance Squadron	Lt Col Herbert M. Light, Jr
303rd Periodic Maint Squadron	Major Werton V Smith
303rd Field Maint Squadron	Major Donal E. Cunningham
303rd Tactical Hospital	Capt Kenneth L. DeHaven
43rd Bomb Wing, M	Col David A. Barchinal

1. GENERAL SITUATION: A requirement exists for this Wing to conduct a B-47 special weapons exercise in conjunction with a unit simulated combat mission, to indoctrinate Air Refueling Squadron personnel with cold weather operations in a forward area, and to exercise base facilities at Ernest Harmon AFB.

- a. Intelligence: See Annex A.
- b. Enemy forces: Omitted.
- c. Friendly forces:

303 BW M
Ops Plan 113-55
6 Jan 55

~~SECRET~~

- ~~SECRET~~
- (1) 43rd Bomb Wing
 - (a) Provide nine KC-97 aircraft and crews for deployment to Harmon AFB in accordance with schedule in Annex B.
 - (b) Provide equipment and support personnel as designated in Annex C.
 - (c) Provide aerial refueling in Socorro, New Mexico area during the 303rd Bomb Wing USCM.
 - (2) AMC: Provides special weapons support.
 - (3) NEAC:
 - (a) Provides Air Rescue facilities over applicable portion of USCM route.
 - (b) Provides necessary facilities and services at Ernest Harmon AFB.
 - (c) Provides special weapons support.
 - (4) Senior Representative SAC CECE: Provides latest ATC procedures as required by Commander, 303rd Bomb Wing.
 - (5) ADC: Provide fighter intercepts along route as coordinated by Commander, 303rd Bomb Wing.
 - (6) MATS: Provide normal Search and Rescue Facilities.
 - (7) 8th Air Force: Provides special weapons support.
 - (8) 2nd Strat Support Squadron: Provide airlift to Harmon, see Annex C.

2. MISSION:

- a. 303rd Bombardment Wing executes a USCM and special weapons

303 BW M
Ops Plan 113-55
6 Jan 55

~~SECRET~~

CLASSIFICATION ~~SECRET~~
AUTHORITY COMDR 303 BW
DATE 6 January 1955
INITIALS 2-1/1955

HEADQUARTERS 303RD BOMBARDMENT WING, MEDIUM
Davis-Monthan Air Force Base, Arizona
0001Z, 6 January 1955

OPERATIONS ORDER 113-55 (Nickname "ANGEL FACE" is unclassified. Void date is 20 Feb 55. This is restricted data, Atomic Energy Act of 1946)

358th Bomb Squadron	Lt Col Philip A. Fitter
359th Bomb Squadron	Lt Col Herbert W. Reinhardt
360th Bomb Squadron	Lt Col Robert A. Maucher
303rd Air Refueling Squadron	Lt Col Rufus A. Ward
303rd A&E Maintenance Squadron	Lt Col Herbert M. Light, Jr
303rd Periodic Maint Squadron	Major Werton V. Smith
303rd Field Maint Squadron	Major Donal E. Cunningham
303rd Tactical Hospital	Capt Kenneth L. DeHaven
43rd Bomb Wing, M	Col David A. Burchinal

1. GENERAL SITUATION: A requirement exists for this Wing to conduct a B-47 special weapons exercise in conjunction with a unit simulated combat mission, to indoctrinate Air Refueling Squadron personnel with cold weather operations in a forward area, and to exercise base facilities at Ernest Harmon AFB.

- a. Intelligence: See Annex A.
- b. Enemy forces: Omitted.
- c. Friendly forces:

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exercise in four increments with a minimum of eight aircraft per increment. Take-off of first increment will be scheduled so as to arrive at "H" Hour Control Point 29 hours after X Day. X Day is 0001Z, 11 January 1955. Second increment takes off eight hours after first increment. Third increment takes off 24 hours after first increment. Fourth increment takes-off 32 hours after first increment.

b. 303rd Bomb Wing deploys 11 KC-97 aircraft and crews of the 303rd Air Refueling Squadron and nine KC-97 aircraft and crews of the 43rd Bomb Wing to Harmon AFB. This task force will furnish air refueling to B-47's of the 303rd Bomb Wing during USCM.

d. 303rd Bomb Wing redeploys Tanker Task Force to Davis-Monthan AFB on or about 28 January 1955.

3. TASKS FOR SUBORDINATE UNITS:

a. 358th Bomb Squadron: Dispatch eleven B-47 aircraft and crews in accordance with schedule in Annex B.

b. 359th Bomb Squadron: Dispatch ten B-47 aircraft and crews in accordance with schedule in Annex B.

c. Dispatch eleven B-47 aircraft and crews in accordance with schedule in Annex B.

d. 303rd Air Refueling Squadron

(1) Deploy 11 KC-97 aircraft and crews of the 303rd Air Refueling Squadron and nine aircraft and crews of the 43rd Air Refueling Squadron to Harmon AFB in accordance with schedule in Annex B.

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- (2) Provide equipment and support personnel as designated in Annex C, Appendix 1.
- (3) 303rd A&E Maintenance Squadron: Provide equipment and personnel as designated in Annex C, Appendix 1.
- (4) 303rd Field Maintenance Squadron: Same as (3) above.
- (5) 303rd Periodic Maint Squadron: Same as (3) above.
- (6) 303rd Tactical Hospital: Same as (3) above.
- (7) 803rd Air Base Group:
 - (a) Provide support personnel as designated in Annex C, Appendix 1.
 - (b) Provide maximum security of aircraft and vital facilities at Davis-Monthan during the preparation for and execution of this mission.
 - (c) Provide base support as required during execution of mission.

3. x. GENERAL INSTRUCTIONS:

a. Prior to launching of strike, appropriate commanders will be informed by priority message of B-47 ETA and ETL for respective areas of salvage responsibility (SAC Reg 82-1, 30 Nov 54, applies)

- (1) 36th Air Division responsible for area within radius of 20 nautical miles of Davis-Monthan.
- (2) AMC responsible within the ZI except for within 20 n.m. of Davis-Monthan.
- (3) Commander, Goose Bay AFB, and Commander 7th Aviation Field

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Depot responsible for area outside the continental limits of the US bounded by 55-00N 40-00W, 45-00W and 70-00W.

(4) AFR 55-25 and SAC Reg 55-5 pertaining to flights over populated areas by bomb carriers will be complied with.

b. Daily execution order will be dispatched from 15AF Hq.

c. Routes: See Annex B.

d. IFI will be performed prior to or during air refueling in Harmon area.

e. Four primary tankers and one airborne spare will be required for each B-47 wave.

f. Spare tankers will be serviced with sufficient 115/145 fuel to fly the required mission without dumping fuel in event aircraft is not utilized as a primary tanker. This does not prohibit the aircraft commander from jettisoning fuel if flying safety considerations so dictate.

g. Bombing: See Annex B.

h. ISC. Press inquiries concerning this mission will be referred to ISC, 36th Air Division.

i. Following ground safety and flying safety precautions will be served throughout this mission:

(1) The importance of flying safety and ground safety will be emphasized and will be the paramount consideration in the conduct of this mission.

(2) Prior to departure from this station, Commanders will

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insure that each crew accomplished the following:

- (a) Practice bailout, crash landing, and ditching drill for crew members and passengers.
 - (b) Practices instrument approach procedures and GCA in the instrument trainer for the landing base and designated alternates.
 - (c) Reviews and studies all emergency procedures.
 - (d) Checks NOTAMS for primary and alternates before taking-off.
 - (e) Reviews and studies emergency radar intercept procedures contained in radio facilities charts and supplementary flight information handbook.
 - (f) Reviews and studies air rescue alerting procedures for all points along planned routes as contained in supplementary flight information handbook.
 - (g) Complete inspection of all personal equipment, fitting of parachute, and oxygen mask.
- (3) Participating personnel, as applicable, will be provided with appropriate Arctic Equipment and given necessary indoctrination in Arctic Survival.
 - (4) Route terrain clearance will be 2000 feet within 25 miles either side of planned course except in immediate vicinity of landing fields.
 - (5) B-47's must be able to proceed to missed air refueling alternate with a minimum of 12,000 pounds fuel reserve.

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Fuel reserve over Davis-Monthan or suitable alternate will be 12,000 pounds.

- (6) AFR 60-16 applies for KC-97 fuel reserves.
- (7) All B-47 take-off minimums will be station minimum of 500 feet and one mile visibility, whichever is higher. Weather minimum for clearance purposes to a station within the ZI is station minimum or AFR 60-16, whichever is higher. For clearance to station outside the ZI, minimums are 1500 feet and three miles visibility at destination or 3000 feet and five miles visibility at alternate.
- (8) Qualified tower officers will be on duty in accordance with SAC Reg 62-8 and 62-17.
- (9) Crew rest will be as detailed in SAC Reg 62-19 and 15AFI 60-1.
- (10) Over water equipment will be in accordance with SAC Reg 60-8.
- (11) Crews will be briefed on the contents of paragraph 4b, SAC Reg 51-11 regarding monitoring of aircraft course during celestial navigation legs.
- (12) Radar operators will monitor all hot-downs and GCA's on radar.
- (13) Captain James E. Wheelless will visit the El Paso Regional ATIS Center at least 48 hours prior to the strike mission to coordinate communications and traffic control procedures.

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AFR 60-16, SAC Regs 55-3, 55-5, 55-18, and 55-25,
15AFR 50-19, and 50-30 apply. Flight plans will be
unclassified for the purpose of coordination with ATC.

- (14) 303rd Bomb Wing procedures for Wing walker and ground
handling of aircraft will be strictly complied with at
the TDY station during this mission.

j. Following security precautions will be observed during this
mission:

- (1) Maximum security will be given to aircraft and vital
installations and equipment.
- (2) All information concerning the mission will be disseminated
on a need to know basis only.
- (3) Aircraft Commanders will be responsible for the security
of their assigned aircraft while away from Davis-Monthan,
except when relieved by properly authorized security
guards.
- (4) Discussion of tactics and handling and processing of radar
film containing returns indicative of aircraft formations
will be on a need to know basis.
- (5) SAC Security Force personnel will be used exclusively to
guard SAC aircraft. However all Air Police activities will
be coordinated with applicable Provost Marshal.
- (6) Aircraft will be guarded by armed guards during all enroute
stops.
- (7) Security pre-flight will be conducted prior to each take-

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off to insure that no sabotage has been made against aircraft.

- (8) All support and aircrew members will have in their possession the SAC Restricted Area Badge or are on a properly authorized access roster.

k. Photography:

- (1) Radar scope and/or visual photography of each turning point over land, and target area photography, will be conducted in accordance with SAC Manual 50-38.
- (2) Radar bomb strike photographs will be taken and scored in accordance with SAC Reg 50-30.
- (3) Disposition of aerial and radar scope photos of Canadian territory, will be as prescribed by SAC Reg 95-7, 24 Dec 52.

l. CX Control Team: Senior Controller, Major George A. Pestell.

m. Reports: See Annex A.

4. ADMINISTRATION AND LOGISTICAL MATTERS: See Annex "C".

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command:

- (1) Commander, 303rd Bomb Wing, W. Davis-Monthan AFB, Tucson, Arizona
- (2) Colonel Lloyd D. Chapman, Deputy Commander, 303rd Bomb Wing, is appointed Harmon Task Force Commander.

b. Communications:

- (1) Enroute communications will be in accordance with SACCEI,

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SAC Manual 55-4, SAC Manual 55-5A, applicable JRAF's,
ACF's, and current radio facility charts except as modified
herein.

- (2) Aircraft call sign for all air/ground communications will be the last five digits of the true tail number. Call signs for inter-plane communications will be SMARI GUY and ARCHIBALD suffixed by a number corresponding to take-off position. Ground station call signs will be in accordance with current radio facility charts.
- (3) VHF/UHF channelizations will be in accordance with the SACCEI and current radio facility charts.
- (4) Identification and recognition will be in accordance with SACCEI and SAC Regulation 55-23.
- (5) Authentication will be in accordance with AFSAL 5104 ().
- (6) M-19 reports will be submitted in accordance with procedure COCA, SAC Manual 55-8G, while within the ZI and procedure "BRAVO" when outside the continental limits of the U.S. Reports will be addressed to Hq 15AF and Hq 303rd Bomb Wing using ACF 101 routing indicators. The appropriate FIR will be an additional addressee outside the Z.I.
- (7) All HF position reports will be submitted to control stations in excess of 1000 miles as designated by the Wing Communications Officer, or the airways station if designated stations cannot be contacted.

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off to insure that no sabotage has been made against aircraft.

- (8) All support and aircrew members will have in their possession the SAC Restricted Area Badge or are on a properly authorized access roster.

k. Photography:

- (1) Radar scope and/or visual photography of each turning point over land, and target area photography, will be conducted in accordance with SAC Manual 50-38.
- (2) Radar bomb strike photographs will be taken and scored in accordance with SAC Reg 50-30.
- (3) Disposition of aerial and radar scope photos of Canadian territory will be as prescribed by SAC Reg 95-7, 24 Dec 54.

1. CX Control Team: Senior Controller, Major George A. Pestell.

m. Reports: See Annex A.

4. ADMINISTRATION AND LOGISTICAL MATTERS: See Annex "C".

5. COMMAND AND COMMUNICATIONS MATTERS:

- a. Command:

- (1) Commander, 303rd Bomb Wing, H. Davis-Monthan AFB, Tucson, Arizona
- (2) Colonel Lloyd D. Chapman, Deputy Commander, 303rd Bomb Wing, is appointed Harmon Task Force Commander.

- b. Communications:

- (1) Enroute communications will be in accordance with SACCEI,

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Strike reports will be transmitted to HARMON AIRWAYS or KINDLEY AIRWAYS only.

- (8) The Wing Communications Officer will provide radio frequency propagation data covering the time and distance throughout the route.
- (9) Nickname to effect recall of this mission will be Trail HIGH /
 Void date of this nickname is 5 Feb 55.
- (10) Emergency procedures will be in accordance with current JANAP's, ACP's, and radio facility charts. RS-6 emergency radio kits will be carried aboard all B-47 aircraft.
- (11) GCI frequency will be 364.2 Mcs.
- (12) Fighter-Bomber liaison frequency is 351.0 Mcs.

D. W. SAUNDERS
Colonel, USAF
Commander

DISTRIBUTION:

- Comdr 15AF, 2 cys
- Comdr 36th ADiv, 1 cy
- Comdr 303d BW, 1 cy
- Comdr 358th Bomb Sq, 1 cy
- Comdr 359th Bomb Sq, 1 cy
- Comdr 360th Bomb Sq, 1 cy
- Comdr 303d AREFS, 1 cy
- Comdr 43d AREFS, 1 cy
- Comdr 303d A&E/Sq, 1 cy
- Comdr 303d Flt Maint Sq, 1 cy
- Comdr 303d Pdc Maint Sq, 1 cy
- Comdr 43d BW, 1 cy
- Comdr 803d ABGp, 1 cy
- Dir of Oprs, 1 cy
- Chf, Oprs & Trng, 1 cy
- Dir of Mat, 1 cy
- Chf of Maint, 1 cy

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Intell Br, 2 cys
Comm Div, 1 cy
Plans, 1 cy
Obs Sec, 1 cy
Harmon Task Force Condr, 1 cy
Weather Detachment, 1 cy
Special Weapons, 1 cy
Unit Historian, 4 cys

OFFICIAL:

Ira V. Matthews

IRA V. MATTHEWS
Colonel, USAF
Director of Operations

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ANNEX A
TO
OPERATIONS ORDER
113-55
INTELLIGENCE

Annex A
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ANNEX "A"

TO

OPERATIONS ORDER

SERIAL NUMBER 113-55

INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

- (1) Significance of the mission is as stated in paragraph 2 of this Operations Order.
- (2) Political, Economic and Psychological (Omitted)

b. Enemy Order of Battle: (Not Applicable)

c. Capabilities of Enemy Forces: (Not Applicable)

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

- (1) Was interception by fighter aircraft encountered?
If so, where when, altitude, whether under VFR or IFR conditions, number and type aircraft, markings, fighter tactics and duration of encounter.
- (2) Were fighters controlled by GCI?
- (3) Was jamming of airborne radar experienced? If so to what extent?
- (4) Did abnormal radio activity or jamming occur? Where, when, what frequency.

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(5) Were any sightings of an unusual nature observed?
If so, all pertinent data will be recorded and reported immediately upon landing.

b. Means of Obtaining Information:

- (1) Bombardment crews will be interrogated immediately after the mission by intelligence officers and staff specialists at the 358th Bombardment Squadron Briefing Room.
- (2) Air Refueling Crews will be interrogated in the 303rd Air Refueling Squadron Operations immediately after landing.

3. INTELLIGENCE ACTIVITIES:

- a. Navigational Materials: As required.
- b. Target Materials: Any available target materials may be utilized on this mission, including Radar Scope photography, which will assist in aiming point identification.
- c. Survival Intelligence: All crews will wear Arctic flying and carry the Arctic Survival Kit.
- d. Captured Enemy Documents, Material and Prisoners: (Omitted)
- e. Reports and Distribution:
 - (1) Reporting will be submitted IAW SAC Manuals 55-8, 55-8A, 55-8D and 55-8G; SAC Regulation 55-18; all special reports required by Fifteenth Air Force Operations Order 113-55.
 - (2) All combat reports will contain the flagword "ZIFPO".

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(3) Deployment and Redeployment: (SAC Manuals 55-8 and 55-8G)

(a) M-2, M-10, M-15, M-16, M-17, M-19 (Procedure BRAVO, Address Fifteenth Air Force and parent organization), M-27.

(b) Reports required by SAC Regulation 55-18.

(4) Reembarkment: (SAC Manual 55-8, 55-8A and 55-8G)

(a) Distribution "A":

1. B-2, B-10, B-11, B-15, B-17, B-21, B-22, B-23, B-34, M-36, B-51, B-63, B-71, B-31.

2. Negative B-51 and B-23 reports are required.

3. M-19 (Procedure BRAVO, Address Fifteenth Air Force and parent organization).

4. Reports required by paragraph 6A(1), SAC Manual 55-8.

(b) Distribution "B": B-27 (One report at completion of mission)

(5) Air Refueling: (SAC Manual 55-8, 55-8D, 55-8G)

(a) Distribution "A":

1. T-2, T-10, T-15, T-17, T-21, T-22, T-23, T-71, T-31.

2. M-11, M-18, M-36.

3. Reports required by paragraph 6A(1), SAC Manual 55-

(c) Distribution "B": T-27 (One report at completion of mission)

(6) Only 1 copy of B-34 and M-36 will be forwarded to S.C.

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(7) A teletype report will be submitted to Fifteenth Air Force, ATTN: DCTF, NLT 7 calendar days after completion of mission with the following information:

- (a) Credit-bility 50-8 Training Schedule by type and quantity.
- (b) Credit-bility 50-8 Training Accomplished.
- (c) Remarks: Reasons scheduled training was not accomplished and Commander's estimate of percent of flying hours that was not effective for 50-8 accomplishment.

Annex "A"
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ANNEX B
TO
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OPERATIONS

Annex B
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ANNEX B
TO
OPERATIONS ORDER
113-55

OPERATIONS

1. Throughout this mission maximum training will be accomplished as prescribed by SAC Reg 50-43 and 50-8. B-47 formation leader will use all navigational means available to accomplish precision navigation due to the proximity of Blue and Red Routes.
2. Tactics will be in accordance with SAC Tactical Doctrine.
3. KC-97 Departure Schedule:
 - a. X-2, 0300Z, one KC-97 with ADVON, 36 persons and 2600 lbs cargo.
 - b. X-1
 - (1) 20 KC-97's deploy, take off interval 15 minutes, first take-off at 0001Z. Routes as in appendix 5.
4. B-47 departure schedule, Appendix 4.
5. B-47 routes and requirements - Appendix 3.
6. Bombing:
 - a. Camera attack on selected DGZ's east of the city of Minneapolis.
 - (1) First acft in each wave: 44-51-07N 92-53-15W
 - (2) Second acft: 44-51-07N 92-55 29W
 - (3) Third acft: 44-41-07N 92-51-08W
 - (4) Fourth acft: 44-51-07N 92-57-25W

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b. Offset-landing point: East end of railroad bridge, 44/51/07N.
93/00/14W.

6. Gunnery: Maximum load of ammunition will be carried. "Safe-Fire" switch will be in "Safe" position as required by SAC Reg 55-18 when flying over Canadian territory. Fighter passes will occur when flying near ADC units.

7. B-47 alternates from Hermon air refueling point: Lockbourne AFB primary; Loring AFB, secondary.

8. Fifteenth Air Force bases will be used as alternates where practicable.

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APPENDIX 1

SPECIAL WEAPONS

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APPENDIX I

to

ANNEX B

303rd Bombardment Wing Operations Order

SPECIAL WEAPONS

1. Support requirements for subordinate organizations.
 - a. 358th Bombardment Squadron.
 - (1) Provide B-47 aircraft for MK-6 loadings as outlined in appendix I (loading schedule).
 - (2) Provide auxiliary power equipment in sufficient quantities to permit completion of loading commitments.
 - (3) Refuel aircraft prior to scheduled loading times.
 - (4) Provide ground crew personnel to function as auxiliary power equipment operators and fire guards during loading operations.
 - (5) Provide one (1) officer to function as Traffic Control Officer (TCO). Duties of TCO will be:
 - (a) Assists Wing Special Weapons Officer during loading operations.
 - (b) Coordinate loading operations with Supply Squadron, Loading Team OIC.
 - (c) Act as liaison officer between Bomb Crews and Supply Squadron Bomb Control Officer.

App I, Annex B
303rd BW (M)
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