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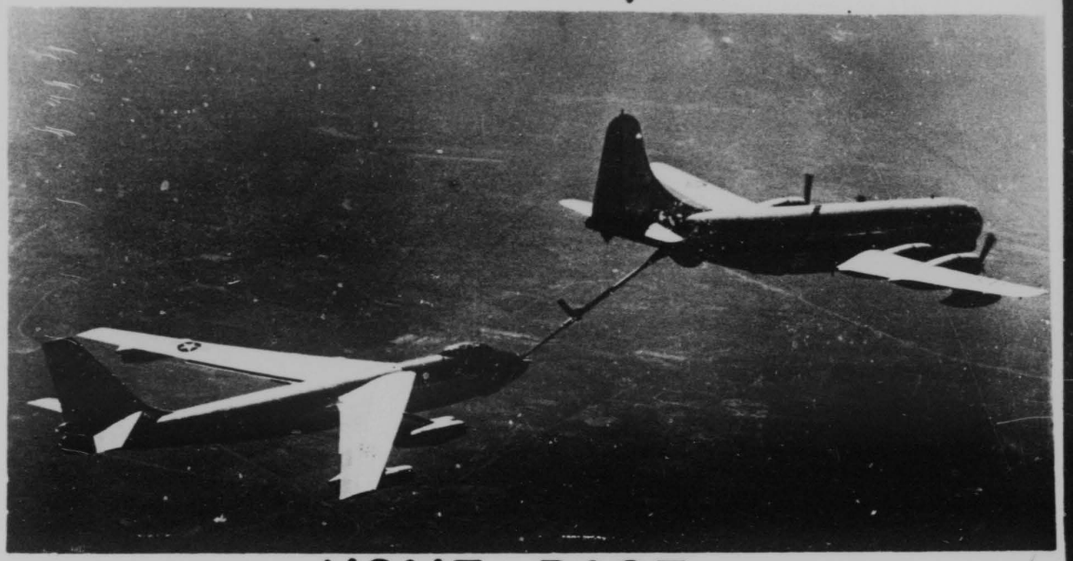
HISTORY

OF THE

307th Bombardment Wing (M)

TDY APO 179 N.Y., N.Y.



HOME BASE

LINCOLN AIR FORCE BASE

NEBRASKA

1 JUNE - 31 JULY 1956

SECRET

SECRET

SECRET

HISTORY OF THE

307TH BOMBARDMENT WING (MEDIUM)

APO 179, NEW YORK, NEW YORK

COLONEL LOUIS G. THORUP - COMMANDER

Louis G. Thorup

LOUIS G. THORUP
COLONEL USAF
Commander, 307th Bombardment Wing (M)

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This History was prepared
by SSGT Donald D. Smith,
Wing Historian

CHAPTER I

MISSION

The 307th Bombardment Wing (M) was activated at Geiger Field, Washington on the 15th of April, 1942 pursuant to General Order 24, Air Force Combat Command, Bolling Field, Washington, D. C., dated April 7, 1942.

The Group consisted of Headquarters and Headquarters Squadron, 370th Bombardment Squadron (Heavy), 371st Bombardment Squadron (Heavy) 372nd Bombardment Squadron (Heavy), and 35th Reconnaissance Squadron was redesignated the 35th Bombardment Squadron (Heavy) and assigned to the Group. Subsequently this unit was redesignated the 424th Bombardment Squadron (Heavy) and, as such, remained a part of the Group. The new Group received its cadre of key airmen from the 301st Bombardment Group at Geiger Field.

After a brief stay at Geiger Field, the Group was ordered to Epharata, Washington.

The Group's mission was to stand in alert against a possible air attact or land invasion of the west coast of Alaska.

In September, 1942, the Group received orders to move to a new airbase at Sioux City, Iowa. The base as Sioux City was a dream compared to the first station, Ephrata.

On October 27, 1942 an old Norwegian banana boat steamed out of San Francisco Bay, passed under the Golden Gate, and the story of the Lone Rangers Began.

The destination, unknown to many, was the Paradise of the Pacific, Cahu, T. H.

Upon arrival at Cahu the four squadrons and the Headquarters were split up and each went to a different Air Base: 370th to Kipapa, 371st to Wheeler Field, 372nd to Kabuka, 424th to Mikaleia, and the Group Headquarters to Hickman.

The arrival of the 307th Bombardment Group relieved the 90th Bombardment Group for action in the South Pacific.

The 307th Bombardment Group was deactivated shortyl after V-J Day, only to be reactivated on 4 August 1946 to MacDill Field, Florida with the huge B-29 Boeing Superfortresses, making it's official title "VHB", Very Heavy Bombardment.

After successful years in the Pacific, word was received on the 30th of July 1950, that the famed unit would again face an enemy in war. This time, it was committed as a part of the United States, support of the United Nations, campaign in Korea.

With the termination of hostilities upon the truce agreement the Wing immediately began an intensified training program, based on the Strategic Air Command Training Standards. This brings us to the present mission of the Wing, now located at Lincoln Air Force Base Nebraska, and our accomplishment of this mission. The primary goal is no longer a successful combat strike every third night. The mission is Training.

The 307th Bombardment Wing (M) with their B-47 and KC-97 type Aircraft, are presently TDY to England, to continue their becomming combat ready.

SECRET

CHAPTER II - OPERATIONS AND TRAINING

During the month of June, this Wing flew 1414 B-47 hours and 423 KC-97 hours. This flying time was accomplished by flying 218 B-47 sorties plus test and 76 KC-97 sorties plus test. These figures compare favorably with the following projected flying hours and sorties schedule set up for June:

	1/ FLYING TIME		SORTIES	
	PROJECTED	ACTUAL	PROJECTED	ACTUAL
B-47	1351	1414	216	218
KC-97	570	423	91	76

June was the second month of the SAC Regulation 50-8 quarter. The primary objective of the Wings flying program was to complete the upgrading on all non-ready crews available for training. Although only one (1) crew was actually up-graded to ready status (R-73) during the month of June; at least six (6) non-ready crews progressed to the point where, barring unforseen circumstances, up-grading to combat status should take place during the month of July.

For combat ready crews, emphasis was placed upon completing at least 80% of the requirements of SAC Regulation 50-8. In conjunction with this goal, those requirements of SAC Regulation 50-8 which are probationary items of SAC Regulation 51-26, were given particular attention.

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1. These figures were acquired by a personnal conversation with Capt McDonald, in the Directorate of Intelligence Office.

SECRET

At the end of June, actual completion of SAC Regulation 50-8 stood at approximately 45 %.[2] The following added requirements decreased the programmed percentage of completion.

a. A requirement of six (6) Hi Jinks runs per crew.

b. Emphasis on up-grading non-ready crews.

c. Irregular ferry committments in connection with the replacement of this organizations older type B-47 aircraft with new B-47 aircraft of plus 731 configuration.

d. An additional Standboard mission for air refueling check was added 3 June.

On 19 June, this organization[3] made it's last ferry flight in connection with the replacement of it's older aircraft as noted above.

The following crew changes[4] took place during the month of June:

5 June - Crew N-73 was up-graded to Ready Status.

5 June - Crew R-30 was disbanded and N-49 was formed.

7 June - Crew R-60 was up-graded to lead status.

13 June - Major Phillips assigned co-pilot on Crew R-33.

15 June - Lt. Baker assigned co-pilot on Crew R-06.

19 June - Lt. Ogren assigned co-pilot on Crew R-68.

SAC Regulation 50-24, Phase II, Block Training continued during the month of June, but with very low completion success.

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2. Commander's Remarks, dated 8 July 1956, 307th Bombardment Wing (M) 5 SAC T 12. The Remarks for this period were unavailable at this time, but information stated above was confirmed by Capt McDonald, in the Directorate of Intelligence Office.

3. Ibid

4. Ibid

Only one (1) B-47 crew and five (5) KC-97 crews completed this training during June. This may be attributed, in large part, to the extensive preparations being made for the forthcoming deployment and to a heavy flying schedule. A particularly heavy EWP study requirement also hindered completion of Block Training. Observers scheduled for deployment had intensive target study requirements as well.

The last week in June was almost entirely devoted to completing preparations for deployment. A special schedule was published in which each crew's activities were scheduled on an hour by hour basis. By the end of June, the Wing completed it's deployment preparation.

BOMBING AND NAVIGATION [5]

This section was primarily concerned with writing the Operations Orders for our deployment overseas (Red Cap), and the Wing Evaluation Mission (Bee Sting). They briefed and critiqued both of these missions.

The Wing effort, as well as this section's was concentrated on completing the requirements of SAC Reg 50-8. This quarter is the first quarter the Wing has been under SAC Regulation 50-8.

The target study section completed new folders and appropriate target study material on London, and Paris RBS. These materials were issued to each observer for use on the overseas deployment mission.

The Wing's main effort in July will be to complete the requirements of SAC Regulation 50-8 for allcombat ready crews.

As a result of the Wing's more than 1400 hours of flying time for June, the activity in Bombing and Navigation increased 50% over May's activities.

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5. See Operations Orders in Appendix.

The deployment overseas was handled very smoothly due to advance planning, The Officer responsible, Captain Biaett, for the evaluation mission was deployed ten (10) days early to set up shop and prepare for the mission. Captain Berkovitz remained behind until the last B-47 aircraft left and flew over with that aircraft to be in place to help on the evaluation mission. No major problems or errors in planning materialized.

WING PLANS

Preparation of the 307th Bomb Wing Operations Plan 50-57 [6] was completed during the second week in June and distributed on 15 June 1956. Also the 307th Bomb Wing Operations Plan 55-57 was completed on 27 June 1956 and distribution accomplished to meet higher headquarters suspense date of 1 July 1956.

Forty three B-47 aircrews and 20 [7] KC-97 aircrews completed phase I and II EWP study on 7th Air Division Operations Plans 50-57 and 55-57. All crews successfully completed a unit EWP examination on their primary assignment on the 50 and 55 series plans.

All combat ready crews were administered the Eighth Air Force EWP examination on their primary assignments for 7th Air Division 50-55 series Operations Plans. The average grades on Operations Plans 50-57 and 55-57 [8] were 93.6% and 97.1% respectively

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6. This information was received from Capt McDonald in the Directorate of Intelligence Office

7. Ibid

8. Ibid

The 307th Bomb Wing Operations Order 74-56, "Red Cap", was published and distributed. B-47 and KC-97 crew flimsies were prepared and distributed to the crews on 27 June 1956. 7th Air Division Operation Plan 10-57 was received during the month. The excessive workload created due to preparation of 50 and 55 series plans prevented completion of the 10 plan prior to deployment. Work is to resume on this plan on arrival in the UK.

A complete inventory of all classified material in this Section was accomplished prior to shipment.

Preliminary work was started in preparation of the Command Exercise outlined in 7th Air Division Operations Plan 70-57. However, this plan was not available to the Wing prior to deployment and it was necessary to use the Eighth Air Force plan of the same number in order to accomplish part of the initial planning and work required by the plan.

The difficulty encountered in the preparation and deployment during the month was the packaging and shipment of the classified material referred to in paragraph above. This difficulty was based on the requirement for continued use of the material up to the date of shipment. which resulted in numerous cases of wrapping and unwrapping packages. On future deployments it is recommended that the deployment of personnel and plans section classified material be phased together.

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9. Historical Report of the 307th Bombardment Wing, Director of Intelligence.

COMMUNICATIONS

Communications activities within this section during June were confined primarily to preparation of the communications annex and crew communications flimsy for Operation "Red Cap"[10]. It was also necessary to procure the UHF crystals required for deployment and operation in the UK area as authorized in SACCET. Many of these crystals were not available from depot stocks, this necessitated direct shipment from the crystal manufacturer to the 307th Bombardment Wing (M) at Lincoln, Nebraska. Despite the difficulties involved, and the limited time available before the Wing departed, all crystals were received and, as a result, the 307th Bombardment Wing was the first Wing to deploy to the UK with a complete stock of VHF crystals. This is an extremely important item when flying within the United Kingdom.

Prior to the departure of the Wing Survey Team to the UK, the mobility program, loading lists, etc., were quite firm. Upon the return of the survey team, almost every section was forced to make drastic changes in equipment and supplies to be included in the mobility plan. This change in plans which occurred in the later part of May caused considerable confusion and necessitated a number of crash programs to procure, especially the construction of mobility boxes, the revision of cube and weight lists for each load, and a certain amount of rescheduling of cargo based on new priorities. As a result of the many changes in previously submitted loading lists,

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10. See "Red Cap" in Appendix.

many items were scheduled as filler shipments rather than being assigned to a specific load of MATS trip number. This procudure, while necessary under circumstances, disrupted the orderly preparation and delivery of mobility boxes from this Squadron.

INTELLIGENCE

Throughout the month of June the Intelligence Section was primarily concerned with the preparation and execution of the TDY deployment to Lakenheath, England as well as meeting normal requirements.

The Section's immediate problem was three-fold: (1) to prepare for the arrival of the main party, (2) to prepare the intelligence protions of Operation "Bee Sting", the 7th AD Evaluation and Orientation Mission, and the CPX Ecercise, Operation "Harmony Heuse", [11] (3) provide debriefing teams for "Red Cap" crews. The draftsmen in particular were extremely busy from the first day.

The two major tasks of the Target Intellignece Branch during June involved the preparations of materials and equipment for deployment. This required the preparation of target materials, combat mission folders, target planning folders for 7th AD plan 50 and 55 targets and TDY training targets.

Prior to deployment, IEDA briefings were given to all crews involved in 7AD 50 plan study.

An involved inventory of all TS materials carried over from the 8th AF 50-56 plan was completed and the material signed over.

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11. Obtained by personnal interview with Capt McDonald, Intellignece Office.

II

During July, this Wing flew a total of 1662 B-47 hours and 694 KC-97 hours. This time includes deployment to the UK. In order to attain these total time, 272 B-47 and 120 KC-97 sorties were flown.

July was the last month of the SAC Regulation 50-8 quarter. A compilation of accomplishments indicated that the B-47 crews completed 82.3% of the requirements as stated in the regulation. KC-97 crews completed approximately 90.9% of 50-8.

Several problem areas were encountered in meeting the requirements of SAC Regulation 50-8. Principal among these were refueling, visual releases and fighter attacks.

All ready and lead crews responsible for SAC Regulation 51-26 completed all probationary requirements by the end of July. No crew was below 75% in reliability as far as proficiency items were concerned.

On Friday afternoon, 27 July 1956, Crew B-28 was involved in an aircraft accident in which all crew members and an A&E Technician were fatally injured. On board were the following Officers and A&E technician: Aircraft Commander, Captain Russel R. Fowling; Co-Pilot, 2/Lt Carroll W. Kalberg; Observer, 1/Lt Micheal J. Selmo; A&E Technician, TSgT John Ulrich.

In many ways, July was a fruitful month for this Wing. As of the end of the month the Wing has a total of forty-one (41) Combat Ready or Lead crews and has attained Combat Ready Status.

The following information is offered concerning this Wing's deployment (Red Cap).[12] Operationally, the mission of "Red Cap" was to deploy 45 B-47E aircraft; fifteen each on the third, fourth and fifth of July (GMT) and twenty-one KC-97 type aircraft: One on the twenty-third of June (GMT), ten on the eighth of July (GMT), and ten on the ninth of July (GMT). The first wave of fifteen B-47 aircraft departed Lincoln AFB on the third of July and arrived in the UK as scheduled. Due to a weather delay, the second and third waves of B-47's departed Lincoln two days later than the planned deployment date. Here again, no incidents of particular importance hindered the completion of the mission and it was generally felt that the mission was singularly successful.[13] The KC-97's however, were not so fortunate. Due to propeller difficulties, the KC-97's were indefinitely delayed. The propeller difficulties had other repercussions in that weight and passenger restrictions were placed on the aircraft which necessitated down-loading of cargo from KC-97's and belated requests for more support aircraft to transport personnel to the UK. These difficulties were all finally resolved and by the 19th of July, all KCs had arrived in the UK.

An interesting sidelight to the deployment was the mass firing of MD-4 Fire Control System.

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12. Confirmed by personnel interview with asst Director of Opers.

13. Ibid

Each deploying B-47 aircraft loaded 1000 rounds of 20MM ammunition and attempted to fire at least 75% while enroute to the UK. Of the forty-five aircraft, twenty-six fired better than 75% and of the 45,000 rounds loaded, 27,774 were expended for a total fire-out percentage of 61.7%. These figures are of special interest because this was the first attempt at mass fire-out with this particular fire control system.

BEE STING Operations Order 216-56.

This mission took place over a four day period commencing on the morning of 9 July 1956. The mission was considered to have been successful in that all crews received the directed orientation on UK traffic and Communications Procedures, UK terrain features, and became familiar with London and Paris RBS Sites and procedures. The success of the mission was further evidenced by the ease with which the crews were able to transition to normal training flights immediately after the orientation mission. The following figures are offered concerning the mission. Forty-six crews participated in and completed the mission. Fifty-one sorties were scheduled and forty-six sorties were actually completed.

SAC Regulation 50-24 Block Training suffered considerable during the month of July. Classes were not resumed until the 24th of the month due, for the most part, to the deployment and heavy flying requirements necessary in order to complete SAC Regulation 50-8. However, as of 1 August 1956, nineteen crews have completed this training and, of the remaining, all but two crews on TDY to the ZI have been scheduled to complete by the end of August.

During the month of July, forty-three B-47 crews and twenty KC-97 crews were briefed and administered a 7th Air Division directed examination on 7th Air Division Operations Plan 10-57.

SAC EWP examinations were received on 17th July and administered to all B-47 and KC-97 Combat Ready Crews on their primary assignment under 7th Air Division Operations Plan 50-57. All Crews completed examinations satisfactorily.

On 20 July 1956, Major Rotter, Major Dorothy, and Captain Kimberlin accompanied the Wing Commander (Colonel Thorup) to South Ruislip to brief the Commander, 7th Air Division and his staff on the Wing's present EWP requirements and capabilities. In addition, preliminary information was secured on Operation "Brass Hat" and "Whip Saw". Major Dorothy was assigned as project Officer for "Whip Saw".

During July, special emphasis was placed on thorough indoctrination of staff personnel, control teams and staging teams responsibilities, timing and requirements.

The Wing communications section resumed operations at RAF Station Lakenheath on 4 July 1956. T/Sgt Richard N. Whitney, NCOIC, Wing Communications arrived at Lakenheath 3 July 1956, and Major Morris, Wing Communications Officer arrived on 8 July 1956/ Operation "Bee Sting" was in progress during this period. Minor communications difficulties were encountered on this mission. UHF Communications with Paris and Scottish Control was unreliable due to an inoperative UHF transmitter at Paris Control. In many instances, reports of no contact with Scottish Control was due to aircraft being outside of UHF range. High frequency radio is now being used for UHF communication with both of the above Control Centers.

Enroute ICAO HF position reporting during deployment to the UK was unsatisfactory from the 21 to 30:30 degrees west. Extreme difficulty was experienced by all crews in contacting Harmon airways, the primary guard station for the Gander C.C.A. As a result, ICAO position reports were relayed through secondary guard stations and Ocean Station Vessels enroute. HF communication with Groughton Airways from 30:00 degrees West to 08:00 degrees West was satisfactory.

UK entry communications were excellent.

No major communication problems have been encountered on missions flown from Lakenheath to date.

The month of July was a very busy month for the 307th Bomb Wing and in particular the Bomb Navigation Section. The Wing participated in two higher headquarters directed missions; these were Red Cap (Deployment to the UK) and Bee Sting (Evaluation Mission). A brief synopsis of these missions follows:

RED CAP 14/

Forty-five B-47 aircraft were deployed in three waves to the UK. All aircraft arrived safety with no incidents reported. General Putnam (818th Air Division Commander, Lincoln Air Force Base) flew over in a 98th Bomb Wing B-47 one hour before our first aircraft. Wing accomplishments were twenty-one nite celestial legs and thirty-six day celestial pressure pattern legs. Only thirty nite celestial missions were possible due to daylight occuring enroute.

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14. Operations Order 74-56, "Red Cap", 307th Bombardment Wing (M) for July 1956. See Appendix

RBE STING

The wing flew an evaluation type mission on London RTS. The mission consisted of a Navigation leg, a practice RBS run on Paris and a record RBS run on London.

The results of the mission placed this Wing third among all the Wings who have flown the evaluation mission. The Wing would have probably been first had it not been penalized for those aircraft, seven who aborted between the IP and Target. The results are as follows: London RBS, Without Penalty; Radar Rec Reliability 63%; Radar Rec CEA 3274; Radar Pract Rel 75%; Radar Pract CEP 2517. Paris RBS: Radar Rec Rel 77%; Radar Rec CEA 2271; Vis Rec Rel 50%; Radar Pract Rel 62%; Vis Rec CEA 2620; Radar Pract CEA 2928.

SAC Regulation 50-8 and SAC Regulation 51-26: The main effort during the month of July was to complete all 51-26 requirements for our combat ready crews. All crews completed their SAC Regulation 51-26 requirements with the exception of one.

BOMBING COMPETITION: Two crews (L-01 and L-35) were selected to represent the Wing in the SAC Bombing Competition. These crews flew back to the States on 1 August 1956.

The activities of the Wing Standardization Section for the month of July were as follows:

Eight B-47 crews completed standardization flight checks. This included eight nite-air refueling checks. Two crews were started through the standardization program; however these crews have not completed all phases.

The B-47 crews deployed to the UK early in the month. Since it was required that each crew complete an orientation mission before normal flits were approved, it was toward the middle of the month before the Standardization Section was a le to resume activity. The KC-97 crews were directed to stand down just prior to their scheduled deployment. This along with a required orientation mission caused the KC-97 crews to complete no standarization flight checks this month.

Intelligence: Deployment of Intelligence personnel from Lincoln Air Force Base Continued through 10 July. The major effort of the Intelligence personnel at the home base up to this date was directed toward: Completion of equipment deployment; Reporting tactical aircraft deployment; Preparation of reports for C.P.X. exercise "Harmony House".

Reporting the deployment of the tactical aircraft presented no unusual difficulties.

The "Harmony House" C.P.X. began on 13 July and continued through 20 July. Following the accomplishments of the necessary reports no difficulties of particular importance were encountered. During the exercise, personnel of the 307th Intelligence Division were deployed to RAF Station Chelveston and Greenham Common in order to accomplish the submission of reports from those locations.

During this month the Alien Capabilities and mission support branches were reorganized as sections under the Operational Intelligence Branch. Although, under this reorganization, Intelligence is divorced from Combat reporting, this responsibility will remain until a capability can be established in the proper location.

Target Intelligence: The target Intelligence branch completed its transition from Lincoln to the TDY base at Lakenheath. The photo interpretation activity was closed at Lincoln on the 3rd of July, and all classified materials moved to the vault. With Captain Jolly[15] already departed as a member of the advanced party.

The issuing of EWP folders to departing crews presented no problems, as all folders were packaged by 2 July, a few days prior to first wave takeoffs. Sufficient waterproof canvas carrying cases were obtained in advance, so that each package was carried within this container for ease of handling by the crew member. All packages were issued at the close of each days pretake off meetings in Base Operations.

The TDY Base offers excellent facilities for the photo interpretation and target materials section. A detailed outline of facilities was included[16] in the intelligence portion of the Survey Team Report as of 1 June 1956.

Normal activities were in effect by the time B-47 aircraft arrived. Normal PI scoring and target materials procedures were established. Routine activities along these lines continued throughout the month. All navigation legs accomplished during Operation "Red Cap" were scored as were those accomplished on Operation "Bee Sting". In addition, all London RBS runs accomplished on Operation "Bee Sting" were photo scored for completion of the SAC Form 44.

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15. In Charge of Target Intelligence. (OIC)

16. There were not enough copies available to enter in the History.

During July, plans were formulated for reorganization of the Target Intelligence Section under SAC Regulation 20-10. The long term reorganization will involve the consolidation of Photo Interpretation with prediction, and an expansion of the target materials activities to include both foreign and domestic materials; and responsibilities for target study facilities. Although it is not planned to complete this reorganization until return to Lincoln, some reorganization will take place during TDY period. Immediate planning involves the consolidation of the photo interpretation and prediction activities, probably to be effected the beginning of August.

During the last week of the reporting periods, Target Materials Section initiated work projects involving the assembling of planning folders and combat mission folders for the 8th Air Force 50 and 55 series plans. Although target materials for these plans had not been received by the 31st of July, preparation of the folders in accordance with SAC Manual 200-3, was started.

PART III

307TH AIR REFUELING SQUADRON

The primary mission of the 307th Air Refueling Squadron during the month of June 1956 was to fulfill its original purpose of training, equipping and maintaining crews in readiness to sustain aerial refueling operations and to prepare for assimilation into the Strategic Air Command World Wide Mobility Plan.

The goal of Operations and Training for June 1956 was to comply with support commitments and maintain the normal stress of Air and Ground Training. Higher Headquarters missions successfully accomplished during the month were directed toward Bomber Air Refueling and transporting members of the Civil AIR PATROL. Squadron aircrew training resulted in a combat readiness status of 21 "T" crews and 7 "IM" crews. June's 71 training sorties totalled 420:30 flying hours, all of which were directed towards accomplishing SAC Regulation 50-8 Requirements. Included in these flying hours were 19:00 hours directed towards upgrading "IM" crews, 9:45 hours twoards transporting of the Civil AIR PATROL and 34:40 for purpose of Test Hops. Total fuel transfer for the month of June 56 was 788,824 pounds on 233 credited hookups, 114 wet, and 119 dry in a total of 34 Sorties. No flying accidents occurred during the month and no flying hours lost due to adverse weather however 102:55 flying hours were lost due to maintenance cancellations caused by T.O.C. compliance and lack of supply support. Four (4) refueling sorties were lost due to adverse refueling weather.

During June 1956, maintenance activities were devoted to maintaining the 21 squadron aircraft in a maximum state of readiness. The T.O.C. program and supply difficulties has greatly reduced the flying program of this organization.

The objectives of flying training for June were to concentrate on known areas of weakness. Emphasis was placed on training and upgrading of non-combat ready crews, training in seasonal tactics and continuation of training as outlined in SAC Regulation 50-8. Overall accomplishments toward SAC Regulation 50-8 [17] resulted in a completion of 29% or an accumulative 57% of the quarterly requirements.

The 307th Air Refueling Squadron participated in Operations Big "M" [18] and Spring Cleaner during the month of June 1956. A total of 55:50 flying hours were expended toward these endeavors.

Because of the time utilized in preparing the deployment of the squadron on temporary duty overseas we were unable to fulfill our usual accomplishments for the month. It is anticipated that we will be completed by the end of the quarter.

During July 1956, maintenance activities were devoted to maintaining the 21 squadron aircraft in a maximum state of readiness. The T.O.C. program and supply difficulties have greatly reduced the flying program of this organization.

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17. This Operations Order was not available at this Time.

18. Commanders Remarks, Dated July 1956, 307th Air Refueling Squadron, 307th Bombardment Wing (M). See Appendix

Higher Headquarters Missions successfully accomplished during the month of July were directed towards Bomber Air Refueling and the deployment of the squadron for purpose of temporary duty at Greenham Common Air Force Base, United Kingdom. Squadron Aircrew Training resulted in a combat readiness status of twenty (20) "T", one (1) "M", and six (6) "TM" crews. July's 110 training sorties totalled 701 flying hours, all of which were directed towards accomplishing SAC Regulation 50-8 requirements. Included in these flying hours were 29:00 hours directed towards upgrading "TM" crews, and 16:45 hours for purpose of test hops. Total fuel transferred for the month of July 1956 was 603,200 pounds on 145 accredited hookups, 32 wet and 113 dry in a total of 26 sorties. No flying accidents occurred during the month nor any flying hours lost due to adverse weather.

The objectives of flying training for July were to concentrate on known areas of weakness. Emphasis was placed on training and upgrading of non-combat ready crews, training in seasonal tactics and continuation of training as outlined in SAC Regulation 50-8. Overall accomplishments toward SAC Regulation 50-8 resulted in a completion of 33% of an accumulated 90.9% of the quarterly requirements.

The 307th Air Refueling Squadron began departing for temporary duty to Greenham Common AFB, U.K. on the 12th of July.

They were scheduled for an earlier date but due to magnafluxing of props and weight restrictions, they were delayed five (5) days. The movement was a success, utilizing 360:40 flying hours. Upon arrival here at GCAFB, they flew operation "Bee Sting" for purpose of orientation to the United Kingdom. A total of 100:30 flying hours were devoted toward this endeavor.

The squadron was also able to boost one more Boom Operator up to the ranks of the "One Million" Club, bringing the squadron membership to seven.

CHAPTER III

PERSONNEL & ADM

There were three (3) formal school quotas received during June but due to pending overseas deployment these quotas were not utilized.

Forty-nine (49) airmen were placed on OJT. Fifty-one (51) airmen completed OJT and were upgraded as follows: Eighteen (18) from the one (1) to the three (3) level; 31 from the three (3) to the five (5) level; two (2) from the five (5) to the seven (7) level.

The Wing's strength as of 30 June 1956 is as follows:

	OFFICERS	AIRMEN
AUTHORIZED:	434	1586
ASSIGNED :	375	1517

Combat Crew Availability of the Wing:

	NO. OF COMBAT READY CREWS ASSIGNED	NO. OF NON-COMBAT READY CREWS ASSIGNED
B-47	32	18
KC-97	21	7

SCHOOLS (Officers)

Sixteen Officers attended KC-97 Transition Training at Florida.

Twelve Officers attended B-47 Transition Training.

One Officer attended Phase II Observer Training.

Five Officers attended Advanced Survival School.

Three Officers attended KC-97 Transition Training at Texas.

During the month of June, the Wing began movement overseas to RAF Station, Lakenheath, England. The following number of personnel deployed on the dates indicated: 25 June, 102 Officers and Airmen; 26 June, 50 Officers and Airmen; 27 June 50 Officers and Airmen; 30 June, three (3) Airmen. A total of 205 Officers and Airmen in June.

In July, two (2) school quotas were received and utilized. Nine (9) airmen were placed on OJT and forty airmen completed OJT during this period.

There were no airmen upgraded from the one (1) to the three (3) level. Thirty-eight airmen were upgraded from the three (3) level to the five (5) level, and two (2) were upgraded from the five (5) to the seven (7) level.

As of 31 July 1956, 1536 airmen were assigned with an authorization of 1587 or 96.8%. Of the 1536 airmen assigned, 1141 were effective or 71.8% in their respective AFSC. Specfic soft spots exist in the following areas:

Intelligence (206X0). We are[19] authorized eleven airmen in this specialty and have a 90 days projected strength of wight (8) assigned or 73% manned.

Airborne Electronic Countermeasures Operations Supervisors (29374). We are authorized nine (9) airmen and have a 90 day projected strength of seven (7) airmen assigned. This will affect our ECM capability.

In the 30 career field, the following shortages exist: (301X0C) We are authorized thirteen airmen in this specialty and have a 90 day projected strength of ten (10) airmen assigned. (301X1): We are authorized four (4) airmen and have a 90 day projected strength of one (1) assigned.

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19. Commanders Remarks, 307th Bombardment Wing (M), Dtd July See Appendix

(301X3): We are authorized six (6) airmen and have a 90 day projected strength of none (0) assigned. This will affect our ECM capability.

Armament Systems Maintenance. [20] (321X0,B,C,D). We are authorized fourteen airmen in this specialty and have one (1) assigned or 4% manned in this A&E hard core area.

In the 42 career field, the following exists: Aircraft Hydraulic Repairman. We are authorized twenty-three airmen and have a 90 day projected strength of eighteen assigned or 78% in this area. Instrument Repairman. (422X0). We are authorized thirty-one Instrument Specialists and have a projected 90 day strength of twenty-six assigned. The shortage hinders our specialized maintenance functions.

Administrative Career Field. [21] (702X0). We are authorized ninty-one clerks and have a 90 day projected assigned strength of sixty-seven or 73% of our authorized strength. Only forty-seven of the assigned personnel are effective in their respective AFSC. The others are directed duty airmen whom we are training locally. This lack of effective clerks is reflected in preparation of correspondence and late reporting. The extra work lead placed on qualified clerks has lowered morale and contributes to the low reenlistment rate in this specialty.

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20. Commanders Remarks, 307th Bombardment Wing (M), Dtd July. See Appendix

21. Ibid

OFFICER MANNING: As of 31 July 1956, three-hundred and seventy-three Officers were assigned against an authorization of four hundredand thirty-five or 85.7%. Of the three-hundred and seventy-three Officers assigned, three-hundred and sixty-six were effective in their respective AFSC. The drop in percentage from the June report is caused by loss of a crew in an aircraft accident and a change in Manning Document authorizations, which decreased our authorization for 3024's, Electronic Countermeasure Officers from thirteen to eleven and our Intelligence Officer authorizations from eleven to eight, causing assigned Officers to become ineffective. A&E Officer strength is still critical. This squadron is authorized four (4) key Officer slots which have never been filled. They are two (2) 3234 Armament Systems Officers, both authorized grade of Major; one (1) 3054 Air Electronics Officer, grade of Major and 32000 Armament Systems Warrant Officer. The continued lack of A&E Officers of this experience level and caliber hinders this organization in progressing to the proper level of support needed to give our inexperienced airman the guidance and supervision they need to be upgraded in this field.

307th AIR REFUELING SQUADRON

This squafron presently has twenty-seven crews, of which twenty are Ready and one (1) projected for upgrading by 1 September. Development of additional Ready Crews within this Squadron is prejudiced by projected losses of primary crew members. A summary of critical areas is given below:

1525P: Navigation:

Authorized;	30
Assigned ;	29
Projected Gains;	0
Projected Losses;	2

43174: Flight Engineer:

Authorized;	30
Assigned ;	27
Projected Gains;	0
Projected Losses;	1

Any unexpected loss due to illness, accident, training failure, school quota or other cause, will result in an ineffective crew.

A considerable number of man hours are expended in towing of aircraft to and from hardstand parking areas to the runup pad. This procedure is currently practised because of the loose rocks present on the taxiway shoulders. The previous TDY unit experienced a large number of propeller blade gouges and scratches from these rocks while taxiing.

The shoulder stabilization project now in progress will not be complete for approximately thirty days.

In view of the above conditions and procedures unavoidable late take-offs could be experienced.

A shortage of flight engineers made it necessary to disband one (1) crew and the anticipated loss of three)3) additional flight engineers in the next six (6) months could seriously affect the crew upgrading program.

CHAPTER IV

PART I

During the months of June and July, the 307th Armament and Electronics Maintenance Squadron was primarily concerned with providing quality maintenance on Wing B-47 and KC-97 type aircraft, and the preparation and carrying through of the Mobility Movement to Lakenheath and Greenham Common, in the United Kingdom.

Upon arrival, this Squadron concentrated its efforts toward the missions which were to be accomplished.

The facilities proveded for the 307th Armament and Electronics Maintenance Squadron were considered very good, and operations of the Flight Line and Field Shops were soon in full progress. There was some difficulty in the shortage of equipment which had not yet arrived from Lincoln Air Force Base, Nebr.

During the month of June, Materiel Control operated at full speak with many hours of overtime expended in preparing for deployment to the United Kingdom. Supplies urgently needed in order to maintain the Wing aircraft had to be processed by the fastest means possible. When necessary, flights were made directly to the Depot to pick up items that were on the critical list. Even with the tremendous work load of supplying the A/E Flight Line needs, it was still necessary to monitor packing of all equipment needed by this section for deployment.

A continual check had to be kept with the Fly Away Branch on the status of all A/E equipment. Assignments were made to transfer items from Pre-Issue to the Fly Away Section in the case of shortages. The timing of this transfer was critical due to the maintenance still being preformed on Wing aircraft.

Work orders processed during the month of June totaled one thousand five hundred (1500). A view of this work load shows the all out effort that was expended in the preparation of deployment to the United Kingdom.

A break down of personnel was needed in order to maintain a Materiel Control Section for the B-47's and the KC-97's. One man was sent to Greenham Common (RC Station), two men with the B-47's, and one man remained in the Zone of Interior. It was found that one man could not handle all the work orders necessary for the B-47's, so an additional man was requested for assignment to this Section. During the month of July this Section processed a total of one thousand one hundred (1100) work orders.

Incoming supplies needed by this organization have been arriving without much delay. This has helped in keeping the AWTE rate down to a minimum.

The Awaiting Parts situation has been good due to the rapid delivery of the necessary parts. There has been some cases of delay in supply action, causing certain items to pile up in the Awaiting Parts shelves, but these cases have been the minority.

The Technical Administration performed its function as outlined in SAC Manual 66-4. The pricipal objective has been the carrying out of TDY, mobility program. All classified material which was deemed necessary for this TDY was sent to the Wing for shipment.

The material left behind was wraped and secured by the Wing Security Section.

Upon arrival at Lakenheath Air Force Base, United Kingdom, this Section suffered from lack of typewriters. It was necessary for all typing material from all maintenance sections, to originate from this office. The shortage of stencils, stencil paper, and the eminence load of Base Publications caused delays in check lists which were to be reproduced.

During June, the Field Maintenance Branch prepared all equipment and mock-ups for the Mobility exercise. In most cases, two mock-ups were required for all equipment to support the tatical squadrons and the Air Refueling Squadrons. This requirement necessitated a well coordinated construction project to meet necessary mobility committments. The project was undertaken and with extensive effort of personnel all mock-ups were completed and packed for shipment. This section accomplished this project with a minimum amount of overtime expended as all mock-ups and equipment are similar in design, and securing these mobility boxes can be accomplished in a short period of time. Approximately one half of the total personnel assigned are supporting the Air Refueling Squadron and the remainder are supporting the Bomb Sq. Full support was extended to Wing aircraft prior to departure from the Zone of Interior. Last minute maintenance on equipment was performed without hindrance to mobility packing and loading of mock-ups which reflects the high degree of "Mobile" effectiveness.

During the month of July, the Comm/Nav Section of the Field Maintenance Branch completed a total of two hundred twenty four (224) work orders upon establishment at this overseas installation. Approximately on-half of these work orders were completed during the first eleven days of operation.

The transporting of all mock-up benches and test equipment boxes was completed without damage to either of these items. All Mock-ups and related equipment were set up in a minimum time period thereby enabling adequate maintenance support of all Wing aircraft. It should be noted that during this period of movement the malfunctions were at a minimum and the majority of radio and radar equipment operated satisfactorily, reflecting a high percentage of quality maintenance on the effort of technicians assigned this section.

An existing maintenance problem concerns the lack of equipment facilities to maintain the ADF ARA 25 radio set. This automatic direction finding equipment works in conjunction with the UHF ARC-27 radio set. Technical Orders are on order at the present time, and it is expected that maintenance facilities will be established on receipt of them. An additional mock-up will be required for this equipment but it is anticipated that facilities can be established in the mock-up for the ARC-27 UHF equipment.

The information thusfar has been taken for the Materiel Chapt. from the Sqdn. Report.

Supply action is sufficient regarding the ordering of parts and units to maintain operational commitments during the mobility exercise. Coupled with highly trained personnel, this section is producing quality as well as quantity maintenance in support of the wing's overall mission.

During this period, all aircraft guns were fired and were processed through this shop the first week of the month. Since that time, sixty seven (67) have been processed through on work orders. Also, three (3) C-9 Bomb Hoists, fourteen (14) cables, thirty (30) inter-connector boxes, four (4) control switches, and three (3) M-2 Bomb racks have been processed through on work orders for Flight Line Weapons Section.

In the Camera Shop, a rotation plan is being put into effect to cross train the men so that they could do any job in the camera system, should they be required to do so.

The malfunction of units ran through Field Maintenance are as follows: Seven (7) K-8A Intervalometers, Two (2) C-1 or D-15 Cameras, Six (6) K-38 Cameras, Two (2) A-8B Magazines, Three (3) 0023 Cameras, and three (3) watches. Of these, all have been repaired and returned to the aircraft except the watches which are depot level maintenance and Two (2) units that are awaiting parts.

As of yet supply has been unable to acquire the proper cameras to replace the ones out of focus. Other camera malfunction have been of a routine nature and have been taken care of as fast as parts could be acquired.

SYNGMAN RHEE

PRESIDENT OF THE REPUBLIC OF KOREA

(Translation) 22 July 1954

PRESIDENTIAL UNIT CITATION

The President of the Republic of Korea takes profound pleasure in citing

FAR EAST AIR FORCES BOMBER COMMAND (PROVISIONAL)

for exceptionally meritorious service to the Republic of Korea during the period 7 July 1950 to 27 July 1953

During the Korean war periods mentioned, B-29 medium bombers of the Bomber Command flew 21,328 effective combat sorties, including 1,995 reconnaissance sorties and 797 psychological warfare sorties. A total of 167,100 tons of devastating high explosives were aimed at lucrative Red targets. The 18 strategic targets in north Korea designated by the Joint Chiefs of Staff, United States Armed Forces, were obliterated within three months after the surge of the aggressors across the 38th parallel. The complete destruction of these vital war targets materially restricted the war mongering capacity of the enemy. During more than three years of sustained aerial warfare, Bomber Command B-29s waged effective bombardment operations with deadly accuracy against every conceivable type of target, from frontline enemy troop emplacements to airfields on the banks of the Yalu River.

0042

Superfort crews flew a total of 181,468 combat hours delivering their 10 ton bomb loads. The exemplary gallantry and outstanding proficiency of each combat crew member, the precise bombardment mission planning, aircraft maintenance and active support of all ground elements, made possible the delivery of a crushing aerial assault against the Red aggressors. The Bomber Command's final major offensive completed the successful disablement of all airfields of north Korea by pulverizing ten Communist airfields near the Manchurian border, leaving the enemy without a single field operable at the time the truce was signed. The overwhelming destruction inflicted upon the enemy by constant bombardment played a major role in stopping and then turning back the tide of aggression against the Free World.

The devotion to duty and highly satisfactory performance of assigned tasks of each member of the Bomber Command reflected great credit upon the Far East Air Forces and the United States Air Force.

This citation permits each member of Headquarters Far East Air Forces Bomber Command (provisional) and units assigned thereto during the designated periods to wear the Presidential Unit Citation. These units are: Headquarters 98th Bombardment Wing, Medium; 343 Bombardment Squadron, Medium; 344 Bombardment Squadron, Medium; 345 Bombardment Squadron, Medium; 98th Armament and Electronics Maintenance Squadron; 98th Field Maintenance Squadron; 98th

Periodic Maintenance Squadron; 91st Strategic Reconnaissance Squadron, Medium; Photo and Detachments 1, 2, 3, 4 and 5; Headquarters, 19th Bombardment Wing, Medium; 28th Bombardment Squadron, Medium; 30th Bombardment Squadron, Medium; 93d Bombardment Squadron, Medium; 19th Armament and Electronics Maintenance Squadron; 19th Periodic Maintenance Squadron; 19th Field Maintenance Squadron; Headquarters, 307th Bombardment Wing, Medium; 370 bombardment Squadron, Medium; 371st Bombardment Squadron, Medium; 372 Bombardment Squardron, Medium; 307 Armament and Electronics Maintenance Squadron; 307th Field Maintenance Squadron and 307 Periodic Maintenance Squadron.

Syngman Rhee

307th Bombardment Wing

TRAINING PLAN
JUNE
1956

HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

307DOT 1 June 1956

SUBJECT: June Training Plan

TO: See Distribution

1. 307th Bombardment Wing Training Plan for June is attached.

2. Adherence to the published schedule is imperative to achieve an orderly progression of training. These schedules will be reviewed subsequent to the weekly SAC Regulation 60-9 scheduling meetings. Copies of the weekly schedules called for in SAC Regulation 50-32 will be forwarded to Wing Operations and Training to arrive not later than Saturday for the following week.

3. Each crew will be cognizant of the status of their assigned aircraft at all times, including the progress of repairs or maintenance, condition of component equipment, inspection status, etc. Each observers will keep himself informed of the status of the K set and related equipment in his aircraft including maintenance status, reliability, and running CEA.

Robert W. Christy

ROBERT W. CHRISTY
Colonel, USAF
Director of Operations

1 Incl
June Training Plan

0046

DISTRIBUTION:

COMDR, 8AF	(5 cys)
COMDR, 818TH ADIV	(2 cys)
COMDR, 307TH BWG	(3 cys)
COMDR, 370TH BOMRON	(5 cys)
COMDR, 371ST BOMRON	(5 cys)
COMDR, 372ND BOMRON	(5 cys)
COMDR, 307TH FLDMAINTRON	(5 cys)
COMDR, 307TH PDMAINTRON	(5 cys)
COMDR, 307TH A&ERON	(5 cys)
COMDR, 307TH HQRON	(5 cys)
COMDR, 307TH AREFS	(5 cys)
DIR. OPS. 307TH BWG	(34 cys)
COMDR, 98TH BWG	(2 cys)
COMDR, DET 10, 9TH WEARON	(1 cy)
1 EA KC-97 AC	(23 cys)
1 EA B-47 AC	(45 cys)
C MAINTENANCE 307TH BWG	(2 cys)
COPS&TNG 307TH BWG	(2 cys)
307TH AMSB	(2 cys)
COMDR, 818TH ABGP (ABTNG FLT)	(2 cys)

TRAINING PLAN
JUNE

TABLE OF CONTENTS

PART II. GROUND TRAINING

HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

JUNE TRAINING PLAN PART I

FLYING TRAINING PROGRAM

I. OBJECTIVES:

June is the second month of the SAC Regulation 50-8 quarter . The primary objective of the Wing's flying program will be to complete the upgrading program on all non-ready crews available for training. For ready crews, the primary objective will be to accomplish the requirements of SAC Reg 50-8 emphasing those which are the probationary requirements of SAC Reg 51-26. All crews should complete 80% of the requirements of SAC Regulation 50-8, stressing visual activity. The priorities of flying training are as follows:

a. B-47 TRAINING:

P	ITEMS	HOURS WING	SORTIES WING	370	371	372
(1)	Requirements of AFR 60-2	Concurrent with other requirements				
(2)	Strategic Evaluation	---	---	---	---	---
(3)	NCR Crew Training SAC REG 50-8	382	62	22	18	22
	(a) N Crew Standardization not completed	(180)	(30)	(6)	(6)	(18)
	(b) N Crew Standardization completed	(202)	(32)	(16)	(12)	(4)
(4)	CR Crew Training SAC REG 50-8	786	120	32	44	44
(5)	L Crew Training SAC REG 50-8	50	8	8	---	---
(6)	SAC REG 51-26 Requirements	Concurrent with other requirements				
(7)	Staff	130	26	10	10	6
(8)	Ferry and Aircraft Movement	As Required				
	IRAN Delivery concurrent with above		(5)	(2)	(2)	(1)
	TOTAL	1348	216	72	72	72

0051

b. KC-97 TRAINING:

P	SORTIE	HOURS
(1) Requirements of AFR 60-2	Concurrent with other flying	
(2) Higher Headquarters Missions	None Received	---
(3) NCR Crew Training, SAC Reg 50-8	7	39
(4) CR Crew Training, SAC Reg 50-8	84	461
Totals	91	500

c. The sortie breakdown as indicated above will assure maximum effectiveness of available sorties. It is based on four missions for read crews and those non-ready which have completed standardization, and six fo other non-ready crews.

II. PLANNING FACTORS: In preparing the weekly flying schedules the follewing planning factors will be utlized.

a. Flying days available 1 - 26 June. 18

b. Days below instrument minimums. 0.4

c. Days of instrument conditions. 1.4

d. Days of visual conditions. 28.2

e. Days suitable for transition. 26.2

(1) Best hours for transition 15-DZCST

f. B-47 sorties per squadron per flying day 1 - 16 June 4

g. B-47 sorties per squadron per flying day 17 - 23 June. 5

h. Ready crews and those ready crews which have completed standardization checks will be scheduled for four sorties during the month. Other non-ready crews will be scheduled to fly twice a week or six (6) sorties during the month. Scheduling for more than these quotas will reduce the sorties available to another crew.

i. Take-offs will be scheduled after 1100 on Mondays and before 1400 on Fridays except those aircraft used in night refueling on 1 and 15 June.

j. Emphasis will be placed on accomplishing a maximum amount of SAC Reg 50-8 and 51-26 visual requirements.

III. BRIEFING AND CRITIQUE:

a. Crews will be provided a full working day for mission planning, preparation, target study and, preflight, prior to the day of the mission. Aircrew preflight will start not later than 1500 the flying day prior to the day of the mission.

b. Each squadron will conduct briefing and critique of each training sortie in accordance with SAC Manual 50-12.

IV. REQUIRMENTS

a. AFR 60-2. All rated personnel will complete the requirements of AFR 60-2 prior to 10 June 1956.

b. Non-Ready Crew Upgrading: Crews will complete upgrading by 25 June 1956. Special attention is directed to the Hi Jinks RBS requirement placed on these crews. All non-ready crews will fly a minimum of twenty-five (25) hours.

c. SAC Regulation 50-8: All crews will complete 80% of the quarterly requirements of SAC Regulation 50-8 by 30 June 1956, emphasis will be placed on visual activity and those items required by SAC REG 51-26. Status of each squadron as of 24 June is indicated on page .

d. Mass Night Refuelings: Night Mass Refueling Missions will be conducted on 1, 5, 12, 15 and 19 June. Two (2) ready crew per squadron will be scheduled on these missions. Each ready crews should be scheduled once per quarters.

e. Bombing Competition: Crews selected to prepare for bombing competition will fly four (4) sorties during the month. These crews will be given priority on aircraft, except over non-ready crews. On days they are scheduled to fly,a back up aircraft will be scheduled to be available in case of a ground abort. These crews are:

L-01	HERMAN	R-40	GUY
L-10	SHAVER	R-71	KOHLSCHEEN

f. Standardization: Non-ready crews scheduled for standardization will be given top priority on aircraft. On days they are scheduled to fly they will be backed up by one or more aircraft within the squadron. Tanker aircraft supporting these aircraft will also be backed up by one or more additional tankers. The following crews are scheduled for standardization on the dates indicated:

JUNE TNG PLAN
PART I

DATES	CREWS
1 - 9 June	34
1 - 6 June	11,31
8 - 15 June	10,16,62,74,75
11 - 15 June	40,42
12 - 15 June	11,31
15 - 23 June	13,77
25 - 26 June	MAKE-UPS

g. Ferry to Depot: B-47 aircraft will be ferried to the depot on the dates indicated. These will be accomplished as routine training missions. Instructors should not be used for this purpose.

DATE	AIRCRAFT	SQUADRON	DEPOT
1	262	370	Marietta
4	263	371	Marietta
6	264	372	Marietta
8	267	370	Marietta
13	288	371	Marietta
13	270	372	Marietta

h. Staff Checkouts: On the dates indicated the squadron indicated will provide aircraft and instructors to complete 51-19 checkouts on the following:

	DATES																
SORTIES AVAIL	1	4	5	6	7	8	11	12	13	14	15	18	19	20	21	22	25	26
370		1	1	2	1	1		1	1	1	1		1					
371		1			1		1			1			1					
372				1		1						1	1	1	1	1		
TOTAL		2	1	3	2	2	1	1	1	2	1	1	3	1	1	1		

NAMES																		
Col. Hardin					2	(Flight Check Completed)												
Col. Christy			0										0					
Col. Conlan			0												2			
L/C Smith		1			1								2					
L/C Aenchbacher		1			1								2					
L/C Johns*			0			0				1								
L/C Iannacito*				2				0			1			2				
Maj. Minor*			0			0				0							2	
Maj. Herridge*						2				0		1					2	
Maj. Tisdale*				2				0			1			2				
Maj. Webb		0			0				0				1					
Maj. Lally		0			0				0				1					
Maj. Dorothy							1			1								
Capt. Messer							1					1						
Capt. Husband																		

* Indicates those persons whose flight checks are in the main completed. They should be given priority toward completion.
0 - Fly with 370 BOMRON
1 - Fly with 371 BOMRON
2 - Fly with 372 BOMRON

(1) Staff personnel scheduled to fly will report to the squadron concerned for mission planning, preflight etc., the flying day prior to the scheduled date of flight.

(2) Those staff personnel completing proficiency check-out flight will be responsible for accomplishing the written examinations. Contact Standardization Branch (8119) to arrange time. Additional staff flights may be scheduled by the squadron depending on available instructors and aircraft.

i. Hi Jinks: All crews will complete six (6) RBS Hi Jinks runs prior to 23 June 1956. Non-ready crews will complete these runs prior to being upgraded to ready status. These runs may be practice for both ready and non-ready crews.

j. SAC Reg 50-8 Training Items Status based on 11 Ready and 4 Non-ready crews per squadron computed as of 24 May 1956.

ITEM	Required as of 2nd of Qtr	30 Jun	COMPLETED 370	371	372
Radar RBS					
w/IBDA	22	18	3	1	0
.81 Mach	46	37	1	0	2
Sidetrack	34	27	1	2	0
w/GPI	22	18	2	0	2
Fixed Angle	16	13	0	2	1
Optional (NCR)	46	37	13	16	18
Visual RBS	42	34	11	5	8
Radar Cam Att	30	24	2	2	2
Visual Cam Att	19	15	1	0	0
Visual Release	38	30	0	6	10
Nite Cel Leg	38	30	4	5	5
Day Cel Leg	19	15	11	2	3
Cel Grid Leg	30	24	8	9	5
Radar Grid	15	12	2	2	1
PLOP Legs	15	12	0	0	0
Mass AR	10	8	0	0	0
Nite Max AR	11	9	0	0	0
Optional AR	11	9	2	0	5
20Min AR (NCR)	8	6	1	0	0
190M AR (NCR)	4	3	0	0	0
Dry Contact AC	45	36	7	2	11
Dry Contact CP	45	36	0	0	1

JUNE TNG PLAN
PART I

TOTAL Rendezvous	49	40	4	2	2
Nite Rendezvous	26	21	2	0	0
12/76 Primary	15	12	2	2	2
Gunnery	19	15	0	2	1
Ftr Attacks	15	12	0	0	0
Formation over 30M	30	24	0	0	0
Formation below30M	15	12	1	1	1
Pilot Prof Msn	19	15	3	3	5
AB Radar Letdown	45	16	4	0	5
Combat Press.	49	40	4	2	3
Nite Cell Msn	22	18	0	0	0
A Wpns Msn	11	9	1	1	1
Emer Proced Drill	27	22	7	7	12
Strike Rpts	44	35	2	1	4
ATO	11	9	0	0	0
Water T.O.	11	9	0	5	5

3TOBOMRON - CREW SCHEDULE - JUNE

	1	2	4	5	6	7	8	9	11
L01 HERMAN	EWP	EWP	-	-	-	-	-	-	-
R02 SULLIVAN	-	-	F	-	EWP	EWP	F	-	-
R03 KOUDSI	FERRY	-	-	MP	F	MP	F	EWP	EWP	MP
R04 PEEBLES	F	MP	F	G	EWP	EWP	G	MP	F
R05 MCCRARY	F	G	EWP	EWP	MP	F	G	MP	F
R06 CROOK	FERRY	-	-	MP	F	EWP	EWP	F	G	SW
R08 BROOKS	EWP	EWP	F	G	MP	F	G	G	MP
R09 CHAPPELLE	EWP	EWP	G	MP	F	MP	F	G	MP
L10 SHAVER	STANDBOARD		EWP	EWP	G	MP	STANDBOARD		-
R11 BIGGS	STANDBOARD		-	MP	F	G	EWP	EWP	SW
N12 DANCE	G	G	EWP	EWP	LEAVE	-	-	-	BLOCK
N13 CLARK	G	G	MP	F	EWP	EWP	G	MP	F
N14 MILLS	EWP	EWP	F	MP	F	G	G	MP	F
N15 TRUDEAU	F	MP	F	OQ	OQ-EWP	EWP	G	G	MP
N16 ECHELBARGER	LEAVE	-	-	-	-	MP	F	STANDBOARD	

370BOMRON - CREW SCHEDULE - JUNE

12	13	14	15	18	19	20	21	22
-	F	-	F	F	-	F	-	-
-	F	-	F	-	F	-	-	-
F	G	G	G	F	G	G	G	G
G	G	MP	F	SW	MP	F	G	G
G	MP	F	G	G	MP	F	G	G
G	MP	F	G	MP	F	G	MP	F
F	G	G	MP	F	G	MP	F	G
F	G	MP	F	SW	MP	F	G	G
STAND BOARD		-	-	MP	F	G	MP	F
STAND BOARD		-	-	F	G	MP	F	G
TRAINING		-	-	F	SW	G	MP	F
SW	MP	F	STAND BOARD		-	-	-	-
G	MP	F	G	G	MP	F	G	G
F	G	MP	F	G	G	MP	F	G
-	-	-	-	F	G	G	MP	F

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371BOMRON - CREW SCHEDULE - JUNE

	1	2	4	5	6	7	8	9	11
R30 OUDERKIRK	G	G	SW	OQ	F	G	EWP	EWP	F
R31 AMES	G	MP	F	MP	F	G	EWP	EWP	G
R32 MATTICK	EWP	EWP	TN	-	-	-	-	LEAVE	-
R33 WEBBER	STBD	MP	F	G	EWP	EWP	G	MP	F
R34 HOOVER	F	-	MP	F	EWP	EWP	-	-	BLOCK
R35 HALL	EWP	EWP	F	MP	F	MP	F	LEAVE	-
R36 DARDEN	F	G	MP	F	G	G	EWP	EWP	MP
R37 BIFFORD	G	G	MP	F	EWP	EWP	F	LEAVE	-
R38 BOWLING	F	G	EWP	EWP	MP	F	G	G	G
R39 HOFMAN	G	G	G	SW	EWP	EWP	G	G	G
R40 GUY	LEAVE	-	G	MP	F	G	EWP	EWP	G
N41 PETERSON	EWP	EWP	MP	F	MP	F	G	MP	F
N42 HIBDON	G	MP	F	G	MP	F	EWP	EWP	MP
N43 WILLIAMS	F	G	G	G	EWP	EWP	F	G	MP
N45 BEHAN	G	MP	F	G	G	MP	F	G	MP

371BOMRON - CREW SCHEDULE - JUNE

12	13	14	15	18	19	20	21	22
LEAVE	-	-	-	F	G	MP	F	G
STANDBOARD		-	-	MP	F	G	G	G
-	-	-	-	F	G	MP	F	G
G	STBD	MP	F	G	MP	F	G	G
TRAINING		-	-	STBD	MP	F	-	-
-	-	-	G	G	MP	F	MP	F
F	MP	F	G	G	F	MP	F	G
-	-	-	G	F	G	MP	F	G
MP	F	G	MP	F	G	MP	F	G
SW	G	G	G	MP	F	G	MP	F
MP	F	MP	F	MP	F	G	G	G
G	G	G	LEAVE	-	-	-	MP	F
F	MP	F	G	STANDBOARD		-	-	-
F	G	MP	F	LEAVE	-	G	G	G
F	MP	F	G	G	MP	F	MP	F

372BOMRON - CREW SCHEDULE - JUNE

	1	2	4	5	6	7	8	9	11
R60 NORDSTROM	-	-	F	-	F	-	EWP	EWP	-
R61 HOLDEN	EWP	EWP	-	-	-	-	F	-	-
R62 HULL	STBD	G	EWP	EWP	MP	F	STANDBOARD		-
R65 BOUDREAUX	LEAVE	-	-	-	-	-	EWP	EWP	MP
R66 GICKER	LEAVE	-	-	-	-	-	-	-	G
R67 MANN	EWP	EWP	F	MP	F	G	G	MP	F
R68 PHILIPS	F	G	MP	F	MP	F	EWP	EWP	MP
R69 WHEELER	G	G	MP	F	G	G	EWP	EWP	LEAVE
R70 MORRISON	G	MP	F	MP	F	G	EWP	EWP	F
R71 KOHLSCHEEN	F	G	EWP	EWP	F	MP	F	G	MP
N73 TERRY	EWP	EWP	MP	F	LEAVE	-	-	-	-
N74 REILLY	F	G	EWP	EWP	MP	F	STANDBOARD		-
R75 DODGE	G	G	EWP	EWP	MP	F	STANDBOARD		-
N77 HELLER	F	G	SW	G	FERRY	-	EWP	EWP	MP

372BOMRON - CREW SCHEDULE - JUNE

12	13	14	15	18	19	20	21	22
-	F	-	-	-	-	-	-	-
-	-	MP	F	-	-	-	-	-
-	-	-	-	F	G	G	G	G
F	MP	F	G	MP	F	G	MP	F
G	MP	F	G	MP	F	G	MP	F
MP	F	G	MP	F	G	MP	F	G
F	G	G	M	F	MP	F	G	G
-	-	-	-	-	-	-	-	-
G	FERRY	-	MP	F	G	MP	F	G
F	MP	F	G	G	MP	F	G	G
-	-	-	-	MP	F	G	MP	F
-	-	-	-	G	MP	F	G	G
-	-	-	-	LEAVE	-	-	-	-
F	G	G	STANDBOARD		-	-	-	-

307TH AIR REFUELING - CREW SCHEDULE - JUNE

	1	4	5	6	7	8	11	12	13
T-25	F	LEAVE	-	-	-	-	-	-	-
T-13	F	EWP	G	G	G	EWP	STBD	MP	F
T-11	F	BLOCK	TRAINING		-	-	G	G	G
T-22	F	G	EWP	G	EWP	G	MP	F	G
T-10	G	BLOCK	TRAINING		-	-	F	G	G
T-23	BLOCK	G	EWP	G	EWP	G	MP	F	MP
T-09	F	G	EWP	G	EWP	G	G	G	MP
T-24	LEAVE	-	G	MP	F	EWP	G	EWP	G
T-17	G	EWP	F	G	MP	F	EWP	G	G
T-01	G	G	G	G	G	G	G	BLOCK	TNG
T-14	F	EWP	MP	F	G	EWP	G	G	G
T-19	F	MP	F	MP	F	G	BLOCK	TRAINING	
T-05	G	EWP	G	MP	F	G	G	G	EWP
T-06	F	MP	F	G	G	G	EWP	G	G
T-03	LEAVE	-	G	G	MP	F	F	G	MP
T-20	G	MP	F	G	MP	F	F	G	G
T-04	EWP	MP	F	LEAVE	-	-	-	-	-
T-12	EWP	F	G	MP	F	G	MP	F	MP
T-18	EWP	STBD	F	MP	F	MP	F	G	MP
T-08	G	MP	F	G	EWP	G	MP	F	G
T-07	BLOCK	G	G	EWP	F	G	MP	F	G

307TH AIR REFUELING - CREW SCHEDULE - JUNE

14	15	18	19	20	21	22	25	26	27	28	29
-	-	-	-	-	-	EWP	F	G	EWP	F	G
MP	F	G	G	MP	F	G	G	G	G	G	G
G	G	MP	F	G	EWP	EWP	F	G	MP	F	G
MP	F	G	MP	F	G	G	BLOCK TRAINING			-	-
MP	F	F	G	G	MP	F	EWP	MP	F	G	EWP
F	MP	F	G	G	MP	F	G	MP	F	G	G
F	G	MP	F	G	MP	F	G	MP	F	G	G
LEAVE	-	-	-	-	-	-	-	BLOCK TRAINING			-
G	G	MP	F	G	G	MP	F	G	MP	F	G
-	-	G	G	G	G	G	EWP	MP	F	G	EWP
MP	F	MP	F	G	MP	F	F	G	G	MP	F
-	-	MP	F	G	G	EWP	MP	F	G	EWP	F
G	MP	F	MP	F	G	MP	F	G	G	MP	F
EWP	G	STBD	F	MP	F	MP	F	G	MP	F	G
F	G	G	G	EWP	G	EWP	G	G	G	G	G
MP	F	G	EWP	G	EWP	G	G	G	MP	F	G
-	-	-	-	-	-	-	-	F	G	EWP	F
F	G	BLOCK TRAINING			-	-	G	EWP	G	G	G
F	G	EWP	G	G	G	G	G	G	G	G	G
MP	F	BLOCK TRAINING			-	-	EWP	F	G	MP	F
MP	F	STBD	F	MP	F	G	MP	F	G	EWP	G

FLYING SCHEDULE

	370BOMRON	371BOMRON	372BOMRON	307AREFS
1	04,05,06,15	34,36,38,43	68,71,74,77	25,13,11,22,09,14,19,06
4	02,04,08,14,15	31,33,35,42,45	60,67,70,	12
5	03,06,13	34,36,37,41	68,69,73	17,19,06,20,04,18,08
6	09,11,14	30,31,35,40	60,67,70,71	14
7	03,05,08	38,41,42	62,68,74,75	24,19,05,12,18,07
8	02,06,09,16	35,37,43,45	61,71	17,03,20
11	04,05,13,14	30,33,41	67,70	10,03,20,18
12	03,08,09,15	36,42,43,45	65,68,71,77	12,08,07
13	01,02	38,40	60,67,70	13
14	05,06,13,14	36,42,45	65,66,71	23,09,03,12,18
15	01,02,04,09,15	33,40,43	61	13,22,10,14,20,08,07
18	01,03,08,11,12,16	30,32,37,38	62,67,68,70	10,23,05
19	02,06,10	31,36,39,40	65,66,73	11,09,17,14,19,06,07
20	01,04,05,09,14	33,34,35,45	68,71,74	22,05
21	08,11,15	30,32,36,37,38	67,70	13,07
22	06,10,12,15	35,39,41,45	65,66,73	10,23,09,01
25				25,11,17,14,05,06
26				19,04,08,07
27				10,23,09,01
28				25,11,17,06,20
29				14,19,05,04,08

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HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

JUNE TRAINING PLAN PART II

PART II. GROUND TRAINING:

1. Ground Training Priorities for June are:

a. B-47 Aircrew:

(1) Combat Survival Course, Stead AFB.

(2) TN Delivery Course, McConnell AFB.

(3) SAC Regulation 50-24, Annexes I and II.

(4) Other TDY Commitments.

b. KC-97 Aircrew:

(1) SAC Regulation 50-24 Annexes I and II.

(2) TDY Commitments.

c. Non-Aircrew Training:

(1) SAC Regulation 50-24, Annex I.

(2) TDY Commitments.

2. Monthly Meetings:

a. AIRMEN - 9 June 1956

(1) Commander's Call	0845	Base Theater
(2) Character Guidance	0800	Base Theater
(3) Security Lecture	0915	Base Theater

b. NCO's - 9 June 1956

(1) Commander's Call	0845	Base Theater
(2) Character Guidance	0800	Base Theater
(3) Security Lecture	0915	Base Theater

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c. OFFICERS - 9 June 1956

(1) Commander's Call	0930	Chapel
(2) Character Guidance	0845	Chapel
(3) Security Lecture	0815	Chapel

d. FLYING SAFETY - 9 June 1956

(1) B-47 & KC-97 AC's and P's	1030	Officers Club
(2) B-47 & KC-97 Observers	1030	307th Brief Room

e. MOBILITY: All Squadron Commanders will brief their respective squadrons on mobility on the 2nd of June. Time and place will be at the commander's discretion.

f. SHOWDOWN INSPECTION: A showdown inspection for all airmen will be held from 0800 to 1000 on the second of June.

g. SPECIAL LECTURE: Flight Service Center personnel will give a special lecture on 2 June 56 at 1000 in the Base Theater. All pilots not scheduled for EWP will attend.

3. RECORDS: Training accomplished will be recorded on individual Ground Training Record. SAC Form 293 (SAC REG 50-24).

4. B-47 AIRCREW TRAINING:

a. READY CREWS:

(1) Block Training: Phase II Block Training (SAC REG 50-24) will continue through the month of June. A new block will start each Monday during the month. The B-47 block training course lasts five (5) and one half days (Monday through Saturday). Crews designated for this training will be placed on Division Special Orders TDY to Base Training Flight for this period of training. Crews or crew members will not be withdrawn from this training without approval of the Division Director of Operations. This training will start at 0830 on Mondays and at 0810 each other training day. Crews will report to Building #1230, Room #33 on Monday at 0830. The Block Training Schedule is as follows:

Block I 4 June through 9 June Crews: None

Block II 11 June through 16 June Crews: R12,R34

Block III 18 June through 23 June Crews: None

Block IV 25 June through 30 June Crews: None

(2) EWP Training and Schedule: The following crews are requested for two (2) days of EWP training during the month of June on the dates indicated. Crews will report to the Wing Briefing Room, Building 1032, at 0800 hours on the specified dates.

DATES	CREWS
1 and 2 June 1956	01,08,09,14,16,32,35,41,61,67,73
4 and 5 June 1956	05,10,12,38,62,66,71,74,75
6 and 7 June 1956	02,04,06,13,15,33,34,37,39,43
8 and 9 June 1956	03,11,30,31,36,40,42,60,65,68,69,70,77

(3) Inflight Maintenance: Each ready crew observer is required by SAC Reg 50-24 to receive two (2) hours of inflight maintenance training each month. Observers will report at 0830 on dates indicated. Meeting place is the Tech Rep's Office in Building #966.

DATE	
1 June	30,31,37,69,70,75
4 June	09,39
8 June	01,04,33,34
11 June	38,60
13 June	61
15 June	02,03,08,65,67
18 June	05,35,36
20 June	06,10,66
22 June	11,32,40,62,71

(4) Electronic Countermeasures: In accordance with SAC REG 50-24, all ready crews who have not received ECM training are scheduled as follows:

(a) Two (2) hours of indoctrination (0900 on dates indicated in building #1230, (Room #16).

DATES	CREWS
6 June	69(AC)(CP)
11 June	38(AC), 39, 40, 60(AC)(CP), 66(Obs)
13 June	09(Obs), 68(AC)(Obs)
20 June	62(AC), 65(AC)(Obs)
22 June	30(Obs), 31(CP)(Obs), 32(CP), 33(AC(Obs), 34(AC)(Obs), 36(Obs), 67(AC)(Obs)

(b) Four (4) hours on ECM equipment and capabilities (1300 on dates indicated in Building #1230 Room #16).

DATES	CREWS
6 June	10(AC), 69
11 June	38(AC)(Obs), 39, 40, 60(AC)(CP), 61(CP), 66(Obs)
13 June	08(AC), 68(AC)(Obs)
20 June	62(AC), 65(AC)(Obs)
22 June	30(Obs), 31(Obs)(CP), 32(CP), 33(AC)(Obs), 34(AC), 36(Obs), 67(AC)(Obs), 70

(c) ECM Equipment - APS-54 (For Co-Pilots only) All B-47 Combat Ready co-pilots who have completed the basic six (6) hour ECM course will attend this two (2) hours course on the APS-54. Classes will be held each week day commencing the fourth of June through the 29th of June in building #1422 (corner of 12th st. and "H" Avenue). Classes begin at 1315 each day of training. The following schedule has been arranged.

DATES	CREWS
6 June	10, 12
13 June	04, 68
14 June	03, 08, 11, 38
15 June	06, 65, 66
18 June	05, 09, 35, 71
19 June	30, 62

(5) SPECIAL WEAPONS:

(a) Special Weapons Academic: This training is scheduled within block training.

(b) Flight Line Exercise: Ready crews are required one (1) exercise per training phase. Crews will be scheduled in accordance with 307th OPSORD 74-56, Annex A for the month of June. A briefing for all crews participating in Special Weapons USCM will attend a briefing at 0900 in Wing Briefing Room, Building #1032 on 23 June 1956. Squadron Commanders, Squadron Operations Officers, and Squadron Maintenance Officers are requested to attend also.

(c) Simulator Training: (UDT) SAC Reg 50-24 requires that each combat ready crew receive three (3) hours of simulator training each phase. Each squadron may schedule one (1) crew each day. Crews will report to building #1472 at 0830 hours.

(6) PRESSURE PATTERN CLASS: A course of instruction on Pressure Pattern will be held for all B-47 Combat Ready Observers on Friday and Saturday mornings, 15 and 16 June. Each squadron is requested to complete all of its observer personnel on these dates. Classes will be held in the Target Study Room, Building 978, and will commence at 0830 hours on each of the dates mentioned.

(7) FORMAL TARGET STUDY:

(a) Each Monday, Wednesday, and Thursday throughout the month of June, a three (3) hour class in Formal Target Study will be held in Building #978. Classes will commence at 0900 hours each day of training. Each squadron is requested to schedule three (3) observers for each class. Each observer is required to attend a minimum of three (3) of these classes.

(b) Formal Target Study on deployment targets will begin on 25 June. During the week of 25 through 29 June each observer will be required to receive eight hours of formal target study on these targets. The schedule is as follows:

25,26,27,28,29 May - 0800 - 1200 - Primary Course
25,26,27,28,29 May - 1300 - 1700 - Advanced Course

Each observer must attend one morning class and one afternoon class during this week. Attendance for the morning course is required before attendance at the afternoon class. Class meets in Bldg #978.

b. NON-READY CREWS:

(1) Type of Training: All non-ready crew training will be done in accordance with SAC REG 51-19. This training includes Special Weapons, Electronic Countermeasures, Inflight Maintenance, and Combative Measures.

(2) Special Weapons: (a) Basic Academic Course: The following crews will report to Building #1472 at 0810 on dates indicated:

DATES	CREWS
27,28,29 June	13

(b) Flight Line Exercise: The following non-ready crews are scheduled as indicated:

DATES	CREWS
4 June	77
12 June	13
19 June	12

Crews will report to Bldg #1472 at 0830.

(c) Simulator Training (UDT): Non-ready crews may be scheduled for this three (3) hour training upon any workday. Crews may be scheduled twice (two 1½ hours block) to complete this training.

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(3) Electronic Countermeasures:

(a) Four (4) hours of ECM equipment (1300 on dates indicated in Building #1230, Room #16).

DATES	CREWS
13 June	77(Obs)
20 June	73(AC)

(b) ECM Equipment - APS-54 (for co-pilots only) All B-47 non-ready co-pilots who have completed the basic six (6) hour ECM course will attend this short two (2) hours course on the APS-54. Classes will be held commencing the fourth of June through the twenty-ninth of June in Building #1422 (Corner at 12th st. and "H" Avenue). Classes begin at 1315 each day of training.

DATES	CREWS
13 June	43, 77
15 June	13
18 June	14, 15, 45, 74

(c) ECM Aircrew Personnel Training: A course of instruction (Phase V Training) for all ECM aircrew personnel will commence on 11 June and continue each week day through the 25th of June. Personnel scheduled for this training will report to building #1422 (corner of 12th St. and "H" Avenue) at 0800 on each day of training.

(4) Inflight Maintenance - Each non-ready crew observer is required to receive two (2) hours of inflight maintenance a month. Observers will report at 0830 on dates indicated. Meeting place is Tech Rep's Office in Building #966.

DATE	CREW
4 June	43
8 June	13
13 June	41
18 June	14,15,45,74
20 June	12,73

(5) Judo (Combative Measures):

(a) SAC R 50 51-19 requires completion of the 15 hour basic course before upgrading. Since KC-97 training no longer has a Judo training requirement, availability of Judo Training facilities has greatly increased and no scheduling problem exists. Filler personnel may be scheduled for this training before they are put on numbered crews.

(b) During the month of June classes will be given in sequence on specific days. Lessons 1, 2, and 3 will be given on Mondays, lessons 4, 5, and 6 on Tuesdays, etc.

(c) Available classes are as follows:

Mondays	0845, 1015 and 1315
Tuesdays	0845, 1015, 1315 and 1445
Wednesdays	0845, 1015 and 1315
Thursdays	0845, 1015 and 1315
Fridays	0845, 1015 and 1315

(6) Pressure Pattern Class: A four-hour course of instruction on Pressure Pattern will be held for all B-47 non-ready observers on Friday and Saturday mornings, 15th and 16th of June. Each squadron is requested to complete all of its observer personnel on these dates. Classes will be held in theTarget Study Room Building 978 and will commence at 0830 hours on each of the dates mentioned.

(7) Formal Target Study:

(a) Each Monday, Wednesday, and Friday throughout the month of June, a three (3) hour class in formal target study will be held in Target Study Building #978. Classes will commence at 0900 hours on each day of training. Each squadron is requested to schedule three (3) observers for each class. Each observer is required to attend a minimum of three (3) of these classes.

5. GUNNERY REFRESHER COURSE: The co-pilots on the following named numbered crews will report to B-47 MTD Building, # 1480, on the dates indicated. Classes commence at 1230 hours on each day of training:

4 June - 01, 09, 40, 43, 61
8 June - 04, 05, 08, 13, 15, 33, 34, 39, 41
15 June - 03, 14, 36, 37, 45, 67, 71
20 June - 06, 10, 12, 16, 31, 60, 62, 65, 66
22 June - 02, 11, 30, 38, 74

6. KC-97 AIRCREW TRAINING:

READY CREWS

Block Training - Phase II Block Training of SAC Reg 50-24 will continue through the month of June. A new block will start each Monday during the month. The KC-97 block training course lasts for five (5) days (Monday through Friday) and includes a two-day survival exercise. Crews designated for this training will be placed on Division Special Orders TDY to Base Training Flight for this period of training. Crews or crew members will not be withdrawn from this training without approval of the Division Director of Operations. Crews will report in Class A or B uniform to Building #1230, Room #33 on Monday at 0830. The schedule for June is as follows:

Block VI	4 June through 8 June	Crew T11, T10
Block VII	11 June through 15 June	Crews T01, T19
Block VIII	18 June through 22 June	Crews T12, T08
Block IX	25 June through 29 June	Crews T22, T24

7. AQUATIC SURVIVAL: Aquatic Survival Training will continue for all crew members each morning throughout the month of June. Classes will commence at 0830 each morning. The following quotas have been set for each day of training:

307AREFS	370BOMRON	371BOMRON	372BOMRON
10	6	6	6

The above noted schedule excepts those KC-97 crew members scheduled for Block Training during the month of June. Aquatic Survival Training will be included in Block Training for these crew members.

Crew members reporting for the training exercise will report to Base Training Building #1230 with bathing trunks and a towel.

For scheduling purposes, crew integrity is desired but not of first consideration.

8. TDY SCHOOLS:

a. Those handled by Directorate of Operations

(1) Survival jointly with personnel

	370	371	372
5 June			Esping
			Howell
			Anthony

(2) O.Q. Range*

	370	371	372
5 June	Christians	Freeman	Gilstrap

*Personnel scheduled for this training will report not later than 0900 hours on reporting date to Captain Gilmore, Base Training Flight, Smoky Hill AFB. Actual instructions on the range will commence at 1200 hours on reporting date and terminate at 1200 hours on the following day.

(3) Altitude Chamber Refresher (Two (2) days)

Reporting Date	370	371	372	307AREFS
27 Jun 56	2	2	2	4

NOTE: Names of personnel to fill the above noted quotas must be submitted on a DF to reach this headquarters not later than 22 June 1956.

(4) Altitude Chamber Basic (Three (3) days)

Reporting Date	370	371	372	307AREFS	FM	PM	A&E
6 June 1956	1	1	1	2	2	1	2
20 June 1956	1	1	1	3	1	2	1

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NOTE: Names of personnel to fill the above noted quotas must be submitted on a DF to reach this headquarters no later than three (3) working days previous to the reporting dates.

(5) Special Weapons Delivery Course:

4 June 1956 - Mattick, Bibo, Troutman

b. Those handled by Directorate of Personnel:

(1) Advance Survival Training Course Number 140000:

Class starting date 5 June 1956, Class 56-p

Lt Esping

Capt Howell

Lt Anthony

(2) The following school quotas for Airmen were allocated this Wing for the month of June 1956:

(a)	1-30150C	to SS30170--6AN/ARC-21 (Aircraft Radio Technician) Scott AFB, Ill.
(b)	1-30150G	to AA30170 (Airborne Radio Maintenance Technician) Scott AFB, Ill.
(c)	2-30131A	to SS46150-10 (Munitions Supervision)
(d)	2-30151A	to AA30171 (Aircraft Electrical Navigation Maint Tech) Keesler AFB, Miss.
(e)	5-30153A	to AA30173 (Elect Countermeasure Maint Tech) Keesler AFB, Miss.
(f)	2-43151B 1-43151E 1-43171B	to SS43151E-9 (B-52 Special Training package Course) Chanute AFB, Ill.
(g)	1-43151B	to AA43171B (Acft Maint Tech Recip) Sheppard AFB, Texas
(h)	4-43151E	toAA43171D (Acft Maint Tech Jet Eng Type Acft) Sheppard AFB, Texas

(i) 3-43251 to AA43271 (Recip Eng Tech) Sheppard AFB, Texas

(j) 2-58150 to SS58150 (F-1A Automatic Ripcord Release Course with Subsequent Entry into SS-58150-1, B-5 Parachute Release Course).

(k) 1-64151 to AA64173 (Organ Supply Supv) F.E. Warren AFB, Wyoming

(3) Ten (10) Staff Sergeants and/or Airmen First Class are scheduled to attend Base Leadership School.

9. SYNTHETIC TRAINER SCHEDULES

a. C-11 Trainer Schedules

	1 June	2 June	4*,5*,6,7,8 June	9 June
0830	370	372	371	370
1030	371	370	372	371
1230	372		370	
1430	370		371	
1430	371		372	

	11*,12*,13,14,15 June	18*,19*,20,21,22 June	25*,26*,27,28,29 June
0830	372	371	370
1030	370	372	371
1230	371	370	372
1430	372	371	370
1430	370	372	371

*NOTE: Wing Standboard has the following C-11 periods which are not indicated in the above schedule.

4 and 5 June	1230 and 1430
11 and 12 June	1230 and 1430
18 and 19 June	1230 and 1430
25 and 26 June	1230 and 1430

Each AC and Co-pilot will complete two (2) letdowns, one (1) in the ninety (90) days starting 1 April 1956, on each of the following fields. Goose Bay, Loring, Harmon, Lakenheath, Sidi Slimane, Upper Heyford. In addition, each pilot will study Radio Facility Chart Europe, and be completely familiar with pages 25, 29, 31, 31B, 31D, 63, 63B and 77.

b. P-3 Trainer

(1) This trainer is available to 307th Air Refueling on Mondays, Wednesdays and Fridays from 0830 to 1230 hours. In addition, the trainer is also available all day Tuesdays from 0830 to 1630.

(2) Each KC-97 AC and Pilot will complete two (2) letdowns, one in the ninety (90) days starting 1 April 1956 on the following fields: Goose Bay, Loring, Harmon, Lakenheath, Sidi Slimane, Thule, Upper Heyford, Keflavik, and Greenham Common. In addition, each pilot will study Radio Facility Chart Europe, and be completely familiar with pages 24, 29, 31, 31B, 31D, 63, 63B and 77.

c. Ultrasonic (Two hour Blocks)

	1 June	4-8 June	11-15 June	18-22 June	25-29 June
1230	370	372	371	370	372
1430	370	371	370	372	371

d. T1A Trainer Schedule

	1 June	* 4-8 June	*11-15 June	*18-22 June	*25-29 June
1230	370	371	372	370	371
1330	372	370	371	372	370
1430	371	372	370	371	372
1530	370	371	372	370	371

NOTE: Wing Standboard has T1A from 1330 to 1530 (two (2) hour block) on the following dates: 4, 11, 18, and 25 June. These blocks of time are not indicated in the above schedule.

10. INSTRUMENT TRAINING:

a. The individuals listed below have instrument cards which expire before 31 July. These cards will be renewed before their birthday which falls sometime in the next sixty (60) days.

370	371	372	307AR&FS
Brzywczy	Bibo	Middleton	Bullock
Johnson	Frank	Parks	Thurlow
Echelbarger	Woodruff	Phillips	Lucas
Shaver	Bifford	Hull	Westerman
Baker	Guy	Wanek	Maxwell
Webb	Hofman	Germundson	Veiluva
Chappelle	Pearce	Geiker	Sheffer
	Bath	Terry	Mackey
			Armstrong
			McLennan
			Caudel
			Frost
			Berggern

b. This requirement includes:

(1) Six (6) hours link trainer (C-11 or P-3)

(2) A physical examination

(3) Review of Form 5

(4) Attend Instrument School

(5) Flight Check

NOTE: The above listed requirements must be completed prior to each pilot's birthday.

c. Instrument School Schedule for June is as follows:

4 and 5 June 21 and 22 June

12. ARMS QUALIFICATION:

a. SAC Regulation 50-24, Annex I, requires that all non-flying airmen receive Arms Qualification Training annually. This excepts those whose basic weapon is the handgun, i.e., those assigned to carry or accompany classified material, etc.

b. The base firing range will be available mornings the week of 4 June. The following schedule has been arranged:

	4 June	5 June	6 June	7 June	8 June
0800	AREFS	A&E	370	HQ	PM
0900	372	371	FM	FM	A&E
1000	FM	HQ	A&E	AREFS	370
1100	PM	FM	PM	372	371

NOTE: The above noted times are firing times. Care should be exercised to insure that personnel are at the range and ready to fire at the time scheduled.

c. A quota of not less than twenty (20) nor more than forty (40) is requested at each of the above noted periods. A special effort should be made to complete this requirement for all airmen who have not yet fired. If a squadron completes its requirement and has scheduled periods remaining, please notify Wing Operations and Training immediately. (Phone Ext 8036).

d. The individual squadrons will arrange transportation and furnish weapons and ammunition. Request each squadron designate one (1) NCO to be in charge of their personnel each training period. (Including to and from the range).

e. Individual completion of this requirement will be recorded on individual Ground Training Record, SAC Form 293.

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HEADQUARTERS
307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base
Nebraska

PART III. GENERAL:

1. DUTY ROSTERS:

A. AIRDROME OFFICER: 1 through 15 June 1956-307th AREFS

B. TOWER OFFICER: 370TH BOMRON - 1,7,13,19, and 25 June.

371ST BOMRON - 2,8,14,20, and 26 June.

372ND BOMRON - 3,9,15,21, and 27 June.

NOTE: Tower officer will report to Base Operations thirty (30) minutes prior to tower duty for briefing on Air Division Regulation 55-5. Both AC and Pilot will report on designated duty day.

C. SENIOR FLYING SUPERVISOR: The officers listed will serve on the dates indicated or arrange a suitable substitute.
*In case flying is scheduled on these days.

LT COL	IANNACITO		21
LT COL	JOHNS		22
MAJ	BURFORD	1	19
MAJ	DOROTHY	4	26
MAJ	HERMAN	25	
MAJ	HERRIDGE	2*	6
MAJ	HOLDEN	9*	11
MAJ	MINOR	5	16*
MAJ	MINNICK	13	23*
MAJ	OUDERKIRK	12	28
MAJ	SULLIVAN	20	27
MAJ	TISDALE	14	
CAPT	MESSER	15	
CAPT	NORDSTROM	18	
CAPT	HOOVER	8	
CAPT	DARDEN	7	

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D. OFFICER OF THE DAY

CAPT WELSH, MAURICE J.	372nd BOMRON	1 June
CAPT SCOTT, CLAYTON	HQRON 307THBWG	2 June
CAPT ABSHIRE, JOSEPH	HQRON 307THBWG	3 June
CAPT HARVEY, JAMES E.	307TH FLDMAINTRON	4 June
CAPT KIMBERLIN, WILLIAM T.	HQRON 307THBWG	5 June
CAPT WITHROW, DAVID C.	372nd BOMRON	6 June
2/LT ARMMER, FENTRIS N.	307th AREFS	7 June
1/LT NOLLENBERG, ARNOLD E.	307th A&ERON	8 June
1/LT CARTER, PAUL D.	HQRON 307THBWG	9 June
CAPT MEHARG, WILLIAM B.	307th A&ERON	10 June
CAPT NESS, CHARLES S.	371st BOMRON	Alternate

E. COURTESY PATROL

MAJ WILSON, HENRY L.	HQRON 307THBWG	1 June
MAJ MARAIST, JAMES E.	HQRON 307THBWG	4 June
MAJ HERRIDGE, LEMAN M.	HQRON 307THBWG	5 June
MAJ LALLY, GLENN J.	HQRON 307THBWG	6 June
MAJ DOROTHY, ROBERT W.	HQRON 307THBWG	7 June
MAJ SIMPKINS, ALAN P.	372nd BOMRON	8 June

2. PLANNING MEETINGS:

A. MEETING - Monthly 60-9

TIME AND PLACE: 1500 - 18 June - Current Operations Briefing Room.

TO BE PRESENT: Commander, Director of Operations, Special Weapons Officer, Base Munitions Officer, A&E Representative, Chief of Stand Board Section.

PURPOSE: Plan July Flying Program.

B. MEETING - Weekly 60-9

TIME AND PLACE 1500 - 7, 14, 21, 28 June - Current Operations Briefing Room.

TO BE PRESENT: Same as above (Monthly 60-9)

PURPOSE: Plan succeeding week's flying program.

C. MEETING - Weekly Operations Officer

TIME AND PLACE: 1330 - 6, 13, 20, 27 June - Director of Operations Office.

TO BE PRESENT: Director of Operations, Chief of Operations and Training, Air Training Officer, Special Weapons Officer, Squadron Operations Officer, Standardization Board Representative.

PURPOSE: Review operations problems and disseminate pertinent information.

D. MEETING - Flying Schedule Coordination Meeting

TIME AND PLACE: 1430 - 6, 13, 20, 27 June - Operations and Training Office.

TO BE PRESENT: Chief of Operations and Training, Air Training Officer, Special Weapons Officer, Squadron Operations Officers.

PURPOSE: Coordinate Air Refueling Schedule, review succeeding week's flying schedule.

E. MEETING - Weekly Ground Training

TIME AND PLACE: 1, 8, 15, 22, 29 June - Wing Operations and Training

TO BE PRESENT: Chief of Operations and Training, Wing Ground Training Officer, Squadron Ground Training Representatives.

PURPOSE: Review and coordinate following week's training schedule.

F. MEETING - Personal Equipment Review Committee.

TIME AND PLACE: 0900 -- 20 June - Current Operations Briefing Room.

TO BE PRESENT: Director of Operations. Wing Supply Officer OIC Fabrication (F) Squadron Personal Equipment Officers.

PURPOSE: To review personal equipment difficiences.

G. MEETING - Standardization Review and Programming

TIME AND PLACE: 1300 - 19 June - Control Room

TO BE PRESENT: Wing Commander, Director of Operations, Chief of Operations and Training, Stand Board Member, Squadron Operations Officer.

PURPOSE: To review standardization program and follow up activities on Stand Board Reports.

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PINK LADY

307TH

BOMB WING (M)

CREW FLIMSY

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1. MISSION: PINK LADY

a. General Briefing 0900 13 August in Building 157, Room 24 (307th mb Wing Briefing Room).

b. Specialized Briefing: Following General Briefing.

c. Pre-take off meeting: See Schedule on page 9.

d. Take-off times: See page 9.

e. Interrogation: Wing Briefing Room immediately after landing.

2. GENERAL MISSION OUTLINE: Aircraft will take-off at fifteen (15) minute intervals in three (3) waves on three (3) consecutive days and fly the routes and altitudes as indicated on the inclosed Route Sheets. One (1) navigation mission (grid radar), two (2) RBS and two (2) controlled A's will be completed on this mission. A detailed flight plan is outlined in the observers information, paragraph 4. In addition to the above each crew will letdown to 25,000 feet at Upper Heyford and make a jet penetration to Lakenheath.

3. PROCEDURES:

a. Mission planning and fuel reserves: Each crew will prepare its own clearance, weight and balance and SAC Form 1. Flight will be planned to arrive over Lakenheath VOR with not less than 15,000 pounds of fuel. Altitudes will be in accordance with those indicated on the inclosed Route Sheets.

b. Weather Minimums: Take-off minimums will be 500 foot ceiling and one (1) mile visibility and landing minimums will be 1000 foot ceiling and two (2) miles visibility for ready crews. Non-ready crew take-off minimums are 700 foot ceiling and two (2) miles visibility with landing minimums of 1500 foot ceiling and two (2) miles visibility.

c. Climb and level off:

(1) Runway 07: Left turn after take-off and climb to assigned altitude on course.

(2) Runway 25: Right turn after take-off and climb to assigned altitude on course.

d. Ground Operations and take-off times: See page 9.

e. Alternates: Alternates will be briefed by the Weather Officer at the pre-take-off meeting.

f. Flying Safety considerations are paramount and will take priority over all training accomplishments.

g. Aircraft Commanders of aborting aircraft will:

(1) Obtain an ARTC clearance prior to departing the Bomber Stream (Conditions Permitting).

(2) Depart the Bomber Stream to the right.

(3) Not cross the Bomber Stream unless at lest 3,000 feet below the lowest aircraft in the stream at the points of crossing.

(4) Insure that the route of flight does not cross any danger areas or control areas unless proper permission has been granted.

(5) Not attempt any low approaches except in an emergency unless gross weight is below 125,000 pounds.

h. Emergency landing fields will be in accordance with the operations order.

4. OBSERVER INFORMATION:

a. Navigation:

(1) A navigation leg (grid radar) will be flown from 60°36'N, 1°20'W to 53°33'N, 02°08'W with a turning point at 58°30'N, 09°35'W.

(2) All available aids to navigation will be used to maintain course and position, except when flying the navigation leg.

(3) All observers will practice radar navigation to the maximum extent possible when not participating in bomb runs, bombing equipment checks, or navigation legs.

(4) Two controlled ETA's will be accomplished to insure proper spacing for RBS Runs.

(a) Controlled ETA #1: 52°35'N, 0°13'W. This controlled ETA Will be accomplished by deviating to the west.

(b) Controlled ETA #2: 50°04'N, 05°43'W. This controlled ETA will be accomplished by deviating to the west.

(5) Observers will insure the following danger areas are avoided:

AREA	CENTER	ALTITUDE RESTRICTION
N64	53°50'N 0°03'W	40,000
N57	53°26'N 0°16'E	50,000
N4	54°46'N 04°9'W	60,000
N21	54°00'N 03°25'W	50,000
W68	50°30'N 03°00'W	60,000

(6) A Planning SAC Form 1 is inclosed for planning purposes.

b. Bombing:

(1) A bomb equipment check will be accomplished prior to the first RBS Run.

(2) RBS Runs will be accomplished at Paris, France and London, England. The RBS Run at Paris, France will be made as a Eskimo type run (Polar mode switch in Polar position from 180 seconds TG) at Mach .74. The RBS Run at London will be a Mach .81 run with a high level breakaway.

(3) Ballistics will be cross checked by co-pilot for each bomb run.

(4) Optic clam shell door will be closed on all bomb runs. O-23 camera will be set in alternate position on all bomb runs.

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(5) Offset data for the London bomb run will be set after departing Paris and prior to accomplishing the controlled ETA. Offset data will be checked as required by the checklist during bomb run procedures.

(6) All RBS runs made on this mission will be practice. The type of run (offset or direct) is optional.

(7) Target Information:

(a) Paris RBS Run:

1 Radar RBS Run, Offset

2 Target: Bravo Kremlin BicATRE IIB Target, Top of Bell Tower.

3 Elevation: 37'

4 Offset #1: Center of Boulogne Court, elevation 90' S 23,980; E 27,700.

5 Offset #2: West end of bldg line at Orly Field, elevation 355', S 24,880; E 4,300'

6 IP: Dunkerque

7 MACH: .74

8 Bomb Run Var 47°.

(b) London RBS Run:

1 Radar RBS Run, Offset.

2 Target: Golf IIB Target, Center of Bridge at Windsor Castle.

3 Elevation: 74'

4 Offset #1: N.E. Corner of storage area, Queen Mary Reservoir, Elevation 50', S 22,670; E 31,420;.

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5 Offset #2: Sewage disposal, west side of London Airport, Elevation 80', S 4,970; E 30,250.

6 IP: Yeovil

7 MACH: .81

8 Tactics: HI JINKS

9 Bomb Run Var ±10°.

(8) Bomb doors will be opened on all RBS Runs by placing the K-2 Auto switch in "Auto" at 20 seconds TG as required by the Observers Checklist. A thorough inspection of the bomb bay will be made before take off to insure that opening of the bomb doors will not result in the release of any object. Automatic operation of the K-38 camera will not be effected unless bomb doors are open. CAUTION: Salvo switches will not be energized on bomb runs. All pilots will be so informed.

c. Photography:

(1) O-15, O-23 and K-38 photography will be exposed on all bomb runs. Special emphasis will be placed on quality of K-38 photography.

(2) If an aircrew fails to obtain O-15 or K-38 photography on any bomb run, the crew will investigate and report to the Bomb-Nav Section the reason for failure, in writing, within twenty-four (24) hours after notification of incomplete photography.

(3) A checklist for IBDA photography is attached hereto. This checklist outlines procedures for IBDA with the PMG "ON". In case of PMG failure, IBDA will be accomplished as outlined in Chapter 14, SAC Manual 50-38.

(4) The AMA-2 switches in the O-217 will be placed in the following positions throughout the entire mission.

SWITCH	POSITION
Auto-Bomb	Auto
Norm-Man	Norm
Hi-alt-Lo-alt	Hi-alt

(5) Observers will insure accuracy and completeness of photo logs. Photo logs will be left in the aircraft upon completion of the mission.

d. Forms:

(1) The following forms will be completed by the observer at De-Briefings:

(a) Observer Critique - Pink Lady

(b) Observer Critique - Flash Report

(2) The following forms will be turned in by the observer at De-Briefings:

(a) SAC Form 1

(b) SAC Form 252

(c) SAC Form 190 (if applicable)

(d) Maps and charts used for the mission.

(e) SAC Form 157.

e. Bombing and Navigation Time: (See following page)

Bombing and Navigation Time:

POSITION	ROLLED #1	COAST-OUT POINT	PARIS BOMB RELEASE TIME	CONTROLLED ETA #2	LONDON BOMB RELEASE TIME
1	1321Z	1330	1359Z	1457Z	1524Z
2	1336Z	1345	1414Z	1512Z	1539Z
3	1351Z	1400	1429Z	1527Z	1554Z
4	1406Z	1415	1444Z	1542Z	1609Z
5	1421Z	1430	1459Z	1557Z	1624Z
6	1436Z	1445	1514Z	1612Z	1639Z
7	1451Z	1500	1529Z	1627Z	1654Z
8	1506Z	1515	1544Z	1642Z	1709Z
9	1521Z	1530	1559Z	1657Z	1724Z
10	1536Z	1545	1614Z	1712Z	1739Z
11	1551Z	1600	1629Z	1727Z	1754Z
12	1606Z	1615	1644Z	1742Z	1809Z
13	1621Z	1630	1659Z	1757Z	1824Z
14	1636Z	1645	1714Z	1812Z	1839Z
15	1651Z	1700	1729Z	1827Z	1854Z
16	1706Z	1715	1744Z	1842Z	1909Z
17	1721Z	1730	1759Z	1857Z	1924Z

NOTE: Seventeen (17) possible slots are available to this Wing on scheduled Bomber Stream RBS Time.

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Bombing Altitudes

All odd slot aircraft will bomb as follows:

Paris RBS	London RBS
37M	39M

All even slot aircraft will bomb as follows:

Paris RBS	London RBS
36M	38M

5. COMMUNICATIONS INFORMATION:

a. All aircraft will contact ROCKY prior to starting engines.

b. All aircraft will remain on tower frequency and under tower control from start of taxi until after take-off.

c. Normal ATC/FIR reports will be made.

d. UHF/ARI (in-place) channelization applies.

e. RTS frequencies will be set up in UHF channels 6 and 12.

f. All aircraft will squawk 1 on IFF.

g. Authentication and recognition will be accomplished by using the AFSAL 5104( ) Authentication Table.

h. RBS frequencies:

RBS Site	Frequency	Channel
Paris	284.5	6
London	266.2	12

i. ATCC/FIR HF frequencies listed below may be used to pass FIR reports in the event of UHF failure or loss of communications on UHF:

Control	HF Frequency	Channel
Uxbridge	2854.0	11
Preston	5589.0	12
Prestwick	5589.0	12
Paris	5551.5	13

6. REPORTS: No reports are necessary on this Wing directed mission.

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CREW SCHEDULING ALL WAVES
NOTE: All Times "ZULU"

POSITION	STATION TIME	PRE T.O. BRIEFING	START ENGINES	TAXI	T.O. TIME	TIME OVER LAKENHEATH
1	0715Z	0845Z	0950Z	1000Z	1015Z	1511Z
2	0730Z	0900Z	1005Z	1015Z	1030Z	1556Z
3	0745Z	0915Z	1020Z	1030Z	1045Z	1611Z
4	0800Z	0930Z	1035Z	1045Z	1100Z	1626Z
5	0815Z	0945Z	1050Z	1100Z	1115Z	1641Z
6	0830Z	1000Z	1105Z	1115Z	1130Z	1656Z
7	0845Z	1015Z	1120Z	1130Z	1145Z	1711Z
8	0900Z	1030Z	1135Z	1145Z	1200Z	1726Z
9	0915Z	1045Z	1150Z	1200Z	1215Z	1741Z
10	0930Z	1100Z	1205Z	1215Z	1230Z	1756Z
11	0945Z	1115Z	1220Z	1230Z	1245Z	1811Z
12	1000Z	1130Z	1235Z	1245Z	1300Z	1826Z
13	1015Z	1145Z	1250Z	1300Z	1315Z	1841Z
14	1030Z	1200Z	1305Z	1315Z	1330Z	1856Z
15	1045Z	1215Z	1320Z	1330Z	1345Z	1911Z
16	1100Z	1230Z	1335Z	1345Z	1400Z	1926Z
17	1115Z	1245Z	1350Z	1400Z	1415Z	1941Z

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CREW ASSIGNMENT

FIRST WAVE 14 August 1956

POSITION	ROCKY	AIRCRAFT COMDR	CREW NO.	SQUADRON	TAKEOFF
1	17	Koudsi	R-03	370th	1015Z
2	10	Brooks	R-08	370th	1030Z
3	19	Biggs	R-11	370th	1045Z
4	21	Trudeau	R-25	370th	1100Z
5	40	Ames	R-31	371st	1115Z
6	34	Hoffman	R-39	371st	1130Z
7	41	Hibdon	R-40	371st	1145Z
8	35	Behan	R-45	371st	1200Z
9	59	Mann	R-67	372nd	1215Z
10	56	Heller	R-77	372nd	1230Z
11	62	Morrison	R-70	372nd	1245Z
12					1300Z
13					1315Z
14					1330Z
15					1345Z
16					1400Z
17					1415Z

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CREW ASSIGNMENT

SECOND WAVE 15 August 1956

POSITION	ROCKY	AIRCRAFT COMDR	CREW NO.	SQUADRON	TAKEOFF
1	33	Mattick	R-32	371st	1015Z
2	38	Bath	R-30	371st	1030Z
3	60	Phillips	R-68	372nd	1045Z
4	64	Wheeler	R-69	372nd	1100Z
5	11	Shaver	L-10	370th	1115Z
6	12	Clark	R-13	370th	1130Z
7	23	Crook	R-06	370th	1145Z
8					1200Z
9					1215Z
10					1230Z
11					1245Z
12					1300Z
13					1315Z
14					1330Z
15					1345Z
16					1400Z
17					1415Z

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CREW ASSIGNMENT

THIRD WAVE 16 August 1956

POSITION	ROCKY	AIRCRAFT COMDR	CREW NO.	SQUADRON	TAKEOFF
1	55	Hull	R-62	372nd	1015Z
2	61	Terry	R-63	372nd	1030Z
3	58	Dodge	R-75	372nd	1045Z
4	50	Myers	N-79	372nd	1100Z
5	24	Sullivan	R-02	370th	1115Z
6	18	Dance	R-12	370th	1130Z
7	14	Mills	R-14	370th	1145Z
8	15	Echelberger	N-16	370th	1200Z
9	42	Guy	R-40	371st	1215Z
10	43	Williams	R-43	371st	1230Z
11					1245Z
12					1300Z
13					1315Z
14					1330Z
15					1345Z
16					1400Z
17					1415Z

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MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

III. PRE-FLIGHT PLAN

FROM Lakenheath AFB / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
SMTTO & Accel							°				10 / 10	1/2 / 3	10 / 10		83000	166700
53°44'N 00°21'W Kingston upon Hull	CL	339°	275/25 / -3	336	+9	345	°	96%	390	378	88 / 98	14 / 17	91 / 101		78200 / 74850	161900 / 157050
Level Off	CL	354°	-3	351	+10	001	° 33000	96%	390	382	42 / 140	6½ / 23½	42 / 143		73350 / 71150	157050 / 154850
Start 60°36'N 10°30'W Nav Shetland Islands	CC	354°	275/33 / -4	350	+10	360	° 34300	.73	425	418	363 / 503	52½ / 01 15	372 / 515		8750 / 62400	8750 / 171700
AP 58°30'N 09°35'W	CC	242°	73	244	+14	258	° 35000	.74	425	398	282 / 785	43 / 0159	304 / 819		5900 / 56500	5900 / 140200
Terminate nav leg 53°33'N 02°08'W	CC	141°	73	144	+13	157	° 36400	.74	425	450	390 / 1175	52 / 0251	368 / 1187		7850 / 48650	7850 / 132350
Control Point Pat							°					43			1050	1050
50°35'N 00°23'W Control Point 1	CC	132°	73	135	+10	145	° 36800	.74	425	452	89 / 1264	0256 / 12 / 0306	85 / 1272		47600 / 1750 / 45850	131330 / 1750 / 129550
PT Junkerarie 50°00'N 02°22'E	CC	135°	270/12 / 4	139	+8	147	° 37000	.74	425	456	134 / 1398	18 / 0324	137 / 1409		2600 / 3250	2600 / 126950
49°53'N 00°16'E Ft Aniens	CC	183°	76	189	+7	196	° 37000	.74	425	421	70 / 1468	10 / 0334	71 / 1470		1550 / 41550	1550 / 125300
Target B Paris	CC	1300	76	186	+7	193	° 37000	.74	425	423	68 / 1536	10 / 03 4	71 / 1541		1500 / 40000	1500 / 123700
Turning Pt Brest 48°23'N 04°29'W	CC	266°	275/39 / 4	267	+9	276	° 38800	.74	425	390	268 / 1804	43 / 0425	290 / 1831		5600 / 34500	5600 / 118200
Control Pt #2 50°00'N 05°13'W	CC	336°	275/33 / -4	332	+11	343	° 39000	.74	425	408	111 / 1915	17. / 0442	120 / 1951		2200 / 32300	2200 / 116000
PIP 50°31'N 04°14'W	CC	0650	-3	063	+11	074	° 39000	.74	425	452	62 / 1977	8 / 0450	57 / 2008		1050 / 31250	1050 / 114950
IP 50°56'N 02°40'W	CC	0670	-3	065	+10	075	° 39000	.81	467	497	68 / 2045	8 / 0458	62 / 2070		1250 / 30000	1250 / 113700
Target ⊕ London		0670	-3	065	+9	074	° 39000	.81	467	496	85 / 2130	11 / 0509	86 / 2156		1700 / 28300	1700 / 112000
51°56'N 01°14'W Over Hayford	TC	320°	275/35 / -3	318	+9	327	° 25000		390	370	37 / 2167	6 / 0515	39 / 2195		350 / 27950	350 / 111650
Lakenheath	DC	070°	-7	068	+9	077	°		390	412	74 / 2241	11 / 0526	72 / 2267		650 / 27300	650 / 111000
Land							°					20 / 0546			4000 / 23300	4000 / 107000
							°									
							°									
							°									
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

FUEL WEIGHT		
AIRCRAFT BASIC WT	82177	
CREW WT	1100	
OIL WT	423	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		83700
FUEL WEIGHT: FWD	13000	
CWD	13000	
AWD	21000	
FWD AMA	4376	
A.B.	11600	
ATO	2064	
EXT.		
TOTAL		83700
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		166700
STARTING AND TAXI FUEL ALW		3000
TAKE-OFF GROSS WT		163700

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
0	9000	Max 80°

CRITICAL FIELD LENGTH: 9000

TAKE-OFF

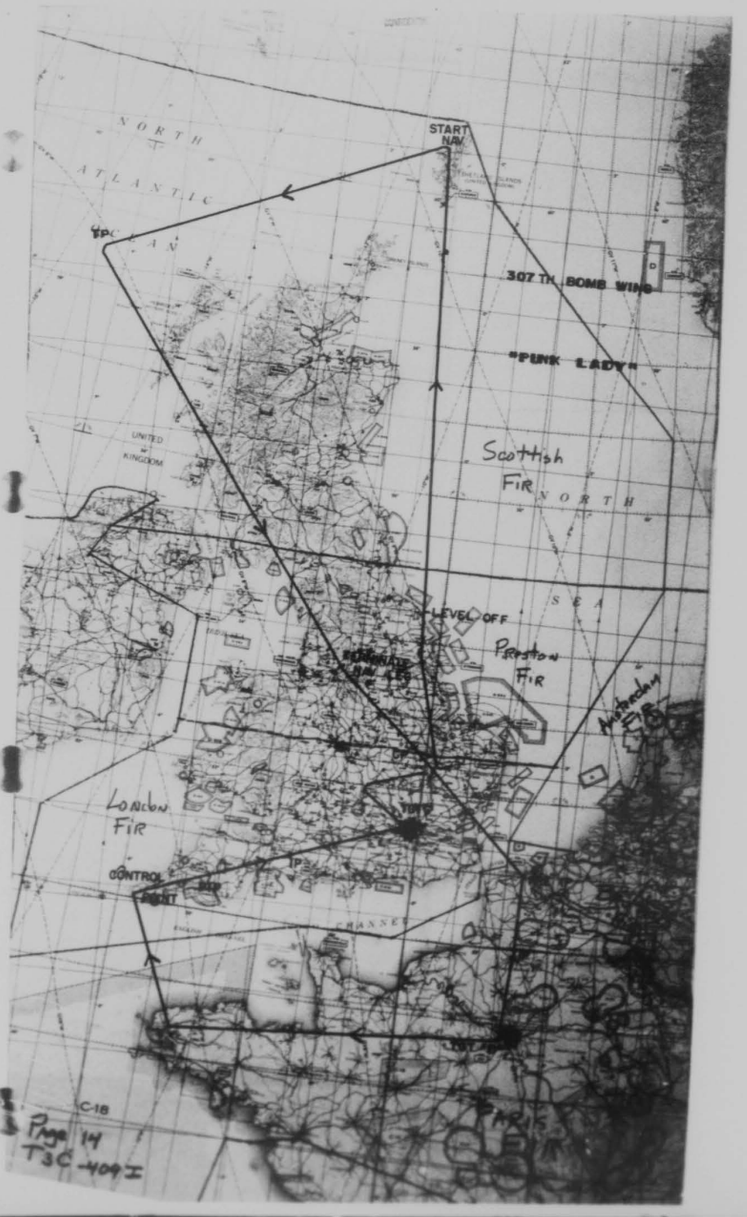
DISTANCE	SPEED
7700	154

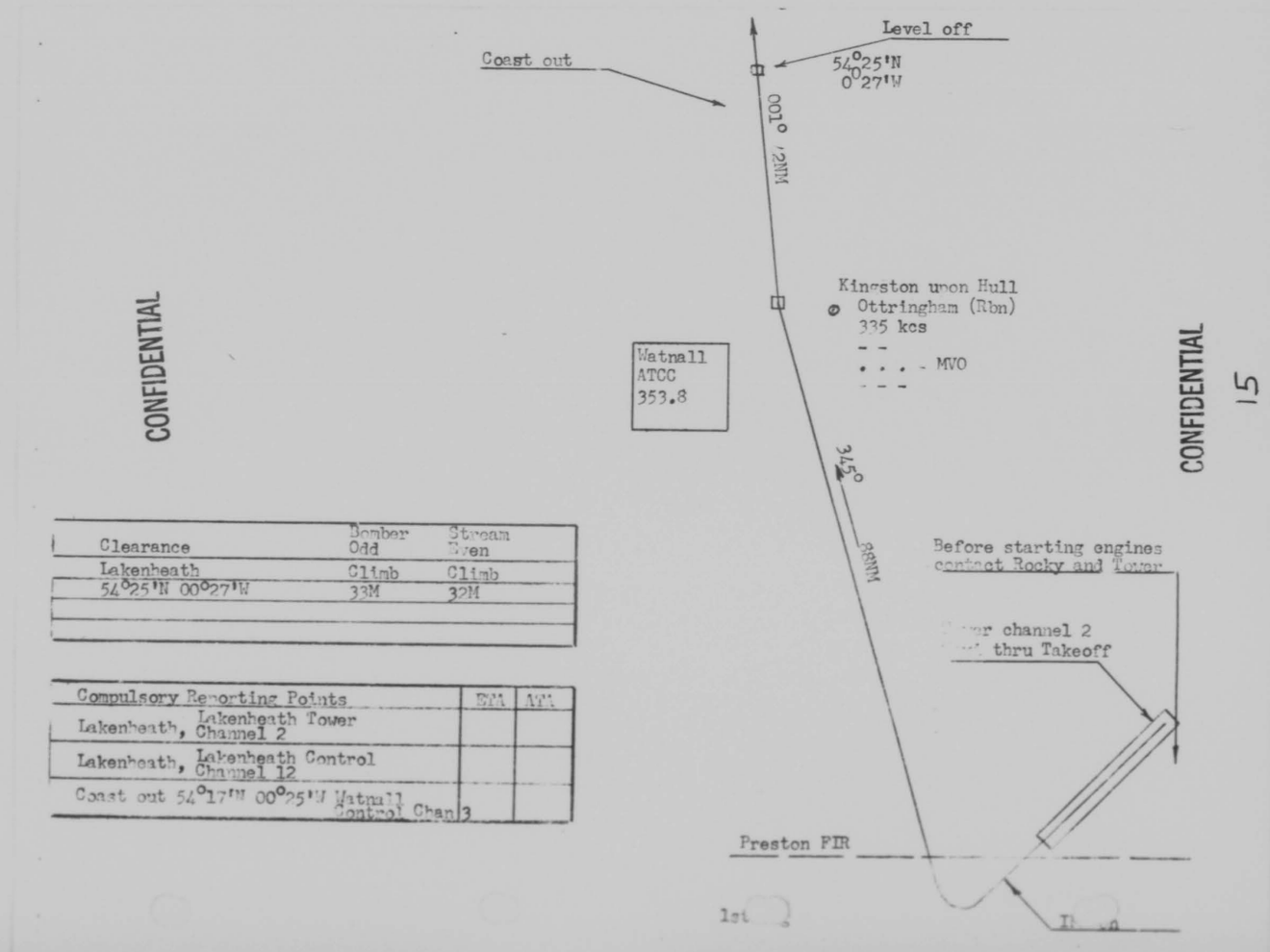
SPEED

REFUSAL	SMERS BEST FLAPS	LINE
115	130	107

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

0099





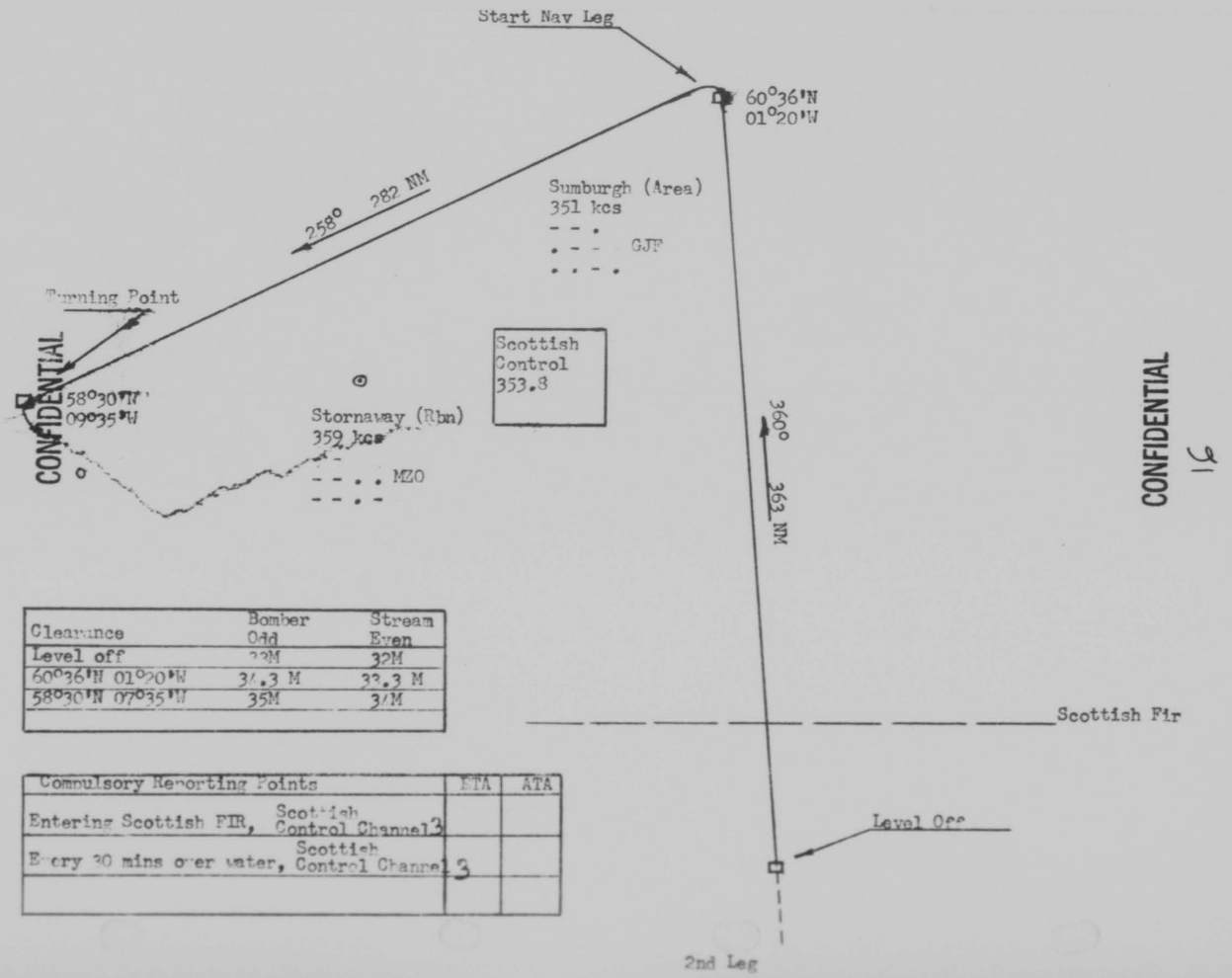
CONFIDENTIAL

Clearance	Bomber Odd	Stream Even
Lakenheath	Climb	Climb
54°25'N 00°27'W	33M	32M

Compulsory Reporting Points	EM	ATC
Lakenheath, Lakenheath Tower Channel 2		
Lakenheath, Lakenheath Control Channel 12		
Coast out 54°17'N 00°25'W Watnall Control Chan	3	

CONFIDENTIAL

15



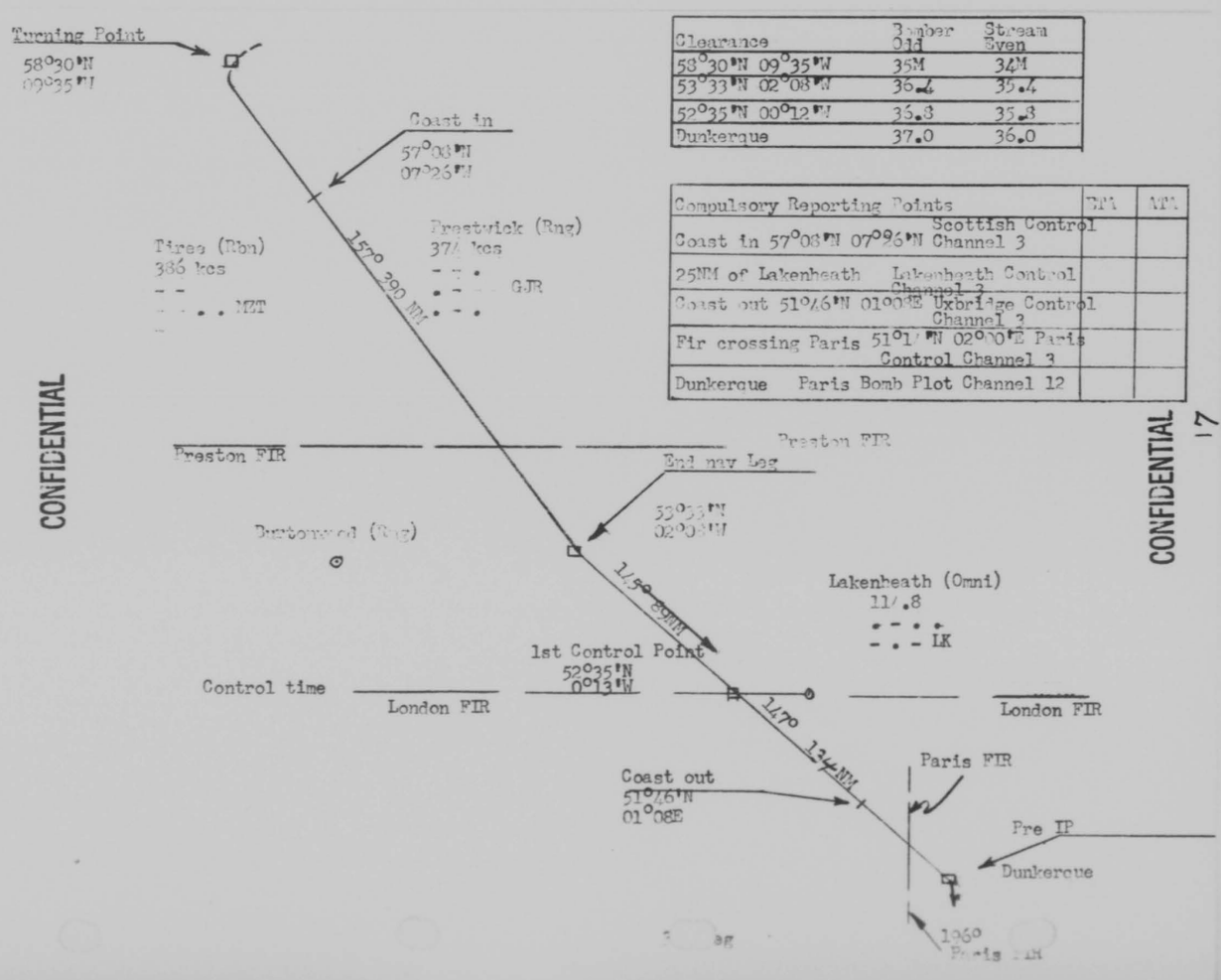
CONFIDENTIAL

CONFIDENTIAL

Clearance	Bomber Odd	Stream Even
Level off	33M	32M
60°36'N 01°20'W	34.3 M	33.3 M
58°30'N 07°35'W	35M	34M

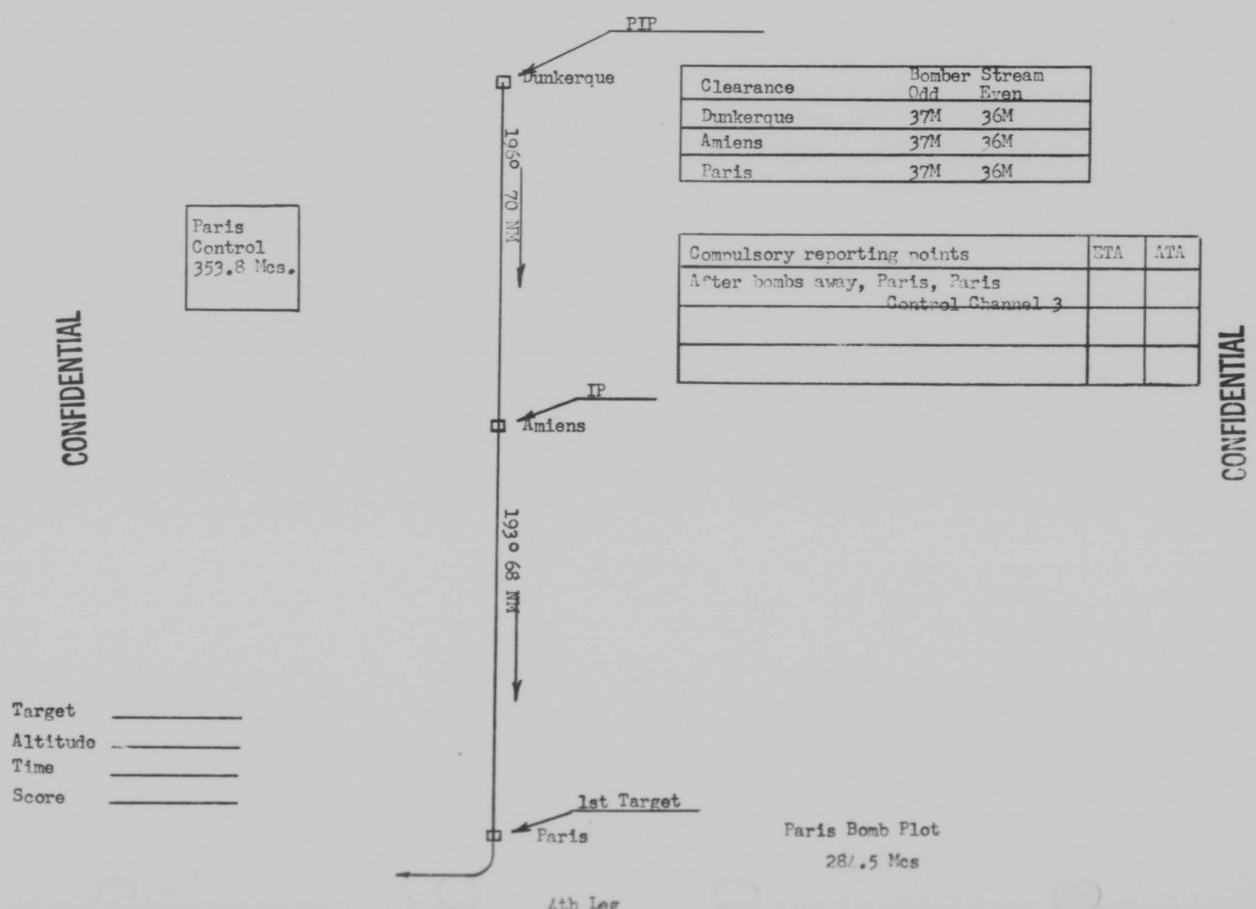
Compulsory Reporting Points		ETA	ATA
Entering Scottish FIR,	Scottish Control Channel 3		
Every 30 mins over water,	Scottish Control Channel 3		

0102



Clearance	Bomber Old	Stream Even
58°30'N 09°35'W	35M	34M
53°33'N 02°08'W	36.4	35.4
52°35'N 00°12'W	36.8	35.8
Dunkerque	37.0	36.0

Compulsory Reporting Points	ETA	ATA
Coast in 57°08'N 07°26'N Scottish Control Channel 3		
25NM of Lakenheath Lakenheath Control Channel 2		
Coast out 51°46'N 01°08E Uxbridge Control Channel 2		
Fir crossing Paris 51°1[illegible]'N 02°00'E Paris Control Channel 3		
Dunkerque Paris Bomb Plot Channel 12		



Clearance	Bomber Stream Odd	Even
Dunkerque	37M	36M
Amiens	37M	36M
Paris	37M	36M

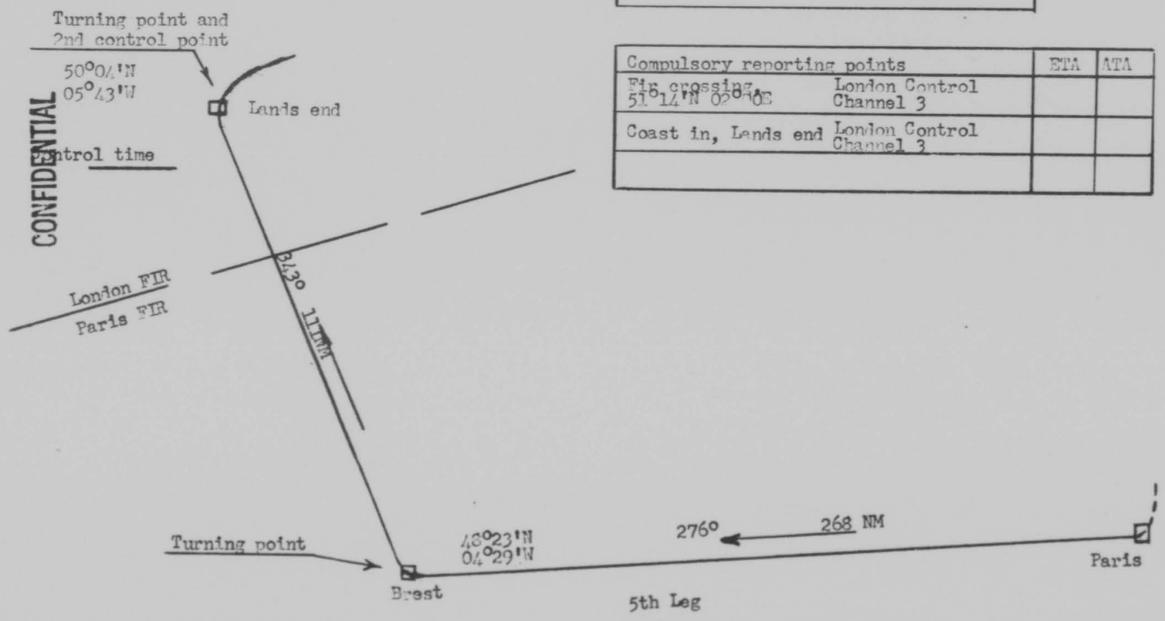
Compulsory reporting points	ETA	ATA
After bombs away, Paris, Paris Control Channel 3		

Paris Bomb Plot
28/.5 Mcs

0104

Clearance	Bomber Stream Odd	Even
Paris	37M	36M
Brest	38.8M	37.8M
50°04'N 05°43'W	39M	38M

Compulsory reporting points		ETA	ATA
FIR crossing 51°14'N 02°00'E	London Control Channel 3		
Coast in, Lands end	London Control Channel 3		



CONFIDENTIAL

CONFIDENTIAL

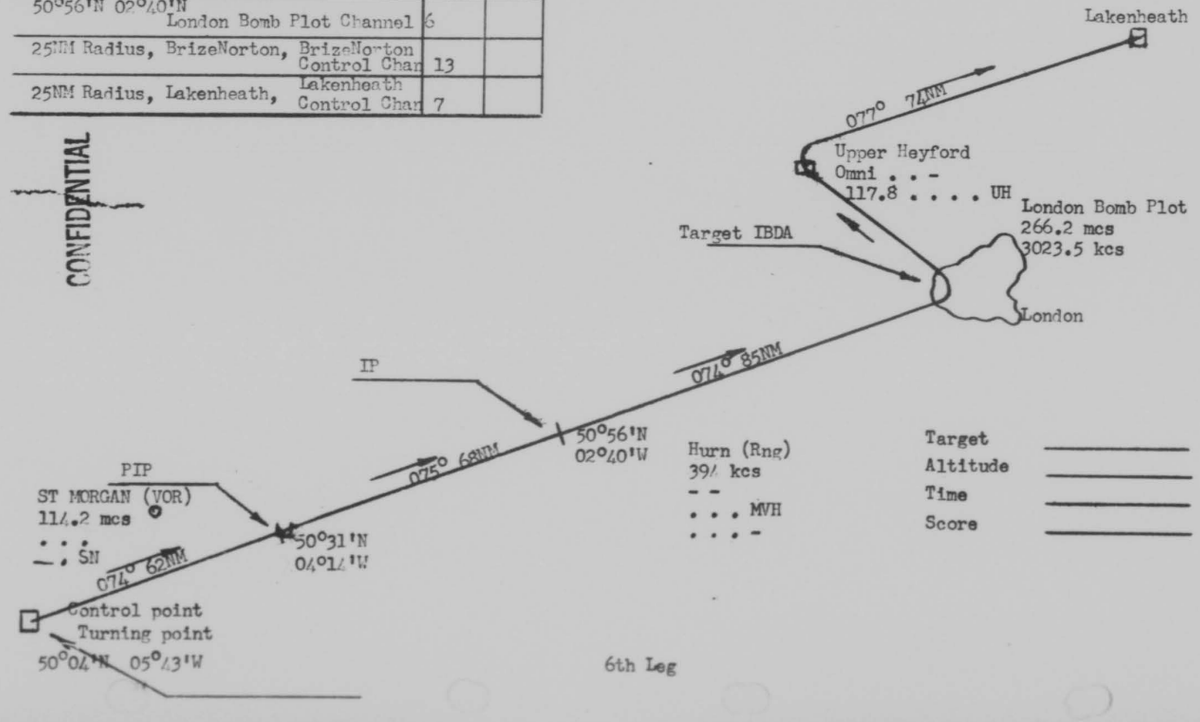
19

0105

Clearance	Bomber Stream Odd	Even
50°31'N 0°1'W	39M	38M
50°56N 02°40'W	39M	38M
London	39M	38M
After London	Descent	Descent
Upper Heyford	25M	27M
Lakenheath	25M	27M

Compulsory reporting points		ETA	ATA
50°56'N 02°40'N	London Bomb Plot Channel	6	
25NM Radius, BrizeNorton,	BrizeNorton Control Chan	13	
25NM Radius, Lakenheath,	Lakenheath Control Chan	7	

CONFIDENTIAL



CONFIDENTIAL

0106

SIDE CAR

"ALPHA" "BRAVO" "CHARLIE"

307TH BOMB WG

CREW FLIMSY

0107

. MISSION: SIDE CAR, ALPHA, BRAVO, CHARLIE

a. General briefing will be held at 0830 hours local in the Wing Briefing Room on the day prior to the mission. See paragraph 2 below for mission dates:

b. Specialized Briefing: Following General Briefing.

c. Pre-takeoff meeting: See schedule on page 7.

d. Takeoff times: See schedule on page 7.

e. Interrogation: Immediately after landing, in the 301st Bomb Squadron Briefing Room.

. GENERAL MISSION OUTLINE: Mission "Alpha" will be flown on 7 September 1956, Bravo" will be flown on 11 September 1956 and "Charlie" will be flown on 18 September 1956. Aircraft will takeoff at fifteen (15) minute intervals and fly the route and altitudes as indicated on the inclosed route sheets. One navigation leg (Celestial Grid), three Radar RBS Runs and one controlled ETA. Fighter attack will be accomplished after departing Paris and prior to starting the nav-leg. Each crew will accomplish a jet penetration and GCA at Lakenheath. Gunnery if required.

. PROCEDURES:

a. Mission planning and fuel reserves: Each crew will prepare its clearance, weight and balance and SAC Form 1. Flight will be planned to arrive over Lakenheath VOR with not less than 15,000 pounds of fuel. Clearances will be filed in accordance with applicable directives requiring submission of the flight plan for Paris RBS by 1300Z and at least 24 hours in advance.

b. Weather Minimums: Takeoff and landing minimums are outlined below:

Type Crew	Takeoff	Landing
Lead and Ready	500 ft and 1 mile	1000 ft and 2 miles
Non-ready	700 ft and 2 miles	1500 ft and 2 miles

c. Climb and Level off:

(1) Runway 07: Left turn after takeoff and climb on course to the assigned altitude.

(2) Runway 25: Right turn after takeoff and climb on course to the assigned altitude.

d. Ground Operation and takeoff times: See para 7.

e. Alternates: Alternates will be briefed by the Weather Officer at the pre-takeoff meeting.

f. Flying Safety considerations are paramount and will take priority over all training accomplishments. Strict compliance with SOP's and the Tactical Doctrine will be adhered to at all times.

g. Aborting Aircraft:

(1) Obtain an ARTC clearance prior to departing the Bomber Stream (Conditions permitting).

(2) Depart the Bomber Stream to the left.

(3) Do not cross the Bomber Stream unless 3000 feet below the lowest aircraft at the crossing point.

(4) Clear all restricted flying areas.

(5) Do not attempt any low approaches with gross weight above 125000 pounds except in case of emergency.

h. Emergency landing fields are indicated on the route sheets.

4. OBSERVERS INFORMATION:

a. Maps and Charts: JN-9, JN-21.

b. Routes and Timing: See inclosed SAC Form 1 provided for planning purposes.

c. Navigation:

(1) A celestial Grid Navigation Leg will be flown from 46-50N 01-15E to 48-26N 05-05W with a turning point at 46-00N 1-00W.

(2) All available aids to navigation will be used to maintain course and position, except when accomplishing the Navigation Leg.

(3) A radar fix will be taken every 20 minutes when not participating in bomb runs, bombing equipment checks or the navigation leg.

(4) A controlled ETA will be accomplished at 50-00N, 05-03W by deviating to the west. Controlled times are alloted by slot on page 5.

d. Bombing:

(1) A bomb equipment check will be accomplished prior to the first RBS run.

(2) Ballistics will be cross checked with the co-pilot prior to each bomb run.

(3) Bombing Tables TO 11N-60-[illegible] utilizing the prescribed method for RBS runs will be used on all bomb runs.

(4) Target Information:

(a) First bomb run:

1 Target: London I, Class IIIA

2 Elevation: 420 feet

3 Offset #1: (OAP #1) North 14,940; East 62,120

4 Offset #2: (OAP #3) North 32,650; East 60,965

5 IP: Coventry

6 MACH: .74

(b) Second bomb run:

1 Target: Paris, Mission Alpha - F, Mission Bravo - F, Mission Charlie - E.

2 IP: Amiens

3 Mach: .74

4 Target will be thoroughly briefed at pre-mission target study.

(c) Third bomb run:

1 London: Mission Alpha - E (Direct), Mission Bravo - G (Optional), Mission Charlie - E (Direct)

2 IP: Merryfield

3 Hi Jinks Tactics

e. Photography:

(1) O 15, O-23 and K-38 photography will be exposed on all bomb runs. Special emphasis will be placed on the accomplishment of K-38 photography.

(2) If any aircrew fails to obtain O-15 or K-38 photography on any bomb run, the crew will investigate and report to the bomb nav section the reason for failure, in writing, within twenty-four hours.

(3) The B-8A intervalometer will be set as outlined below for operation of the K-38 camera.

(a) Delay - ATF used for bomb run.

(b) Interval - 6 seconds.

(c) Limiter - 20 exposures.

f. Bombing and Navigation Times

Mission ALPHA and CHARLIE, all times "ZULU"

POSITION	FIRST BOMB RUN	SECOND BOMB RUN	CONTROLLED ETA	THIRD BOMB RUN
1	1400	1430	1725	1750
2	1415	1445	1740	1805
3	1430	1500	1755	1820
4	1445	1515	1810	1835
5	1500	1530	1825	1850
6	1515	1545	1840	1905
7	1530	1600	1855	1920
8	1545	1615	1910	1935
9	1600	1630	1925	1950
10	1615	1645	1940	2005

Mission BRAVO, all times "ZULU"

1	1430	1500	1755	1820
2	1445	1515	1810	1835
3	1500	1530	1825	1850
4	1515	1545	1840	1905
5	1530	1600	1855	1920
6	1545	1615	1910	1935
7	1600	1630	1925	1950
8	1615	1645	1940	2005
9	1630	1700	1955	2020
10	1645	1715	2010	2035

5. COMMUNICATIONS:

a. IFF: As briefed.

b. Communications will be in accordance with the 307th Bomb Wing Aircraft Commanders Communications Flimsy.

6. GUNNERY:

a. Gunnery will be scheduled at the discretion of each Squadron depending on crew scheduled to complete this item during the training quarter.

7. FIGHTER ATTACK:

Fighter attacks have been requested between 48-00N, 02-25E and 46-00N, 02:35E.

8. ALTITUDES:

Aircraft assigned odd slots will fly altitudes as outlined in the Inclosed SAC Form 1. Even slots will fly altitudes one thousand (1000) feet lower than odd slots.

SCHEDULING

Mission ALPHA and CHARLIE, all times "ZULU"

POSITION	STATION TIME	PRE-T.O. MEETING	START ENGINES	TAXI	TAKEOFF
1	0935	1100	1235	1245	1300
2	0950	1100	1250	1300	1315
3	1005	1100	1305	1315	1330
4	1020	1145	1320	1330	1345
5	1035	1145	1335	1345	1400
6	1050	1145	1350	1400	1415
7	1105	1230	1405	1415	1430
8	1120	1230	1420	1430	1445
9	1135	1230	1435	1445	1500
10	1150	1230	1450	1500	1515

Mission BRAVO, all times "ZULU"

1	1005	1130	1305	1315	1330
2	1020	1130	1320	1330	1345
3	1035	1130	1335	1345	1400
4	1050	1215	1350	1400	1415
5	1105	1215	1405	1415	1430
6	1120	1215	1420	1430	1445
7	1135	1300	1435	1445	1500
8	1150	1300	1450	1500	1515
9	1205	1300	1505	1515	1530
10	1220	1300	1520	1530	1545

C R E W A S S I G N M E N T S

4 September 1956

MISSION ALPHA

Position	Rocky	Acft Comdr	Crew No.	Squadron	Takeoff
1		Peebles	R-04	370th	1300Z
2		Hofman	R-39	371st	1315Z
3		Williams	R-43	371st	1330Z
4		Reilly	R-74	372nd	1345Z
5					
6					
8					
9					
10					

C R E W A S S I G N M E N T S

11 September 1956

Mission BRAVO

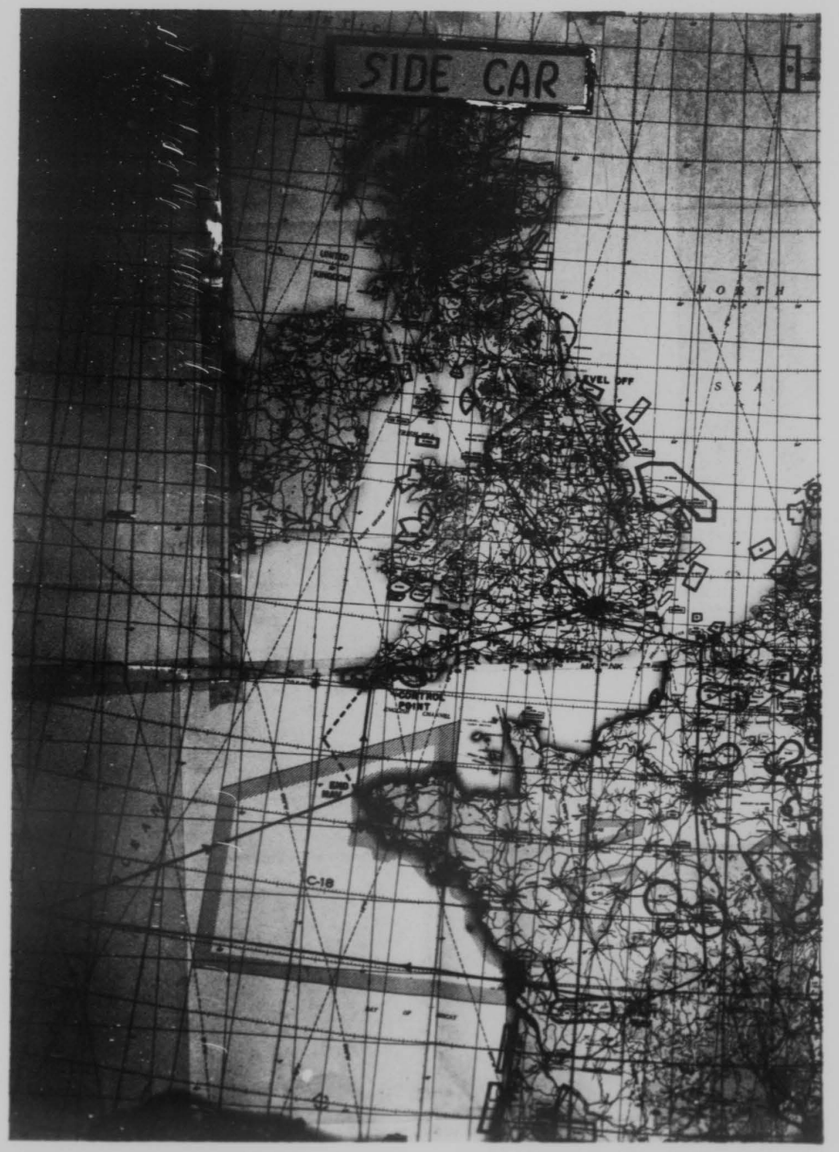
POSITION	ROCKY	ACFT COMDR	CREW NO.	SQUADRON	TAKEOFF
1		Bifford	R-37	371st	1330Z
2		Peterson	R-41	371st	1345Z
3		Ames	R-31	371st	1400Z
4		Heller	R-77	372nd	1415Z
5		Koudsi	R-03	370th	1430Z
6		Dance	R-12	370th	1445Z
		Echelberger	R-16	370th	1500Z
8					
9					
10					

C R E W A S S I G N M E N T S

18 September 1956

Mission CHARLIE

POSITION	ROCKY	ACFT COMDR	CREW NO.	SQUADRON	TAKEOFF
1		Kohlscheen	L-71	372nd	1300Z
2		Hull	R-62	372nd	1315Z
3		Dodge	R-75	372nd	1330Z
4		Clark	R-13	370th	1345Z
5		Mills	R-14	370th	1400Z
6		Webber	R-33	371st	1415Z
7					
8					
9					
10					



"SIDE CAR"

ME " BOMBARDMENT
ONNAISSANCE
MISSION FLIGHT PLAN

SQUADRON | WING | AIRCRAFT SERIAL N | ND | CREW NUMBER | ACFT COMDR (Name and | OBSERVER (Name and Grade) | CO-PILOT (Name and Gr

III. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
RTTO & ACCEL							°				10	03	10		78650	162243
							°				10	03	10		4800	4800
54-34N, 04-15W Level off	CL	333	300/40	330	A10	343	34M	96%	390	350	135	23	135		73850	157443
			0				°				145	26	145		8000	8000
PIP Blackpool	CR	227	280/70	235	A10	245	34M	.74	426	380	7844	1241	93		65850	149443
			A8				°				227	39	238		2000	2000
IP Coventry	CR	140	A7	147	A10	157	34M	.74	426	475	9044	1241	93		63850	147443
							°				321	52	331		2000	2000
Target "I" London	CR	145	A7	152	A9	161	32M	.74	426	472	72	9	64		61850	145443
							°				393	1101	395		1450	1450
PIP Dunkerque	CC	100	0	100	A8	108	35M	.74	426	496	102	12	85		60400	143993
							°				495	1113	480		1500	1500
IP Amiens	CR	181	A10	191	A7	198	35M	.74	426	430	65	9	64		58900	142493
							°				560	1122	544		1950	1950
Target "B" Paris	CR	181	A10	191	A7	198	35M	.74	426	430	65	9	64		56950	140543
							°				625	1131	608		1300	1300
46-21N, 02-37E	CC	175	A10	185	A7	192	36M	.74	426	435	148	20	143		55650	139243
Start Nav							°				773	1151	751		3200	3200
45-50N, 01-15E	CR	247	A5	252	A7	259	36M	.74	426	365	838	2102	829		52450	136043
							°				58/4	1041	78		1550	1550
46-00N, 11-00W	CR	271	A2	273	A10	283	36M	.74	426	357	516	1227	620		50900	131493
End Nav							°				1351	3129	1149		12250	12250
48-26N, 05-05W	CR	060	-6	054	A11	065	36M	.74	426	480	280/9	3521	256		38650	122243
							°				1638	4105	1705		4800	4800
Control Point 50 04N, 05 03W	CC	000	-10	350	A11	001	39M	.74	426	410	94	1227	135		33850	117443
							°				1732	4124	1840		2450	2450
PIP Exeter	CR	069	-4	065	A10	075	39M	.81	466	525	64	7	62		31400	114993
							°				1800	4132	1902		1400	1400
IP Merryfield	CR	069	-4	065	A10	075	39M	.81	466	525	30	5	39		30000	113593
							°				1838	4137	1941		900	900
Target "B" London	CR	069	-4	065	A9	074	39M	.81	466	525	86	10	78		29100	112693
							°				1924	4147	2019		1300	1300
Lower Heyford		300					°				25	5	13		27300	110393
			-5	295	A9	304	33M	.74	426	365	1949	4152	2032		570	600
Lakenheath		066	-4	062	A9	071	33M	.74	426	435	72	2	54		25700	110743
							°				2021	5101	2126		1200	1200
L/D and Land							°					20			25500	109043
							°					5121				4000
							°					5121				105043
							°									
							°									
							°									
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIR-CRAFT BASIC WT	82200	
CREW WT	999	
OIL WT	394	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		83593
FUEL WEIGHT: FWD		
FUEL WEIGHT: CTR.		
FUEL WEIGHT: AFT		
FUEL WEIGHT: FWD AUX.		
FUEL WEIGHT: B.B.		
FUEL WEIGHT: ATO		
FUEL WEIGHT: EXT.		
TOTAL		78650
BOMBS WT		
AMMO WT		
ADI. FLUID WT		
INITIAL GROSS WT		162243
START ENG AND TAXI FUEL ALW		3000
TAKE-OFF GROSS WT		159243

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

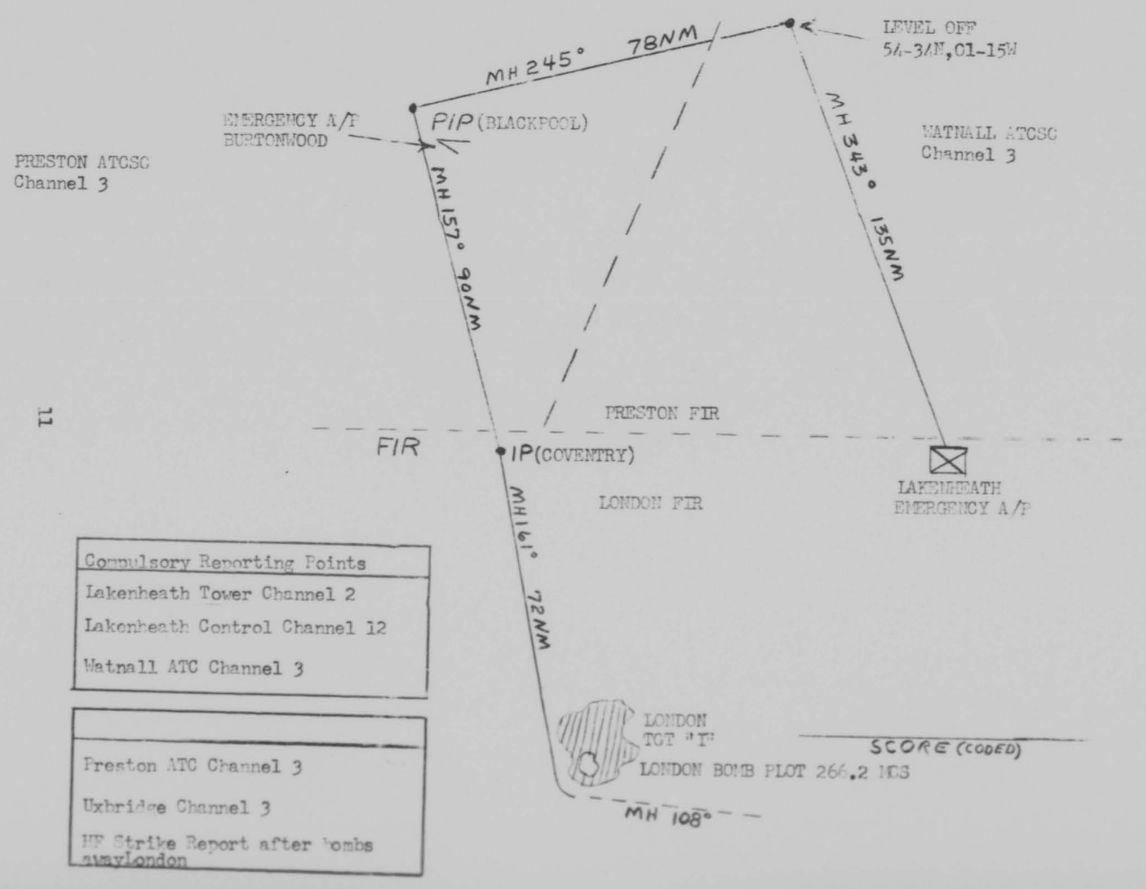
DISTANCE	SPEED

SPEED

REFUSAL	EMERG REST FLARE	LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROP. PELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

0119

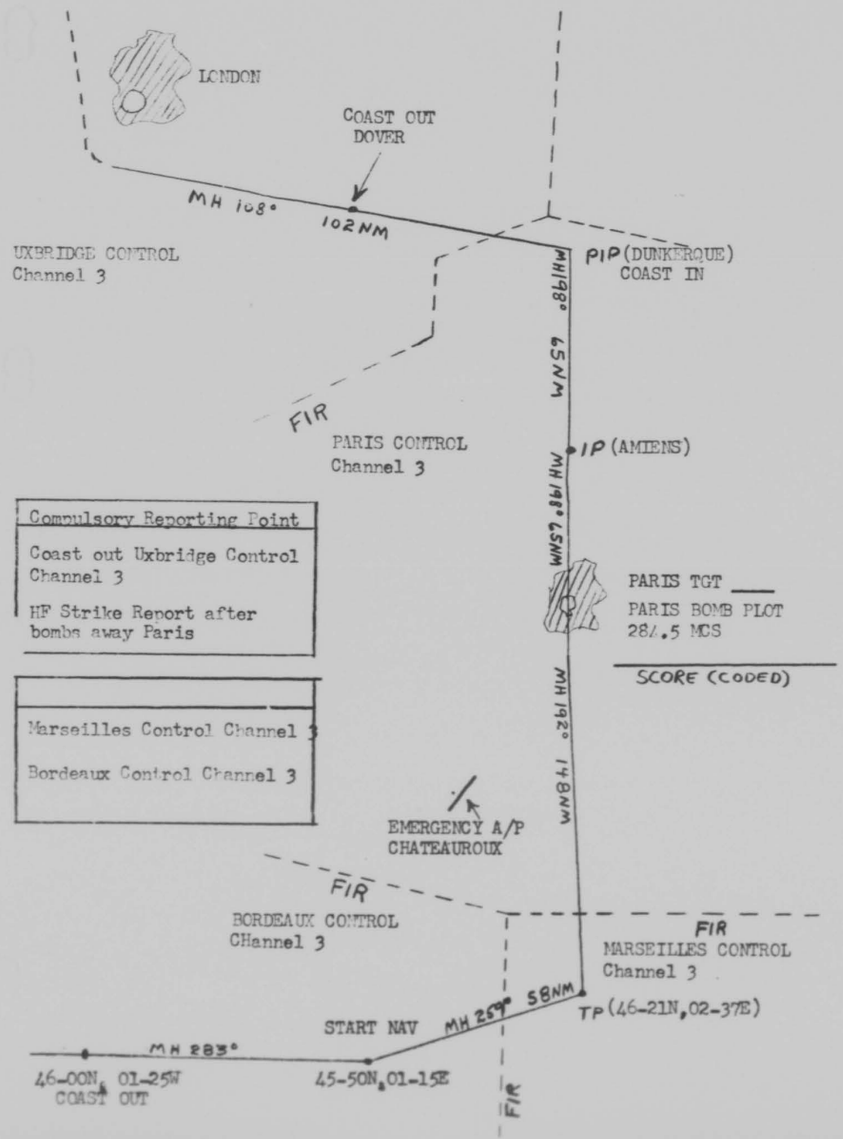


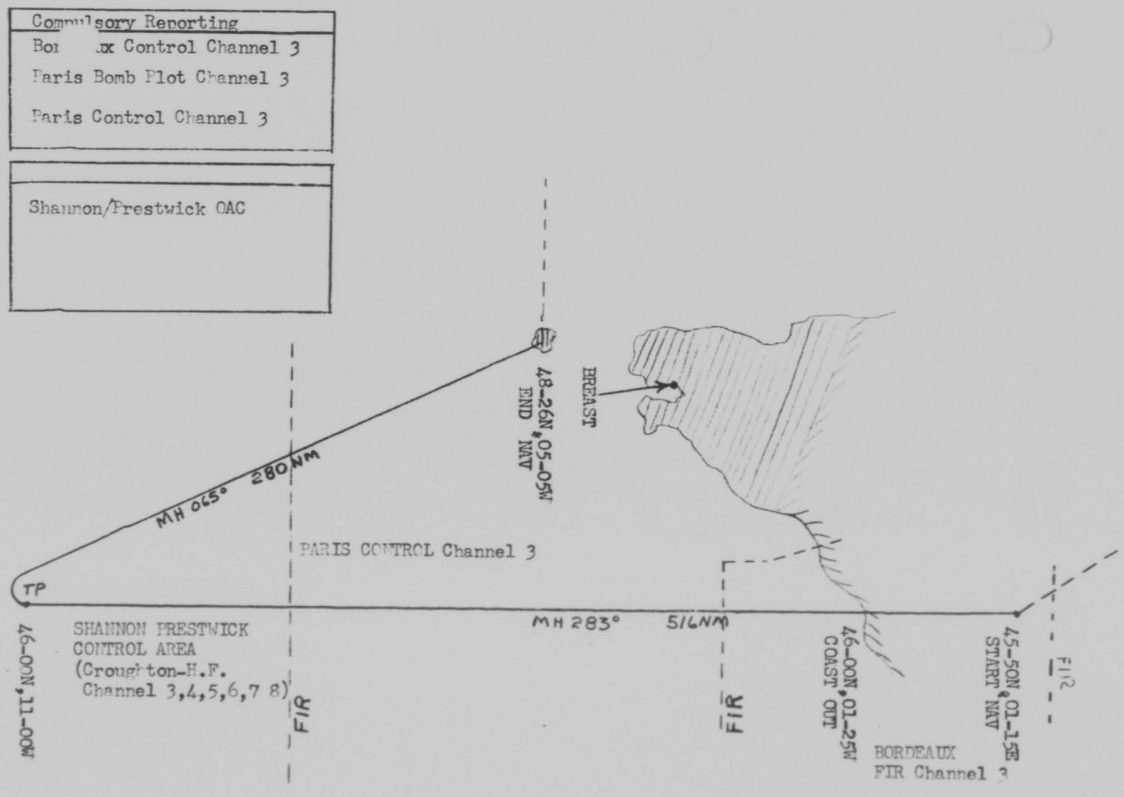
Compulsory Reporting Points
Lakenheath Tower Channel 2
Lakenheath Control Channel 12
Watnall ATC Channel 3

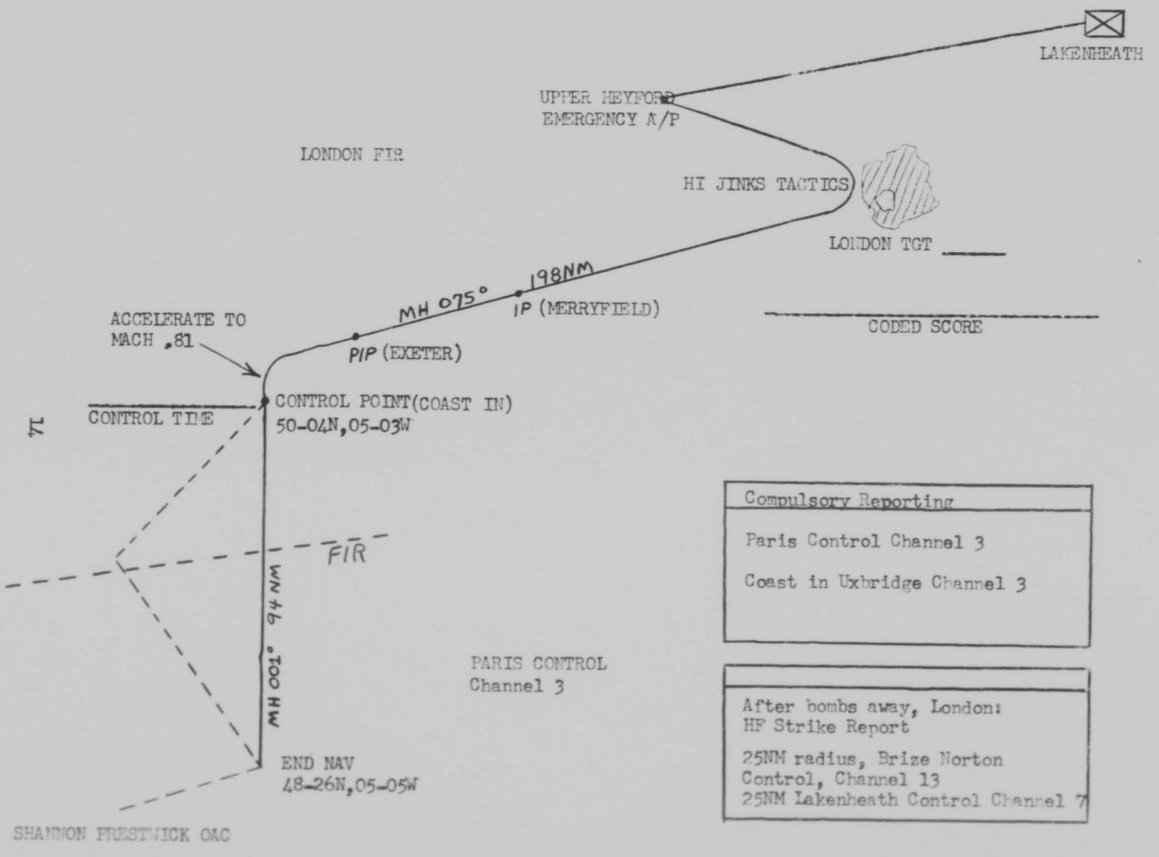
Preston ATC Channel 3
Uxbridge Channel 3
HF Strike Report after bombs awayLondon

11

0120







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SAC MANAGEMENT CONTROL SYSTEM SCORES

QUARTER ENDING 31 JULY 1956

PART II

307TH BOMBARDMENT WING MANAGEMENT CONTROL STATEMENT

PREPARED BY: COMPTROLLER
307 BW

T3c-754-I

	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period APRIL	MAY	JUNE	JULY	Average or Total
PERSONNEL							
1. Manning in Required Specialties							
a. Officer MIRS, Percent Score	60		30	40	60	50	50
(1) Number Required			432	432	430	431	431
(2) Number Assigned			356	366	372	373	373
(3) Number IRS			342	356	370	366	366
(4) Percent IRS			79.4	82.4	86.0	84.9	84.9
b. Airman MIRS, Direct Support Skills, Percent Score	40		10	10	20	20	20
(1) Number Required			1052	1101	1101	1101	1101
(2) Number Assigned			1041	117	1091	1081	1081
(3) Number IRS			740	832	836	836	836
(4) Percent IRS			70.3	74.5	75.9	75.9	75.9
c. Airman MIRS, Indirect Support Skills, Percent Score	10		10	10	10	10	10
(1) Number Required			546	497	485	486	486
(2) Number Assigned			488	435	426	453	453
(3) Number IRS			343	303	291	305	305
(4) Percent IRS			62.8	61.0	60.0	62.8	62.8

	Last SAC Statement		Current Period				
	SAC Upper Quartile	Wing Data	April	May	June	July	Average or Total
2. AWOL Rate, Percent Score	100		100	100	70	100	100
a. Average Strength			1885	1918	1894	1871	7568
b. Number Going AWOL			1	2	6	2	11
c. Rate per 1000			0.5	1.0	3.2	1.1	1.5
3. Reenlistment Rate, Percent Score	30		70	70	20	50	50
a. Number Eligible			25	44	35	22	126
b. Number Reenlisting			14	25	8	9	56
c. Percent Reenlisting			56.0	56.8	22.9	40.9	44.4
MATERIEL							
1. Flying Hours, Percent of Required, Percent Score	100		N/A	73.7	89.9	100.0	89.3
a. Hours Required							
(1) Bombardment							
(a) Home Station				1568	1351	1539	4456
(b) Detachment TDY				-	-	-	-
(2) Tanker							
(a) Home Station				567	570	693	1830
(b) Detachment TDY				-	-	-	-
(3) Total				2133	1921	2232	6286

M	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period APRIL	MAY	JUNE	JULY	Average or Total
b. Hours Flown							
(1) Bombardment							
(a) Home Station				1068	1338	1653	4059
(b) Detachment TDY				-	-	-	-
(2) Tanker							
(a) Home Station				504	389	663	1556
(b) Detachment TDY				-	-	-	-
(3) Total				1572	1727	2316	5615
2. Manhour Utilization, Aircraft Maintenance, 92 Percent Score		N/A					N/A
a. Hours Flown							
(1) Bombardment							
(2) Tanker							
(3) Total							
GENERAL							
1. Cost Per Flying Hour		82					

ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period APRIL	MAY	JUNE	JULY	Average or Total
e. Indirect Labor, Non-productive		N/A					N/A
(1) Actual							
(2) Percent Effective							
C. GENERAL ITEMS							
1. Cost per Flying Hour, Percent Score	82		69	63	72	69	60
a. Flying Hours			1826	1652	1837	2342	7657
(1) Bombardment			1249	1143	1414	1662	5468
(2) Tanker			577	509	423	680	2189
b. Bombardment, Costs, Personnel, Percent Score			92	78	92	87	88
(1) Total Cost			298483	336781	302765	323188	1261217
(2) Cost Per Flying Hour			239	295	214	194	231
(3) Standard Cost Per Flying Hour			220	230	196	169	203

ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period APRIL	MAY	JUNE	JULY	Average or Total
c. Bombardment Costs, Supply Percent Score							
(1) Aviation POL - Percent Score			20	20	100	90	60
(a) Total Cost			173908	161974	279342	305998	921222
(b) Cost per Flying Hour			139	142	198	184	168
(c) Standard Cost per Flying Hour			197	197	197	197	197
(d) Performance Index			141.7	139.0	99.0	107.0	120.6
(2) All Other Supply - Percent Score			100	100	51	53	63
(a) Total Cost			37262	28498	102156	98242	266158
(b) Cost per Flying Hour			30	25	62	59	49
(c) Standard Cost per Flying Hour			31	31	31	31	31
d. Bombardment Costs, Contractual Services and Other, Percent Score			100	100	7	3	8
(1) Total Cost			1650	1116	115432	304080	422278
(2) Cost per Flying Hour			1	1	82	183	77
(3) Standard Cost per Flying Hour			6	6	6	6	6

ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period APRIL	MAY	JUNE	JULY	Average or Total
e. Tanker Costs, Personnel, Percent Score			67	54	49	68	60
(1) Total Cost			182198	202837	194861	201512	781408
(2) Cost per Flying Hour			316	399	461	296	357
(3) Standard Cost per Flying Hour			210	215	225	200	215
f. Tanker Cost, Supply - Percent Score							
(1) Aviation POL - Percent Score			80	60	60	90	80
(a) Total Cost			66930	55439	47970	88673	259012
(b) Cost per Flying Hour			116	109	113	130	118
(c) Standard Cost per Flying Hour			135	135	135	135	135
(d) Performance Index			116.4	124.0	119.0	104.0	114.4
(2) All Other Supply - Percent Score			42	58	19	100	44
(a) Total Cost			20588	13343	32377	7649	73957
(b) Cost per Flying Hour			36	26	77	11	34
g. Tanker Costs, Contractual Services and Other, Percent Score			100	100	100	4	12
(1) Total Cost			1922	3266	1659	101338	108185
(2) Cost per Flying Hour			3	6	4	149	40
(3) Standard Cost per Flying Hour			6	6	6	6	6

	Last TAC Statement SAC Upper Quartile	Wing Data	Current Period APRIL	MAY	JUNE	JULY	Average Or Total
2. Safety							
a. Flying, Percent Score	100		5	100	100	10	50
(1) Number of Accidents			1	0	0	1	2
(2) Flying Hours			1026	1652	1027	2342	7657
(3) Rate per 100,000 Hours Flown			54.8	0	0	42.7	26.1
b. Ground, Percent Score			100	35	40	75	55
(1) Ground Safety Index			1.8	3.4	10.5	3.4	6.1
(a) Military Injury Rate per 100,000 Man-Days Exposure			1.8	3.4	10.5	3.4	6.1
1. Number of Military Disabling Injuries			1	5	6	2	14
2. Number of Man-Days Exposure			56460	59179	57000	58776	231415
(b) Government Motor Vehicle Accident Rate per 100,000 miles Driven			0	0	0	0	0
1. Number of Accidents			0	0	0	0	0
2. Number of Miles Driven			26002	28210	30000	35541	120743
(c) Civilian Injury Rate per 1,000,000 Manhours Exposure			0	0	0	0	0
1. Number of Civilian Disabling Injuries			0	0	0	0	0
2. Number of Manhours Exposure			504	704	504	0	1712

	Joint SAC Statement SAC Upper Quartile	Wing Data	Current Period APRIL	MAY	JUNE	JULY	Average or Total
(2) Accident Cost Index			.29	33.55	1.45	17.30	13.19
(a) Total Cost			541	64182	2701	32361	99845
(b) Mean Strength			1882Mil 3Civ 1885Tot	1909Mil 4Civ 1913Tot	1900Mil 3Civ 1903Tot	1871Mil 0Civ 1871Tot	7562Mil 10Civ 7572Tot
3. Reports On Time (No Information Required)							
4. USCM Sabotage							
a. Number Available Aircraft							
b. Number Aircraft Sabotaged							
c. Percent Aircraft Not Sabotaged							
d. Number Flyaway Kit Systems							
e. Number Flyaway Kit Systems Sabotaged							
f. Percent Flyaway Kit Systems Sabotaged							
g. Ground Rules Violated (Yes or No)							

	Last SAC Statement		Current Period				
	SAC Upper Quartile	Wing Data	APRIL	MAY	JUNE	JULY	Average or Total
OPERATIONS	84.6						87.9
1. Training Accomplishments							
a. Bombardment, Percent Score (See Detailed List Attached)	97.7			20.5	46.3	82.4	82.4
(1) Average Number Non-Combat Ready Crews				12	11.5	10.9	10.9
(2) Average Number Combat Ready and above Crews				32	32	32.8	32.8
(3) Number Standboard Crews Authorized				6	6	6	6
b. Tanker, Percent Score (See Detailed List Attached)	100.0			28.2	57.3	90.9	90.9
(1) Average Number Non-Combat Ready Crews				0.6	0.8	0.8	0.8
(2) Average Number Combat Ready Crews				20.3	19.3	19.2	19.2
(3) Number Standboard Crews Authorized				3	3	3	3
2. Wing Reliability - Bomber							
a. Radar RBS Bombing, Percent Score	93.0			87.2	81.5	85.2	84.0
(1) Number Accomplished				39	119	155	313
(2) Number Acceptable				34	97	132	263
b. Visual RBS Bombing, Percent Score	95.0			80.0	84.5	87.5	85.6
(1) Number Accomplished				5	58	48	111
(2) Number Acceptable				4	49	42	95

M	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period APRIL	MAY	JUNE	JULY	Average or Total
c. Night Celestial Navigation, Percent Score				100	100	95.2	96.8
(1) Number Accomplished				7	14	42	63
(2) Number Acceptable				7	14	40	61
d. Grid Celestial Navigation, Percent Score				100	100	100	100
(1) Number Accomplished				12	33	26	71
(2) Number Acceptable				12	33	26	71
e. Gunnery, Percent Score	85.0			3.8	3.8	89.7	90.2
(1) Number of crews successfully completing the gunnery mission				1	1	35	37
f. Big Photo Record, Percent Score				N/A	N/A	N/A	N/A
(1) Number Accomplished							
(2) Number Acceptable							
g. Cruise Control, Percent Score				N/A	N/A	N/A	N/A
(1) Number Accomplished,							
(2) Number Acceptable							

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Next SIC Statement

	SIC Upper Quartile	Wing Data	Current period				
			APRIL	MAY	JUNE	JULY	Average or Total
h. Rendezvous, Percent Score				100	100	100	100
(1) Number Attempted				14	15	37	56
(2) Number Successful				14	15	37	56
i. Refueling							
(1) Wet Hookups, Percent Score				100	100	100	100
(a) Number Attempted				10	29	40	79
(b) Number Successful				10	29	40	79
(2) Dress Night Refueling, Percent Score				0	76.7	100	89.6
(a) Number Attempted				0	29	6	36
(b) Number Successful				0	29	6	36

EM	Last SAC Statement SAC Upper Quartile	Wir Data	Current Period APRIL	MAY	JUNE	JULY	Average or Total
2a. Wing Reliability - Tanker							
a. Night Celestial Navigation				100	100	100	100
(1) Number Accomplished				10	7	37	54
(2) Number Acceptable				10	7	37	54
b. Grid Celestial Navigation				100	100	100	100
(1) Number Accomplished				13	5	14	32
(2) Number Acceptable				13	5	14	32
c. Cruise Control				91.7	N/A	100	96.3
(1) Number Accomplished				12	N/A	15	27
(2) Number Acceptable				11	N/A	15	26
d. Rendezvous				90.3	90.9	100	95.0
(1) Number Accomplished				31	22	47	100
(2) Number Accomplished				28	20	47	95
e. Refueling							
(1) Wet Hookups				100	95.6	100	98.2
(a) Number Attempted				36	45	30	111
(b) Number Successful				36	43	30	109

EM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period APRIL	MAY	JUNE	JULY	Average or Total
(2) Mass Night Refueling, Percent Score				0	71.9	100	76.3
(a) Number Attempted				0	32	6	38
(b) Number Successful				0	23	6	29

	Last SAC Statement		Current Period				
	SAC Upper Quartile	Wing Data	APRIL	MAY	JUNE	JULY	Average or Total
4. Non-Combat Ready Crew Upgrading							
a. Bombardment, Percent Score				0	12.5	100	100
(1) Number of NCR Crews Upgraded to CR				0	1	12	13
(2) Number Points for Upgrading Crews				0	25.1	300	325
(3) Average Number CR Crews Assigned				32	32	34.2	32.8
(4) Number Points for CR Crews Assigned				0	0	0	0
b. Tanker, Percent Score				50.0	37.5	37.5	62.5
(1) Number of NCR Crews Upgraded to CR				1	1	0	2
(2) Number Points for Upgrading Crews				25	25	0	50
(3) Average Number CR Crews Assigned				20.3	19.3	20.0	20.2
(4) Number Points for CR Crews Assigned				75	50	75	75
5. Non-Combat Ready Crew Flying Time							
a. Bombardment, Percent Score				49.0	37.8	47.9	100
(1) Average Number NCR Crews Available				12	11.5	10.0	10.9
(2) Total NCR Flying Hours Required				900	863	750	818
(3) Total NCR Hours Flown				441	326	359	1126

	Last SAC Statement		Current Period				
	SAC Upper Quartile	Wing Data	APRIL	MAY	JUNE	JULY	Average or Total
b. Tanker, Percent Score				31.5	20.8	40.3	84.7
(1) Average Number MCR Crews Available				0.6	0.8	0.8	0.8
(2) Total MCR Flying Hours Required				54	72	72	72
(3) Total MCR Hours Flown				17	15	29	61
Probation	100.0						
a. Bombardment, Percent Score							100
(1) Number Crews Not on Probation for Other Than SEG							28
(2) Number Crews Subject to Probation							28
Evaluation							
a. Bombardment, Percent Score				50.0	50.0	50.0	50.0
(1) Number of Evaluations of Re-evaluations Successfully Completed				1	1	1	1
(2) Number of Evaluations of Re-evaluations Given				2	2	2	2
Lead Crews							
a. Fighter Only				N/A	N/A	N/A	N/A

BOMBER	NON-COMP "READY" IND RQMT (2)	NON-COMP "READY" TOTAL RQMT (3)	NON-COMP "READY" ACCOMP (4)	COMP "READY" IND RQMT (5)	COMP "READY" TOTAL RQMT (6)	COMP "READY" ACCOMP (7)	Total RQMT (8) 346	Total ACCOMP (9) 447	Total % ACCOMP (10) 94.8
Complete - Training Accomp									82.4
RBS Radar	17	185	211	9	241	260	426	471	100.0
Direct Aiming	5	55	88	2	54	60	109	148	100.0
Offset Class I&A Targets	5	55	4	2	54	48	109	52	47.7
Fixed Angle	1	11	0	1	27	35	38	35	92.1
GPI	0	0	0	2	54	27	54	27	50.0
Mach. .81	6	65	91	2	54	52	119	143	100.0
Evasive Action	3	33	6	2	54	38	87	44	50.6
IBD4	0	0	91	2	54	52	54	143	100.0
RBS Visual Attacks	5	55	39	2	54	78	109	109	100.0
Radar Attack - Camera Scored	2	22	12	2	54	50	76	63	89.5
IBD4 at Mach .81	1	11	7	1	27	21	38	28	73.7
Fixed Angle	1	11	11	1	27	29	38	40	100.0
Visual Attack - Camera Scored	2	22	1	1	27	11	49	12	24.5
Visual Release	4	44	14	2	54	8	98	22	22.4
Navigation - Night Celestial Leg	4	44	25	2	54	52	98	77	78.6
Day Celestial Leg	2	22	34	1	27	38	49	72	100.0
Celestial Grid Leg	2	22	27	2	54	58	76	85	100.0
Radar Grid Leg	1	11	11	1	27	18	38	29	76.3

BOMBER
EM OF TRAINING

(1)	NON-COMBAT READY IN ROUT (2)	NON-COMBAT READY TOTAL ROUT (3)	NON-COMBAT READY ACCOMP (4)	COMBAT READY IN ROUT (5)	COMBAT READY TOTAL ROUT (6)	COMBAT READY ACCOMP (7)	TOTAL ROUT (8) 3+6	TOTAL ACCOMP (9) 4+7	% ACCOMP 9÷8
Pressure Pattern Log	1	11	7	1	27	24	38	31	81.6
Refueling - Total	3	33	56	3	80	68	113	124	100.0
Mass Night Refueling	0	0	0	1	27	23	27	23	85.2
Max Gross Weight - Nite	0	0	0	1	27	9	27	9	33.3
OPT Gross Weight - 20 Min Contact	2	22	44	1	27	36	49	80	100.0
Max Gross Weight - Day or Nite	1	11	12	0	0	0	11	12	100.0
Dry Contacts	6	65	91	6	161	151	226	242	100.0
Rendezvous Total	4	44	40	3	80	48	124	88	71.0
Night	1	11	19	2	54	23	65	42	64.6
APN 12/76 Primary	1	11	26	1	27	32	38	58	100.0
Gunnery - Max Load	2	22	27	1	27	44	49	71	100.0
Fighter Att. Mission	1	11	1	1	27	24	38	25	65.8
Big Snow Run	2	22	N/A	2	54	N/A	76	N/A	N/A
Little Snow Run	2	22	N/A	2	54	N/A	76	N/A	N/A
Little River Run	1	11	N/A	1	27	N/A	38	N/A	N/A
Big Photo Chatter Run	1	11	N/A	1	27	N/A	38	N/A	N/A
Max Chaff Dispense - Out	1	11	N/A	1	27	N/A	38	N/A	N/A
Formation Flying - Total Hours	3	33	18	3	80	69	113	87	(77.0)
Hours at 30,000 ft or Above	2	22	18	2	54	49	76	67	(88.2)
Hours at 10,000 ft or Below	1	11	0	1	27	21	38	21	(55.3)
Average of Items 36, 37, 38	-	-	-	-	-	-	-	-	73.5

BOMBER ... OF TRAINING (1)	NON-COMBAT READY			COMBAT READY			TOTAL		
	IND RQMT (2)	TOTAL RQMT (3)	ACCOMP (4)	IND RQMT (5)	TOTAL RQMT (6)	ACCOMP (7)	RQMT (8) 346	ACCOMP (9) 447	% ACCOMP (10) 918
Pilot Prof. Mission	2	22	5	1	27	24	49	29	59.2
Take Offs - Acft Comm.	6	65	182	3	80	347	145	529	(100.0)
Take Offs - Co-Pilot	3	33	27	2	54	162	87	189	(100.0)
Landings - Acft Comm.	6	65	182	3	80	347	145	529	(100.0)
Landings - Co-Pilot	3	33	27	2	54	162	87	189	(100.0)
ILS or GCA - Acft Comm	4	44	150	3	80	330	124	480	(100.0)
ILS or GCA - Co-Pilot	2	22	90	2	54	187	76	277	(100.0)
PPI Approach - Acft Comm.	2	22	11	1	27	66	49	77	(100.0)
PPI Approach - Co-Pilot	1	11	7	1	27	47	38	54	(100.0)
Gyro - Out Approach - Acft Comm.	2	22	3	1	27	20	49	23	(46.9)
Gyro - Out Approach - Co-Pilot	1	11	2	1	27	20	38	22	(57.9)
Averages of Items 40 thru 49	-	-		-	-		-	-	90.5
Airborne Radar Directed Approach	3	33	20	3	80	76	113	96	85.0
Pressurized Flight - Combat Position Hours	4	44	25	3	80	87	124	112	90.3
Emergency Proc. Drill	4	44	50	1	27	44	71	94	100.0
Simulated Strike Reports	0	0	7	4	107	109	107	116	100.0
Night Cell Mission	0	0	10	2	54	52	54	62	100.0
Air Weapons Mission	0	0	0	1	27	24	27	24	88.9
Water Injection Takeoff	0	0	69	1	27	141	27	210	100.0

TANKER

ITEM OF TRAINING (1)	NON-COMBAT READY			COMBAT READY			TOTAL		
	I.D RQMT (2)	TOTAL RQMT (3)	ACCOMP (4)	I. RQMT (5)	TOTAL RQMT (6)	ACCOMP (7)	RQMT (8) 3~~8~~	ACCOMP (9) 4 ~~7~~ 7	% ACCOMP (10) 9 ~~4~~ 8
% Complete - Training Accomp									90.9
1. Refueling - Day	50	40	1	3	52	45	92	46	50.0
2. Night	5	4	1	3	52	57	56	58	100.0
3. Radio Silence	0	0	0	3	52	67	52	67	100.0
4. Rendezvous	6	5	6	6	103	91	108	97	89.8
5. Multiple Pattern	1	1	0	1	17	30	18	30	100.0
6. APN 12/76 Primary	2	2	5	2	34	63	36	68	100.0
7. Navigation - Day Celestial Leg	1	1	2	1	17	28	18	30	100.0
8. Night Celestial Leg	3	2	4	3	52	51	54	55	100.0
9. Radar Leg	2	2	6	2	34	50	36	56	100.0
10. Pressure Pattern Leg	1	1	2	1	17	24	18	26	100.0
11. Loran Leg (if equipped)	2	2	2	2	34	31	36	33	91.7
12. Celestial Grid Leg	2	2	6	2	34	32	36	38	100.0
13. Pilot Proficiency Mission	1	1	1	1	17	18	18	19	100.0
14. Take Offs - Aft Comm.	7	6	13	7	120	231	126	244	(100.0)
15. Take Offs - Co-Pilot	5	4	11	5	86	80	90	91	(100.0)
16. Landings - Aft Comm.	7	6	13	7	120	231	126	244	(100.0)
17. Landings - Co-Pilot	5	4	11	5	86	80	90	91	(100.0)
18. IIS or GCA - Aft Comm.	4	3	7	3	52	128	55	135	(100.0)

# OF TRAINING (1)	NON-COMBAT READY IND RQMT (2)	NON-COMBAT READY TOTAL RQMT (3)	NON-COMBAT READY ACCOMP (4)	COMBAT READY IND RQMT (5)	COMBAT READY TOTAL RQMT (6)	COMBAT READY ACCOMP (7)	TOTAL RQMT (8) 3+6	TOTAL ACCOMP (9) 4+7	TOTAL % ACCOMP (10) 9÷8
ILS or GCA - Co-Pilot	2	2	6	2	34	61	36	67	(100.0)
PPI Approach - Acft Comm.	2	2	4	1	17	4	19	8	(42.1)
PPI Approach - Co-Pilot	1	1	9	1	17	9	18	18	(100.0)
Gyro - Out Approach - Acft Comm.	2	2	1	1	17	17	19	18	(94.7)
Gyro - Out Approach - Co-Pilot	1	1	1	1	17	14	18	15	(83.3)
Average of Items 14 thru 23	-	-	-	-	-	-	-	-	92.0
Cruise Control Mission	1	1	5	1	17	25	18	30	100.0
EMP Loading and Unloading	1	1	2	1	17	27	18	29	100.0
Precomp of Max Load	6	5	7	6	103	126	108	133	100.0
Emergency Procedure - Simulated Bailout	3	2	3	3	52	75	54	78	(100.0)
Simulated Ditching	3	2	3	3	52	75	54	78	(100.0)
Simulated Crash Lgd-Crews	3	2	3	3	52	75	54	78	(100.0)
Simulated Crash Lgd-Pass	1	1	1	1	17	22	18	23	(100.0)
Pass. Emerg. Proc. Briefing	3	2	1	3	52	22	54	23	(42.6)
Average of Items 27 thru 31.	-	-	-	-	-	-	-	-	88.5
Cell Flying - Day Missions	1	1	0	0	0	0	1	0	0.0
Cell Flying - Night Missions	1	1	0	2	34	34	35	34	97.1
Airborne Radar Directed Approach	3	2	4	3	52	65	54	69	100.0

HEADQUATERS
307TH BOMBARDMENT WING MEDIUM
APO 179, New York, New York

ROSTER OF OFFICERS

31 July 1956

1. Number of Items Within Grade
2. Marital Status
3. Name (Last, First, Middle Initial)
4. Service Number
5. Date of Rank in Grade
6. Airerew Data--Aeronautical Rating

P-1--Fighter Pilot, Jet
P-2--Fighter Pilot, Single Engine
P-3--Pilot, Single Engine, (Other)
P-4--Pilot, AIRCESRBMBDR
P-5--Pilot, B-29 and RB-29
P-6--Pilot, B-36 and RB-36
P-7--Pilot, B-50
P-8--Pilot, B-47 and RB-47
P-9--Pilot, B-52
P-10-Pilot, Four Engine (Other)
P-11-Pilot, Twin Engine (Other)
E----Aircraft Performance Engineer
R----AIROBSR, Radar Operator
N----AIROBSR, Navigator
B----AIROBSR, Bombardier

6. Airerew Data - Aeronautical Rating (CONT)

NBR--AIROBSR, Navigator--Bombardier
ECM--AIROBSR, ECM Officer
U----Weapons Officer
F----Flight Surgeon
ACO--Aircraft Observer, Medical

7. Duty Assignment Title
8. Organization to Which Assigned
9. Primary AFSC
10. Foreign Service Selection Date
11. Date Assigned to Base
12. Office Phone
13. Home Address
14. Home Phone
15. Date of Separation

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
COLONELS														
1	M	CHRISTY, Robert W.	A0421045	1 Jun 52	SP-8	Dir of Opns	307BW	0036C	1054	20 Nov 54	15	BLK 6 RM	63	Indef
2	M	HARDISON, Felix M.	1465A	19 Jan 51	CP-8	Dep Wg Comdr	307BW	0066C	0756	11 Jul 56	10	HUT 104	44	R-AF
3	M	THORUP, Louis G.	1393A	22 Nov 48	CP-8	Wg Comdr	307BW	0066C	1254	20 Nov 54	5		377	R-AF
4	M	VAUGHAN, Ralph G.	A0113983	5 Sep 50	CP-11	Dir of Mat	307BW	6516	1254	20 Nov 54	216	VIP 1	46	Indef
LIEUTENANT COLONEL														
1	M	AENCHBACHER, Arthur E.	8127A	1 Jun 52	SP-8	Sq Comdr	307FM	0066A	1154	20 Nov 54	537	BLK 4 RM 77	61	R-AF
2	M	ANDERSON, George R.	25653A	1 Jun 52	SP-8	Chief of Maint	307BW	4316	0854	9 Aug 54	500	BLK 5 RM 34	62	R-AF
3	M	BENSON, Karl Y. Jr.	A0433451	1 Jun 52	SP-8	Sq Comdr	372BS	1416	1154	20 Nov 54	446	BLK 6 RM 11	63	Indef
4	M	FOWLER, Oliver E.	A0429633	20 Feb 51	SP-8	Acft Comdr	307AREFS	7316	0550	1 May 56	TDY to School			Indef
5	M	IANNACITO, George J.	15101A	5 Apr 56	SP-8	Dep Dir of Opns	307BW	1435	1054	20 Nov 54	237	BLK 4 RM 33	61	R-AF
6	M	JOHNS, Howard G.	9690A	1 Mar 56	SP-8	Wg Inspector	307BW	4316	1054	20 Nov 54	8007	5920 Cullen Dr 45162		R-AF
7	M	LAMBERT, Albert W.	A0478356	11 Feb 51	None	Sq Comdr	307PM	4316	1154	20 Nov 54	8070	1900 Connie Rd 36075		Indef
8	M	Miller, William E.	4913A	1 Oct 51	SP-8	Acft Comdr	371BS	0026A	0649	1 Mar 56	8179	TDY to School		R-AF
9	M	RICHARD, Delos E.	6265A	21 Feb 51	SP-8	Sq Comdr	371BS	0066A	1251	24 Jan 55	291	BLK 4 RM 11	61	R-AF
10	M	SMITH, Raleigh D.	7891A	20 Feb 51	SP-8	Sq Comdr	307A&E	0066A	0655	15 Jul 55	392	BLK 5 RM 12	62	R-AF
11	M	SMITH, Ralph L.	10089A		NBR		307BW	1416	0944	2 Jul 56	TDY to School			R-AF
12	M	STAY, Jesse E.	9148A		SP-8		307BW	7516	0345	2 Jul 56	TDY to School			R-AF
13	M	SHOWALTER, Roy R. Jr.	9976A	31 Mar 51	SP-8	Sq Comdr	370BS	0066A	1154	20 Nov 54	BLK 5 RM 78		62	R-AF
14	M	THURLOW, Everett B.	11668A	15 Apr 53	SP-8	Sq Comdr	307AREFS	0066A	1250	2 Jul 54	TDY APO 167			R-AF

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
MAJORS														
1	M	ANTONIETTI, Bruno J.	A0566455	29 Feb 56	None	Comptroller	307BW	0051C	1154	20 Nov 54	299	BLK 6 RM 33	63	Indef
2	M	BIGGS, George J.	12375A	15 Feb 51	SP-8	Pilot	370BS	1245	0945	20 Nov 54	624	BLK 5 RM 57	62	R-AF
3	M	BURFORD, William B.	A0807679	15 Dec 51	SP-8	Sq Opns Off	372BS	1241	1145	6 Nov 54	426	BLK 6 RM 11	63	Indef
4	M	DOROTHY, Robert W.	A0730411	13 Jan 55	SP-8	Grnd Tng Off	307BW	1416	1254	21 Dec 54	221	BLK 4 RM 32	61	Indef
5	M	ECELBARGER, Paul R.	14292A	26 Jan 56	SP-8	Acft Comdr	370BS	1241	0754	30 Jun 55	624	BLK 5 RM 41	62	R-AF
6	M	GALLAGHER, Kenneth F.	11693A	14 Jan 55	SP-8	Acft Comdr	307AREFS	7016	0252	19 Apr 56	TDY APO 167			R-AF
7	M	GRIFFIN, Warren E.	A0674366		SP-8		307BW	1416	0550	2 Jul 56	TDY to School			Indef
8	M	HARVEY, Denzal T.	A0571965	3 Feb 55	None	Wg Lg Sup Off	307BW	7024	0255	28 Mar 55	326	BLK 5 RM 38	62	Indef
9	M	HERMAN, Wayne E.	14553A	15 Feb 51	SP-8	Acft Comdr	370FS	1245	0645	15 Feb 55	TDY to Lockbourne AFB, Ohio			R-AF
10	M	HERRIDGE, Leman M.	A0746342	30 Dec 50	SP-8	Fly Safty	307BW	1444	1154	20 Nov 54	237	BLK 4 RM 37	61	Indef
11	M	HOLDEN, William J.	10978A	21 Sep 54	SP-8	Acft Comdr	372BS	1234B	1154	20 Nov 54	426	BLK 6 RM 10	63	R-AF
12	M	HULL, Joseph D.	10629A	10 Dec 53	SP-8	Acft Comdr	372BS	1234B	1154	20 Nov 54	426	BLK 6 RM 12	63	R-AF
13	M	JENKINS, Edwin C.	A01703834	1 Apr 53	SNBR	Wg Observer	307BW	1416	1254	20 Nov 54	231	BLK 4 RM 46	61	Indef
14	M	KOHLSCHEEN, Leland C.	A0524731	1 Jun 52	SP-8	Acft Comdr	372BS	1245	0346	13 Dec 54	TDY to Lockbourne AFB, Ohio			Indef
15	M	LALLY, Glenn J.	11598A	15 Dec 51	P-8	OIC Qual Cont	307BW	4334	1154	20 Nov 54	552			R-AF
16	M	MARIST, James E.	A0808440	19 Mar 56	P-5	Wg Maint Off	307BW	4344	1254	5 Jan 55	502	BLK 5 RM 34	62	Indef
17	M	MATTICK, Stephen	15049A	1 Apr 53	SP-8	Acft Comdr	371BS	1245	0551	1 Dec 54	236	BLK 4 RM 55	61	R-AF
18	M	MEAIKA, John C.	14497A	1 Sep 51	P-5	Maint Off	372BS	4344	1154	20 Nov 54	138	BLK 6 RM 77	63	R-AF
19	M	MINNICK, Anthony D. Jr.	A0673417	1 Jun 52	SP-8	Sq Opns Off	371BS	1245	0549	20 Nov 54	291	BLK 4 RM 11	61	Indef
20	M	MINOR, William T.	A0503187	1 Jun 52	SP-8	Opns & Tng Off	307BW	1416	0954	20 Nov 54	221	BLK 4 RM 34	61	Indef
21	M	MORRIS, Joseph C.	A01638119	11 Jan 56	None	Wg Comm St Off	307BW	3011	1154	20 Nov 54	221	BLK 4 RM 35	61	Indef
22	M	MUTTY, Jean W.	A0669607	16 May 51	SP-10	Acft Comdr	307AREFS	1435	0555	8 Aug 55	TDY APO 167			Indef

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
23	M	OUDERKIRK, Fred C.	A0679107	15 Feb 51	SP-8	Opns Off (Sq)	370BS	1245	0153	6 Nov 54	624	BLK 5 RM 77	62	Indef
24	S	O'BRIEN, Dominica B.	21917M	1 Apr 53	None	Admin Nurse	307TH	9711	0752	8 Jun 54		831 S. 17th	26196	R-AF
25	M	PHILLIPS, John J.	A0792152	1 Apr 53	SP-8	Acft Comdr	371BS	3016	0954	5 Jan 56	236	BLK 4 RM 5	61	Indef
26	M	REILLY, Stanley J.	A0755598	1 Apr 54	SP-8	Acft Comdr	372BS	1231B	1251	25 Jul 55	426	BLK 6 RM 15	63	Indef
27	M	REMMELE, Frank M.	14642A	1 Sep 51	SP-8	Instr Plt	307BW	1245	1144	5 Nov 54	221	BLK 4 RM 83	61	R-AF
28	M	ROTTER, Gerald D.	A0726077	18 Aug 50	NBR	Wg Plans Off	307BW	1521B	0344	23 Jun 55	247	BLK 4 RM 33	61	Indef
29	M	SAMUELSON, Dale L.	24310A	1 Jun 52	SP-9	Maint Suprv	307A&E	3216	0954	20 Nov 54	523	BLK 5 RM 12	62	R-AF
30	M	SHILLING, Donald R.	A0588103	14 Nov 55	None	Ch Maint Stand	307BW	4344	0156	15 Feb 56	552	BLK 5 RM 28	62	Indef
31	M	SHULGIN, Leo A.	A0730751	1 Jun 52	NBR	Sq Observer	370 BS	1521B	0245	3 Jan 55	623	BLK 5 RM 35	62	Indef
32	M	SIMPKINS, Alan P.	11814A	15 Feb 51	NBR	Sq Observer	372BS	1521B	1051	6 Jul 55	623	BLK 6 RM 77	63	R-AF
33	M	SLONE, Harrison Y.	A03095038		SP-8	Stu Off	307AREFS	8216	0751	10 Jun 56	TDY APO 167			Indef
34	M	SMITH, Larry R.	20757A	15 Feb 51	None	Dir of Intell	307BW	2016	1255	16 Jan 56	619	BLK RM		R-AF
35	M	STROM, Francis E.	A0742796	11 Jun 54	SP-10	Sq Opns Off	307AREFS	1435	0944	1 Sep 54	TDY APO 167			Indef
36	S	SULLIVAN, Willaim R.	15856A	1 Jun 52	SP-8	Acft Comdr	370BS	1234B	1054	20 Nov 54	624	BLK 5 RM 84	62	R-AF
37	M	TISDALE, Pierre A.	15834A	1 Jun 52	SP-8	Fly Tng Off	307BW	1435	0248	1 Nov 54	221	BLK 4 RM 36	61	R-AF
38	M	VEILUVA, Edward F.	A0682924	16 Jan 51	SP-10	Acft Comdr	307AREFS	7016	0555	6 Aug 55	TDY APO 167			Indef
39	M	WEBB, Ruddelle B.	7208A	14 Dec 50	SP-8	Maint Suprv	307FM	4344	1054	20 Nov 54	626	BLK 4 RM 77	61	R-AF
40	M	WEBBER, Louis A.	A0541197	15 Feb 51	SP-8	Acft Comdr	371BS	1245	0652	3 Oct 54	236	BLK 4 RM 55	61	Indef
41	M	WILSON, Henry L.	A0801713	16 Mar 56	P-NF	Wg Supp Off	307BW	6424	1254	14 Dec 54	506	BLK 5 RM 56	62	Indef
CAPTAINS														
1	M	ABSHIRE, Joseph M.	A0864272	5 Jan 51	None	Sq Maint Off	371BS	4355	1154	20 Nov 54	614	BLK 4 RM 3	61	Indef
2	S	ALLEN, R. Ward	A0561665	7 Oct 55	NBR	Observer	371BS	1525B	0853	26 Dec 54	236	BLK 4 RM 4	61	Indef

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	
3	M	AMES, Melvin S.	A0786695	1 Apr 53	SP-8	Pilot	371BS	1245	1153	6 Nov 54	236	BLK 4 RM 6	61	Indef
4	S	ARMSTRONG, James E. Jr.	25782A	15 Dec 51	SP-10	Acft Comdr	307AREFS	1234C	0750	17 Sep 54	TDY APO 167			R-AF
5	M	ATKINSON, Earl O.	A01846558	15 Apr 54	None	Sq Supply Off	307A&E	6424	0255	8 Mar 55	532	BLK 5 RM 18	62	Indef
6	M	BARDWELL, Edward E.	A0765592	28 Jan 55	NBR	Acft Observ	371BS	1521B	0545	23 Jun 55	236	BLK 4 RM 17	61	Indef
7	M	BATH, Frank J. Jr.	26899A	10 Nov 55	P-8	Pilot	371BS	1245	0952	6 Nov 54	236	BLK 4 RM 45	61	R-AF
8	M	BATHURST, William D.	A0786880	15 Apr 54	NBR	Acft Observ	370BS	1525B	0845	26 Dec 54	624	BLK 5 RM 83	62	Indef
9	M	BEHAN, Joseph F.	A08001312	13 May 52	SP-8	Pilot	371BS	1245	0845	6 Nov 54	236	BLK 4 RM 57	61	Indef
10	M	BEERS, Leo R.	AO2078752	1 Sep 51	P-4	Pilot	372BS	1245	1049	15 Feb 55	426	BLK 6 RM 8	63	Indef
11	M	BEIGHTOL, Ward W.	A02026757	15 Apr 54	SP-11	Specl Wpns Off	370BS	1435	0455	21 Apr 55	426	BLK 5 RM 38	62	Indef
12	M	BERKOVITZ, Martin	A02060766	1 Jun 52	SNBR	Wg Nav Off	307BW	1525B	0849	3 Jan 55	231	BLK 4 RM 39	61	Indef
13	M	BIAETT, Vernon L.	28338A	1 Apr 53	NBR	Wg Observer	307BW	1521B	0751	3 Dec 54	231	BLK 4 RM 26	61	R-AF
14	M	BICAK, Phillip J.	A0722461	15 Apr 54	NBR	Observer	371BS	1525B	0645	3 Dec 54	236	BLK 4 RM 14	61	Indef
15	M	BIFFORD, William E.	A0782133	19 Dec 50	SP-8	Acft Comdr	371BS	1245	0448	23 Oct 54	236	BLK 4 RM 9	61	Indef
16	M	BILEK, Clifford R.	A0744122	25 Nov 52	NBR	Observer	307BW	1525B	0645	26 Dec 54	231	BLK 4 RM 28	61	Indef
17	M	BLINKINSOP, Paul H.	A02222108	23 Feb 56	N	Acft Observer	307AREFS	1534A	0852	25 Jul 54	TDY APO 167			Indef
18	M	BLUIT, Robert W. Jr.	A0697808	16 Aug 51	NBR	Acft Observer	371BS	1521B	0453	1 Sep 55	236	BLK 4 64	61	Indef
19	M	BOUDREAUX, William J.	A0820882	1 Jun 52	SP-8	Acft Comdr	372BS	1234B	1154	20 Nov 54	426	BLK 6 RM 4	63	Indef
20	M	BROOKS, Harold C.	A0808944	21 Nov 50	SP-8	Acft Comdr	370BS	1245	0452	3 Oct 54	624	BLK 5 RM 66	62	Indef
21	M	BRZYWCZY, Thaddeus A.	A02082365	1 Jun 52	P-8	Pilot	370BS	1245	0450	15 Feb 55	624	BLK 5 RM 86	62	Indef
22	M	CAUDEL, Everett C.	A0778036	15 Mar 54	SP-10	Acft Comdr	307AREFS	1234C	1245	25 Sep 54	TDY APO 167			Indef
23	M	CHAMBERS, James D.	A0541863	1 Jun 52	SP-10	Acft Comdr	307AREFS	1234C	0653	25 Aug 54	TDY APO 167			Indef
24	M	CHAPPELLE, Erling R.	A0764113	24 Mar 51	SP-8	Acft Comdr	370BS	1245	0454	6 Nov 54	8179	1640 Sioux	36853	Indef

1	2		4	5	6	7	8	9	10	11	12	13	4	15
25	M	CLARK, Roy E.	AO1911548	5 Jan 56	P-8	Acft Comdr	370BS	1245	0642	2 Aug 55	624	BLK 5 RM 50	62	Indef
26	M	COLE, Vernon J.	AO2077728	18 Oct 55	P-10	Acft Comdr	307AREFS	1234C	0745	12 Jul 54	TDY APO 167			Indef
27	M	CRAGUN, Calvin G.	AO751101	30 Jan 46	SF-10	Acft Comdr	307AREFS	2054	1253	1 Sep 54	TDY APO 167			Indef
28	M	CROCK, Jack A.	AO835450	16 Jan 51	SP-8	Acft Comdr	370BS	1245	1245	6 Nov 54	624	BLK 5 RM 71	62	Indef
29	M	CROERY, Theron A.	AO762711	8 Feb 55	NHR	Acft Observ	372BS	1525B	0553	26 Dec 54	426	BLK 6 RM 49	63	Indef
30	M	DANCE, Thomas E.	AO782194	1 Jun 52	SP-8	Acft Comdr	370BS	1245	1054	10 Jun 55	426	BLK 5 RM 51	62	Indef
31	M	DARDEN, William E. Jr.	AO815095	4 May 51	SP-8	Acft Comdr	371BS	1245	0952	23 Oct 54	236	BLK 4 RM 13	61	Indef
32	M	DODDS, Richard O.	AO760599	15 Apr 54	SP-8	Acft Comdr	307AREFS	1234C	0845	6 Oct 54	TDY APO 167			Indef
33	M	DAVIS, Cecil L.	AO689136	11 Mar 53	NHR	Acft Comdr	372BS	1525B	0952	3 Dec 54	426	BLK 6 RM 28	63	Indef
34	M	DODGE, Hale A.	AO773101	19 Dec 50	SP-8	Acft Comdr	372BS	1245	1245	3 Sep 54	426	BLK 6 RM 18	63	Indef
35	M	DONOHUE, Robert F.	26826A	1 Jun 52	P-8	Pilot	372BS	1234B	0845	15 Feb 55	426	BLK 6 RM 35	63	R-AF
36	M	DOWLING, Gerald J.	AO3002061	19 Feb 55	None	Dental Off Gen	307TH	9826	1241	19 Feb 55	8031	3401 Lewis Ave	28301	2257
37	M	EILAND, Jack L.	AO929261	8 Feb 51	NHR	Acft Comdr	370BS	1525B	0642	15 Feb 55	TDY to Lockbourne AFB, Ohio			Indef
38	M	ELLIOTT, Robert C.	AO208985	4 Feb 55	ECM	ECM Off	307BW	3021	1052	10 Feb 56	8238	601 N. Borough	69448	Indef
39	M	EMERSON, Robert C.	AO2086498	1 Apr 53	ECM	ECM Off	372BS	1534A	0452	1 Jun 56	8238	1910 N. 57th	61622	Indef
40	M	FERRARA, Vincent L.	AO558112	12 Jan 56	SP-8	Pilot	371BS	1245	1145	6 Nov 54	236	BLK 4 RM 7	61	Indef
41	M	FLETCHER, George M.	AO805018	31 Oct 50	SP-10	Wg Standboard	307AREFS	1234C	0849	12 Jul 54	TDY APO 167			Indef
42	M	FLIGER, Manley J.	AO698855	16 Dec 55	NHR	Observer	371BS	1525B	1144	2 Feb 55	236	BLK 4 RM 21	61	Indef
43	M	FRANKLIN, Dewey R.	AO756094	18 Mar 51	SP-10	Flt Comdr	307AREFS	1234C	1244	16 Aug 54	TDY APO 167			Indef
44	M	FRANCIS, Bill F.	AO1857564	18 Jan 56	N/R	Wg Intell Off	371BS	2054	0155	25 Jan 55	432	BLK 4 RM 44	61	Indef
45	S	FINN, KatherineP.	AN2242234	18 Apr 53	None	Nurse Gen	307TH	9754	0855	7 Sep 55		1845 D. St.	72886	Indef

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
46	M	GERMUNSON, Carl N.	A0710915	13 Apr 53	P-8	Pilot	372BS	1245	1241	24 Nov 54	TDY Lockbourne AFB, OHIO			Indef
47	M	GIEKER, John W.	A0678024	18 Apr 53	P-8	Acft Comdr	372BS	1245	0845	24 Nov 54	426	BLK 6 RM 24	63	Indef
48	M	GILLEN, Barney E.	A01856703	24 Jan 55	None	Dep Dir of Pers	307BW	7324	0155	2 Feb 55	8152	850 N. 42nd	60749	Indef
49	M	GOLDSTONE, Alan M.	A0689460	31 Oct 50	NBR	Supply Off	307FM	6424	0356	9 Mar 56	394	BLK 4 RM 83	61	Indef
50	M	GOODROE, Kenneth E.	A0742707	7 Jan 55	P-5	Maint Off	370BS	1234C	1154	20 Nov 54	502	BLK 5 RM 31	62	Indef
51	M	GOETZ, Frank M. Jr.	A0749099	16 Aug 50	NBR	Wg Tgt Study Off	371BS	1521B	1052	23 Dec 54	458	BLK 4 RM 27	61	Indef
52	M	GOTTLIEB, Robert W.	A0568356	1 Apr 53	None	Wg Adjutant	307BW	7024	0155	26 Jan 55	5,10	BLK 6 RM 44	63	Indef
53	M	GRIER, James N.	A0781289	15 Apr 54	P-10	Asst Adjutant	307FM	6434	0654	24 Feb 56	489	BOQ 1732	8245	Indef
54	M	GRONBERG, Richard N.	A02023498	28 Jan 55	NBR	Acft Observ	370BS	1525B	1252	26 Dec 54	624	BLK 5 RM 72	62	Indef
55	M	GUY, Clarence M. Jr.	A02069253	19 Jan 55	SP-8	Acft Comdr	371BS	1234B	1054	20 Nov 54	236	BLK 4 RM 19	61	Indef
56	M	HALL, Robert R.	A0749234	8 Oct 50	SP-8	Pilot	371BS	1245	0246	23 Oct 54	TDY to Lockbourne AFB, Ohio			Indef
57	M	HANGER, Josef W.	A0699367	11 Jan 55	P-8	Pilot	370BS	1245	0145	6 Nov 54	624	BLK 5 RM 24	62	Indef
58	M	HART, Carter Jr.	A0679505	1 Jun 52	NBR	Acft Observ	372BS	1525B	0953	3 Jan 55	426	BLK 6 RM 3	63	Indef
59	M	HARVEY, James E.	19692A	17 Jan 55	None	Aero Repair Off	307FM	4344	0854	23 Aug 54	8366	3620 Otoe	49240	R-AF
60	M	HATHAWAY, William C.	A0747556	1 Apr 53	NBR	Acft Observ	372BS	1525B	0653	2 Feb 55	426	BLK 6 RM 64	63	Indef
61	M	HEFFEL, William	A0864196	1 Mar 52	None	Armt Off	307A&E	3234	0350	1 Apr 55	390	BLK 5 RM 16	62	Indef
62	M	HELFRICH, John V.	A0574938	3 Jun 52	None	Sq Supply Off	371BS	6424	1154	14 Dec 54	220	BLK 4 RM 72	61	Indef
63	M	HELLER, Russell M. Jr.	16500A	1 Sep 51	SP-8	Pilot	372BS	1245	0849	17 Dec 54	426	BLK 6 RM 42	63	R-AF
64	M	HESSE, Donald C.	A0688700	1 Apr 53	SNBR	Observer	371BS	1525B	0645	3 Dec 54	236	BLK 4 RM 10	61	Indef
65	M	HIBDON, Floyd E.	A0721742	19 Dec 50	SP-8	Acft Comdr	371BS	1241	1254	2 Aug 55	236	BLK 4 RM 63	61	Indef
66	M	HOFMAN, William H.	A0767552	1 Jun 52	P-8	Acft Comdr	371BS	1245	0153	23 Oct 54	236	BLK 4 RM 16	61	Indef
67	M	HOGAN, William H.	A03001268	30 Oct 54	None	OIC Dep Clinic	307TH	9326	1241	30 Oct 54	707	1836N. Cotner	67344	1056

1	2		4	5	6	7	8	9	10	11	12	13	14	15
68	S	HOOVER, Robert D.	A0759685	15 Feb 51	SP-8	Acft Comdr	371BS	1435	1054	30 Oct 54	236	BLK 4 RM 60	61	Indef
69	M	HOUGHTBY, James K.	18240A	1 Jan 55	P-8	Acft Comdr	372BS	7324	0855	7 May 56	TDY to School			R-AF
70	M	HORNER, Alfred B.	A0686904	1 Jun 52	SP-8	Acft Comdr	372BS	1044A	0853	10 Feb 56	TDY to School			Indef
71	M	HOWARD, William H.	A01910386	23 Feb 55	P-8	Pilot	370BS	1245	0746	24 Nov 54	246	BLK 5 RM 76	62	Indef
72	M	HOWELL, William C.	A0815906	19 Apr 53	SP-8	Acft Comdr	371BS	1054B	0855	7 May 56	TDY to School			Indef
73	M	HUDKINS, Walter W.	27008A	21 Feb 56	NBR	Acft Observ	372BS	1525B	1252	3 Jan 55	426	BLK 6 RM 25	63	R-AF
74	M	HUSBAND, Hale J.	A0811912	19 Dec 50	SP-10	Flt Test Off	307BW	4334	1154	20 Nov 54	8171	2104 S 48th	47981	Indef
75	M	HYMAN, Richard E.	A0794234	10 Oct 50	SP-11	Wg Spec Wpns Off	307BW	1435	1054	23 Oct 54	624	BLK 6 RM 1	63	Indef
76	M	JETT, Murray V.	A0782294	8 Jul 51	P-10	Acft Comdr	307AREFS	1646	1154	10 Apr 56		TDY APO 167		Indef
77	M	JOLLY, George E.	A02085428	16 Feb 55	SP-11	Photo Intell Off	307BW	2044	0454	1 May 55	351	BLK 4 RM 43	61	Indef
78	M	JONES, William H.	A0731073	1 Apr 53	ECM	Wg ECM Off	307BW	3024	1154	20 Nov 54	8036	3817 Sheridan	47680	Indef
79	M	JORGENSON, Alan D.	A0698889	7 Jun 51	NBR	Acft Observ	371BS	1521B	0254	23 Jun 55	236	BLK 4 RM 70	61	Indef
80	M	KIMBERLIN, William T.	A0868018	1 Apr 53	E	Wg Acft Perf Eng	307BW	4324	1154	20 Nov 54	503	BLK 4 RM 29	61	Indef
81	M	Kennedy, Herbert H.	A0750145	11 Oct 55	NBR	Acft Observ	372BS	1525B	1251	3 Dec 54	426	BLK 4 RM 38	61	Indef
82	M	KNIGHT, Dean A.	A0804907	26 Jan 56	SP-8	Pilot	370BS	1234B	1054	20 Nov 54	624	BLK 5 RM 55	62	Indef
83	M	KOUDGI, John G.	A01909332	26 Jan 55	P-8	Acft Comdr	370BS	1245	0642	6 Nov 54	624	BLK 5 RM 82	62	Indef
84	M	KRETCHMER, Robert F.	A0762177	17 Jun 52	NBR	AOB (Sq)	370BS	1525B	0254	2 May 55	624	BLK 5 RM 52	62	Indef
85	M	KUTSCHER, Leroy H.	A0764344	1 Sep 50	SP-10	Acft Comdr	307AREFS	1234C	0949	24 Sep 54	TDY APO 167			Indef
86	M	LAWLESS, William B.	A02100450	15 Dec 51	E	Sq Acft Eng	307AREFS	4324	1149	8 Jun 54	638	TDY APO 167		Indef
87	M	LESLIE, Francis W.	A02001587	19 Dec 50	SNBR	Acft Observ	372BS	1525B	0551	15 Feb 55	426	BLK 6 RM 34		Indef
88	M	LIBBY, Linwood E.	A0835674	17 Sep 51	P-NF	Wg Sup Liasion	307BW	6424	1254	14 Dec 54	TDY APO 167			Indef
89	M	MACK, Gordon H.	A02068290	15 Mar 54	P-8	Pilot	371BS	1241	1149	10 Jul 55	236	BLK 4 RM 58	61	Indef

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
90	M	MANN, James H.	A0711748	1 Apr 53	SP-8	Acft Comdr	372BS	1245	0452	23 Oct 54	426	BLK 6 RM 27	63	Indef
91	M	MATTIOLI, John B.	A02091460	19 Jan 55	NBR	Acft Observ	370BS	1525B	0553	2 Feb 55	624	BLK 5 RM 14	62	Indef
92	M	MAXWELL, Phillip L. Jr.	A02071026	13 May 54	SP-10	Acft Comdr	307AREFS	1234C	1241	1 Sep 54	TDY APO 167			Indef
93	M	McCRARY, Leon W.	18469A	15 Apr 54	P-8	Acft Comdr	370BS	1234B	1054	20 Oct 54	624	BLK 5 RM 73	62	R-AF
94	M	McDONALD, Allie Jr.	A0787317	24 Nov 50	NBR-NF	Ch Oper & Cap Br	307BW	2054	0456	11 May 56		BLK 4 RM 24	61	Indef
95	M	McKENZIE, Richard W.	A01908710	1 Apr 53	P-8	Pilot	372BS	1245	0953	23 Oct 54	426	BLK 6 RM 2	63	Indef
96	M	McLENNAN, William W.	A0814516	31 Oct 50	SP-10	Acft Comdr	307AREFS	1234C	0450	1 Sep 54	TDY APO 167			Indef
97	M	MEHARG, William B.	A01866226	23 Apr 56	None	OIC Flt Line	307A&E	3234	1154	7 Dec 54	390	BLK 5 RM 13	62	Indef
98	M	MESSER, John	A0929640	17 Jan 51	SP-1	Opns Off	307BW	1435	1254	4 Jan 55	431	BLK 4 RM 81	61	Indef
99	M	MILLS, Bruce E.	A0758717	1 Apr 53	SP-8	Pilot	370BS	1241	1154	10 Aug 55	624	BLK 5 RM 47	62	Indef
00	M	MOORE, Carlton R.	A0766333	31 Oct 50	NBR	AOB (Sq)	371BS	1525B	0451	15 Feb 55	236	BLK 4 RM 62	61	Indef
01	M	MORGAN, Thomas H.	A0527429	1 Apr 51	SP-10	Pilot	307AREFS	4334	0754	6 Apr 56	TDY APO 167			Indef
02	M	MORRISON, Robert J.	A01911353	30 Nov 55	P-8	Acft Comdr	372BS	1234B	1154	20 Nov 54	426	BLK 6 RM 39	63	Indef
03	M	MYERS, Samuel A.	A0680683	23 Feb 55	P-8	Pilot	372BS	1245	1241	24 Nov 54	426	BLK 6 RM 30	63	Indef
04	M	MONSCHEIN, Sidney	A03002344	20 Feb 55	None	Den Off Gen	307TH	9826	1241	10 Feb 55	8031	316 Witherbee 47311		0257
05	M	NAJERA, Refugio B. Jr.	A02080850	15 Nov 55	NBR	Acft Comdr	370BS	1521B	1045	23 Jun 55	624	BLK 5 RM 45	62	Indef
06	M	NESS, Charles S.	A0929865	16 Jan 51	SNBR	Observer	371BS	1521B	0446	3 Jan 55	236	BLK 4 RM 2	61	Indef
07	M	NEWMAN, Stanley M.	A0866277	1 Jan 52	None	Wg Target Intell	307BW	2044	1154	20 Nov 54	351	BLK 5 RM 29	62	Indef
08	M	NIEDERLUECKE, Donald C.	A03001184	8 Oct 54	F	Commander (Sq)	307TH	9356D	1241	1 Jan 55	TDY APO 167			Indef
09	M	NORDSTROM, Paul R.	A02071034	15 Feb 51	SP-8	Acft Comdr	372BS	1245	1146	15 Feb 55	426	BLK 6 RM 33	63	Indef
10	M	NOWLIN, Lucian W.	A01305297	28 Feb 52	NBR	Wg Asst Plans Off	307BW	1521B	0753	2 Feb 55	332	BLK 4 RM 31	61	Indef
11	M	O'BRIEN, Charles C.	2291A	20 Apr 56	P-8	Pilot KC-97	307AREFS	1234C	1241	25 Jul 54		TDY APO 167		R-AF

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
112	M	OHRVALL, Charles W.	A0838794		P-8	Pilot	372BS	1644	0955	8 Jun 56	TDY to School			Indef
113	M	PALMQUIST, William R.	A0696239	13 May 54	NBR	Acft Comdr	372BS	1525B	0753	26 Dec 54	426	BLK 6 RM	63	Indef
114	M	PAUZA, Thomas G.	A0842539	15 Dec 51	P-8	Acft Comdr	370BS	7324	1052	24 Feb 56	TDY to School			Indef
115	M	PAVALAS, Joseph J.	A02101657	17 Jan 55	SP-10	Acft Comdr	307AREFS	1234C	1146	23 Aug 54	TDY APO 167			Indef
116	M	PEARCE, Franklin D. Jr.	A02067341	11 Jan 56	P-8	Pilot	371BS	1245	0246	24 Nov 54	236	BLK 4 RM 18	61	Indef
117	S	PEEBLES, Thomas N.	17540A	1 Jun 52	SP-8	Acft Comdr	370BS	1245	0354	24 Nov 54	624	BLK 5 RM 79	62	R-AF
118	M	PELLETIER, Marvin F.	A0741360	12 Jul 52	NBR	Acft Observ	371BS	1525B	1153	24 Jan 55	236	BLK 4 RM 46	61	Indef
119	M	PELTO, Victor H.	A0710599	21 May 53	P-8	Pilot	307AREFS	1221C	0556	10 Jun 56	TDY APO 167			Indef
120	M	PETERSON, Dale M.	A01909199	13 May 54	P-8	Pilot	371BS	1241	1241	10 Jul 55	236	BLK 4 RM 48	61	Indef
121	M	PHILLIPS, Carl E.	A0660588	2 Nov 53	P-8	Acft Comdr	372BS	1245	1054	24 Nov 54	426	BLK 6 RM 65	63	Indef
122	M	PUMFORD, James M.	A0706241	16 Jan 51	SP-8	Pilot	372BS	1245	0652	23 Oct 54	426	BLK 6 RM 14	63	Indef
123	M	RAFTERY, Bernard M.	A0801146	1 Apr 53	SNBR	Acft Observ	372BS	1521B	0353	22 May 55	426	BLK 6 RM 60	63	Indef
124	M	RICE, Robert C. Jr.	A0796030	1 Apr 55	SP-10	Acft Comdr	307AREFS	3231	1253	5 May 56	TDY APO 167			Indef
125	M	ROSELLINI, Louis A.	A0730821	6 Apr 52	NBR	Acft Observ	372BS	1525B	0354	23 Jun 55	426	BLK 4 RM 46	61	Indef
126	M	RYAN, Robert W.	A01703987	21 Oct 50	SP-11	OIC Job Cont	307BW	4344	1154	20 Nov 54	322	BLK 5 RM 56	62	Indef
127	M	SALTSMAN, Thomas H.	20334A	4 Nov 55	P-8	Pilot	372BS	1234B	1054	20 Nov 54	426	BLK 6 RM 61	63	R-AF
128	M	SAMUELS, Archibald P.	A0739509	5 Aug 52	NBR	Acft Observ	371BS	1521B	0544	6 Jul 55	236	BLK 4 RM 49	61	Indef
129	M	SAMUELS, Peter C.	A01684030	19 Dec 50	None	Sq Comdr	307BW	7324	0256	1 Apr 56	398	BLK 6 RM 55	63	Indef
130	M	SCHISLER, Charles W. Jr.	A0591244	4 Feb 55	NBR	Acft Comdr	370BS	1525B	1241	26 Dec 54	624	BLK 5 RM 58	62	Indef
131	M	SCHOLL, Kent K.	A03041632	17 Sep 55	T	Med Off Avn Med	307TH	9356	1241	2 Jan 56	278	3344 Starr	67094	Indef
132	M	SCHWARTZ, Douglas F.	A0716969	1 Apr 51	NBR	Acft Comdr	370BS	1525B	0645	14 Feb 55	624	BLK 5 RM 75	62	Indef
133	M	SCOTT, Clayton P.	A0673740	15 Feb 51	SNBR	Tgt Pred Off	307BW	1521B	0845	2 Feb 55	351	BLK 4 RM 82	61	Indef

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
134	M	SEAWARDS, Earlan L.	A01851659	10 Apr 56	None	Wg Intell Off	307BW	2054	1154	20 Nov 54				Indef
135	M	SHEIL, Arland L.	A02081226	10 Jan 55	ECM	Sq ECM OFF	370BS	1534B	1053	3 May 54	8238	128 N. 34th		Indef
136	M	SHORT, Oleah E.	A02099558	25 Jan 55	NBR	Acft Observ	372BS	1521B	0451	6 Jul 55	426	Blk 6 RM 41	63	Indef
137	M	SHAVER, Chester D.	A01909400	26 Jan 55	P-8	Acft Comdr	370BS	1245	0252	3 Oct 54	624	Blk 5 RM 60	62	Indef
138	M	SIMCOE, Norman K.	A0725090	3 Jan 55	NB	Acft Observ	370BS	1521B	0854	10 Dec 54	624	Blk 5	62	Indef
139	M	SPILLER, Herbert H.	A02221703	5 Apr 56	P/NB	Pilot	370BS	1245	0953	2 Aug 55	624	BLK 5 RM 62	62	Indef
140	S	STEIFMAN, Harold M.	A0588895	15 Dec 51	None	Dir of Pers	307BW	0011C	1154	20 Nov 54	247	541 S. 18th	23589	Indef
141	M	TERRY, Everett W.	A0782058	15 Apr 54	SP-8	Acft Comdr	372BS	1245	1154	10 Jul 55	426	Blk 6 RM 45	63	Indef
142	M	THOMAS, Harrison F.	A0745002	1 Jun 52	NBR	Acft Comdr	372BS	1521B	0653	3 Dec 54	426	BLK 6 RM 62	63	Indef
143	M	THORNTON, Jack R.	A0758106	16 Jan 51	SP-10	Acft Comdr	307AREFS	1234C	0649	3 Sep 54	TDY	APO 167		Indef
144	M	TIEDE, Herman O.	A0710764	15 Mar 54	P-10	Acft Comdr	307AREFS	1234C	0845	5 Oct 54	TDY	APO 167		Indef
145	M	TRUDEAU, Paul R.	A0768312	7 Feb 55	SP-8	Acft Comdr	370BS	1231B	1153	1 Oct 55	624	BLK 5 RM 44	62	Indef
146	M	VAN HOUTEN, Warren G.	A016524A	19 Dec 50	SP-11	Wg Spec Wpns OFF	372BS	1435	0655	16 Jun 55	426	BLK 4 RM 41	61	R-AF
147	M	WALRATH, Leslie M.	A02085342	5 Jan 56	NBR	Acft Obsrv	372BS	1525B	0342	3 Jan 55	426	BLK 6 RM 7	63	Indef
148	M	WATT, James G.	A02086732	1 Sep 51	P-10	Flt Comdr	307AREFS	1234C	0248	2 Sep 54	TDY	APO 167		Indef
149	M	WEBER, Robert T.	A02065664	22 Sep 50	SNBR	Acft Observ	370BS	1525B	0547	26 Dec 54	624	BLK 5 RM 80		Indef
150	M	WELCH, Maurice J.	A02072382	17 Jan 55	NBR	Acft Comdr	372BS	1521B	0646	1 Sep 55	426	BLK 6 RM 59	63	Indef
151	M	WHEELER, Herbert K.	A0768354	7 Feb 55	SP-8	Acft Comdr	372BS	1245	0553	23 Oct 54	426	BLK 6 RM 48	63	Indef
152	M	WHITEMAN, Kenneth S. Jr.	A03042837	14 Jun 56	None	Dental OFF Gen	307TH	9826	1241	23 Jul 55	8031	6600 Lexington	61861	0757
153	M	WILLIAMS, Harland D.	A0832531	13 May 54	SP-8	Acft Comdr	371BS	1241	0645	10 Aug 55	236	BLK 4 RM 29	61	Indef
154	M	WILSON, William W.	A0685141	15 Feb 51	SP-8	ECM Off	371BS	1534A	0745	1 Jun 57	8238	Lincoln, Nebr.		Indef
155	M	WITHROW, David C.	A0676903	1 Apr 53	NBR	Acft Observ	372BS	1525B	1254	20 Nov 54	426	BLK 6 RM 13	63	Indef

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
156	M	ZESTER, Norman G.	A0964019	19 Dec 55	None	Maint Off	307PM	4344	1154	20 Nov 54	611	BLK 6 RM 66 63		Indef
157	M	BAKER, William F.	A02217048	7 Feb 55	None	Med Sup Off	307TH	9034	0854	23 Aug 54		4213 J. St. 47839		Indef
FIRST LIEUTENANTS														
1	S	ANDREW, Earl J.	A03033993	12 Nov 55	P-10	Pilot KC-97	307AREFS	1234C	1241	10 Jul 54	TDY	APO167		0557
2	M	ANTHONY, Joseph J.	A02068166	26 Feb 53	NBR	Acft Observ	372BS	1525B	0545	26 Dec 54	426	BLK 6 RM 9		Indef
3	S	BARNICOAT, Billy	A02208298	30 Apr 56	P-8	Pilot	372BS	1231B	1241	1 Feb 56	TDY to School			1057
4	S	BEAL, Thomas P.	A03033822	5 Nov 55	N	Acft Observ	307AREFS	1531A	1241	17 Jul 54	TDY	APO 167		0557
5	M	BELL, Milton	A01865336	9 Sep 52	N/R	Wg Intell Off	372BS	2054	0155	10 Feb 55	432	BLK 6 RM 56 63		Indef
6	S	BERGGREN, Richard W.	A03025950	14 Oct 55	P-10	Pilot KC-97	307AREFS	1234C	1241	17 Jun 54	TDY	APO 167		0457
7	S	BERGER, Gerald	A02227103	6 Aug 54	P-10	Pilot KC-97	307AREFS	1234C	1241	25 Jan 54	TDY	APO 167		Indef
8	M	BERTRAM, James D.	A03825439	15 Sep 55	P-10	Pilot KC-97	307AREFS	1234C	1241	25 Jan 54	TDY	APO 167		0457
9	M	BIBO, John J.	27827A	2 Jul 53	P-8	Pilot	371BS	1245	0753	6 Nov 54	236	BLK 4 RM 56 61		R-AF
10	S	BLACKSHER, Uriel W.	A03026160	21 Oct 55	N	Acft Ovserv	307AREFS	1534A	1241	17 Jul 54	TDY	APO 167		0457
11	S	BARRY, Edward L. Jr.	A02209406	17 Jun 56	P-10	Pilot KC-97	307AREFS	1231C	1241	2 Sep 56	TDY	APO 167		0258
12	S	BODENHAUSEN, Ma[illegible]	A03009124	3 May 56	ECM	ECM Off	370BS	3021	1241	1 May 55		BOQ 1732 (LAFB)	580	0458
13	M	BULLOCK, Earl C. Jr.	A03025952	14 Oct 55	P-10	Pilot KC-97	307AREFS	1234C	1241	17 Jun 54	TDY	APO 167		Indef
14	S	CALI, Andrew III	A02205407	7 Jun 56	P-10	Pilot KC-97	307AREFS	1231C	1241	30 Mar 56	TDY	APO 167		0158
15	S	CARTER, Paul D.	A02220475	12 Jun 54	None	Combat Crew OIC	307BW	7324	0156	22 Feb 56	331	BLK 6 RM 88 63		Indef
16	M	CHRISTIANS, Dale K.	26614A	18 Nov 53	P-8	Pilot	370BS	1241	1241	10Aug 55	642	BLK 5 RM 43 62		R-AF
17	S	CLARK, Jerry H.	A02207360	7 Jun 56	P-1	Pilot KC-97	307AREFS	1231C	1241	30 Mar 56	TDY	APO 167	0158	
18	S	COHEN, David J.	A02252971	20 Mar 54	NBR	Sq Adj	307FM	7324	0456	20 Jun 56	504	BLK 4 RM 86 61		0357
19	M	COLEY, Ray H.	A01912142	25 Aug 52	P-8	Pilot	371BS	1245	1241	23 Oct 54	236	BLK 4 RM 20 61		Indef

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	
20	M	CONNER, Ralph L.	A02226177	23 Jun 54	P-10	Pilot KC-97	307AREFS	1234C	1241	6 Jul 55	458	2942 N. 60th	67039	Indef
21	M	COX, Robert J.	A02208717	15 Jun 56	P-8	Pilot	371RS	1231B	1241	7 Apr 56	TDY McConnell AFB, Kans.			
22	M	CRAFT, Arthur H, Jr.	A03026263	28 Oct 55	P-10	Pilot	307AREFS	1234C	1241	25 Jun 54	TDY APO 167			Indef
23	S	DABNEY, Richard L.	A03009350	26 Jul 55	NBR	Acft Observ	370BS	1525B	1241	2 Aug 55	624	BLK 5 RM 48	62	0157
24	M	DAVIS, Ted A.	A03035808	28 Jan 56	N	Acft Observ	307AREFS	1531A	1241	1 Oct 55	TDY APO 167			0657
25	S	DEMAAR, John R. Jr.	A03026163	21 Oct 55	N	Acft Observ	307AREFS	1534A	1241	13 Aug 54	TDY APO 167			0457
26	M	DUNN, Francis P.	A02252980		NBR	ECM Off	372BS	3021	0556	1 Jun 56	8238	Lincoln Nebraska		0357
27	S	EISENBRAUN, Franklin D.	A03026055	7 Oct 55	N	Acft Observ	307AREFS	1534A	1241	19 Jul 54	TDY APO 167			0457
28	S	ELISON, Robert R.	A03033788	5 Nov 55	N	Acft Observ	307AREFS	1525P	0952	24 Sep 54	TDY APO 167			0957
29	S	ELLIS, Russell L.	A02205414	15 Feb 56	P-8	Pilot	307AREFS	1234C	0242	21 Jun 56	TDY APO 167			0857
30	M	EVANS, James A.	A02075535	2 Mar 53	NBR	AOB	370BS	1525B	0847	26 Dec 54	624	BLK 5 RM 54	62	Indef
31	S	FERRY, William E.	A02252803	8 Feb 54	ECM	Wg Security Off	372BS	3024	1154	20 Nov 54	374R2	BLK 6 RM 21	63	Indef
32	M	FLUCK, Arthur E.	A02072137	19 Nov 53	NBR	AOB	370BS	1521B	0746	7 May 55	Fitzimones Hospital			Indef
33	M	FLYNN, Bernard	A02225554	9 Apr 54	NBR	AOB	370BS	1525B	0454	3 Jan 55	624	BLK 5 RM 67	62	Indef
34	S	FRANK, Robert D.	A03006199	16 Dec 54	P-8	Pilot	371BS	1234B	0754	4 Nov 54	TDY to Lockbourne AFB, Ohio			Indef
35	M	FRAKER, Donald D.	A02204455	2 Jun 56	P-8	Pilot	307AREFS	1224P	1241	18 Jun 56	TDY APO 167			0359
36	M	FREEMAN, Earl M. Jr.	A02232642	26 Aug 53	P-8	Pilot	371BS	1241	1245	10 Aug 55	236	BLK 4 RM 47	62	0758
37	M	FRISE, James R.	A02204456	2 Jun 56	P-10	Pilot KC-97	307AREFS	1231C	1241	25 Apr 56	TDY APO 167			0258
38	M	FROST, Herluf A.	A03025963	14 Oct 55	P-8	Pilot	307AREFS	1234C	1241	25 Jun 54	TDY APO 167			0557
39	M	GEE, Garland G.	A02227197	2 Aug 54	P-8	Pilot	370BS	1234B	1054	20 Nov 54	624	BLK 5 RM 81	62	Indef
40	S	GIMENEZ, John A.	A03036223	27 Feb 56	N	Acft Observ	307AREFS	1534A	0156	23 Feb 56	TDY APO 167			0857
41	S	GRAMMES, Richard A.	A03025966	14 Oct 55	P-8	Pilot KC-97	307AREFS	1234C	1241	17 Jun 54	TDY APO 167			0457

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
42	S	GRANIUS, Kenneth L.	A025967	14 Oct 55	P-8	Pilot	307AREFS	1234C	1241	25 Jun 54	TDY APO 167			0457
43	M	HAHN, Merle	29370A	16 Sep 54	P-8	Pilot	371BS	1234 B	0754	1 Aug 55	236	BLK 4 RM 12	61	R-AF
44	S	HAINES, Eugene F.	A02209127	11 Jun 56	P-8	Pilot	307AREFS	1231C	1241	25 Apr 56	TDY APO 167			0258
45	S	HALBERT, John T.	A02206767	7 Jun 56	P-10	Pilot	307AREFS	1231C	1241	30 Mar 56	TDY APO 167			0158
46	S	HAMEL, Raymond F.	A02207534	11 Feb 55	P-1	Pilot	371BS	1231B	1241	7 Apr 56	TDY McConnell AFB, Kans.			0258
47	S	HAMERLI, Roger E.	A03036947	3 May 56	N	Acft Observ	307AREFS	1534A	1255	20 Feb 56	TDY APO 167			1157
48	M	HANDEL, Arthur E.	A02060506	7 Jul 53	NBR	Acft Observ	371BS	1521B	0850	23 Jun 55	236	BLK 4 RM 17	61	Indef
49	S	HEALEY, John J.	A02205660	13 Jun 56	P-8	Pilot	307AREFS	1231C	1241	18 Jun 56	TDY APO 167			0359
50	M	HEDGE, Thomas L.	A02232044	28 Jan 53	P-10	Acft Comdr	307AREFS	1231C	1224	21 May 56	TDY APO 167			Indef
51	M	HARTUNG, Kenneth L.	A02216735	22 Jan 55	None	Wg Mgmt Anal Off	307EM	6834	0156	1 Mar 56	3212 Holdrige			Indef
52	M	HILL, Robert J. Jr.	A02074989	18 May 53	NBR	Observer	371BS	1525B	0846	3 Jan 66	TDY to Lockbourne AFB, Ohio			Indef
53	M	HUGGINS, Hastings H. Jr.	A03034063	5 Nov 55	N	Acft Observ	307AREFS	1534A	1241	2 Jul 54	TDY APO 167			Indef
54	S	HURST, John F. Jr.	A02227212	2 Aug 54	P-8	Pilot	371BS	1234B	0754	1 Jul 54	236	BLK 4 RM 15	61	Indef
55	M	JOHNSON, Richard E.	A02221585	18 Sep 52	NBR	Observer	371BS	1525B	1053	26 Dec 54	236	BLK 4 RM 8	61	Indef
56	S	JORDAN, Donivan G.	A03026169	21 Oct 55	N	Acft Observ	307AREFS	1534A	1241	2 Jul 54	TDY APO 167			0457
57	S	KALABANY, Stephen H.	A03033792	5 Nov 55	N	Acft Observ	307AREFS	1525P	1241	24 Sep 54	TDY APO 167			0557
58	S	KEELER, Richard B.	A03009340	19 Jun 55	NBR	Acft Observ	307A&E	1521P	1241	2 Aug 55		BOQ 1752	584	1256
59	M	KENDALL, Andrew W.	A02246937	5 Mar 54	N-8	ECM Off	370BS	1531P	1241	1 Jun 56	8238	1900 Connie		Indef
60	M	KNIGHT, John M.	25925A	7 Apr 53	P-8	Pilot	370BS	1245	0354	24 Nov 54	624	BLK 5 RM 59	62	R-AF
61	M	KNOOP, James L.	A03026027	7 Oct 55	N	Acft Observ	307AREFS	1534A	1241	15 Aug 54	TDY APO 167			0457
62	S	KURLAND, Norman G.	A02253019		ECM	ECM Off	372BS	3021	0556	20 Jun 56	8238	BOQ 1758	585	0357
63	M	LaPOINTE, Mark A.	A02009294	8 Jul 55	ECM	Sq ECM Off	371BS	3024	1241	8 May 56	8238	Lincoln AFB, Nebr.		0757

1	2	3	4	5	6	7	8	9	10	11	12	13	14	
64	S	LUCAS, Donald E.	A03025525	15 Sep 55	P-10	Pilot KC-97	307AREFS	1234C	1241	25 Jun 54	TDY APO 167			0357
65	M	LUDEMAN, Robert G.	A03026172	21 Oct 55	N	Acft Observ	307AREFS	1534A	1241	2 Jul 54	TDY APO 167			0457
66	M	MASSERINI, Albert R.	A01855651	26 Mar 52	P-8	Pilot	371BS	1245	1152	10 Jun 55	236	BLK 4 RM 61	61	Indef
67	M	McCALL, Donald P.	A03036968	3 May 56	N	Acft Observ	307AREFS	1534A	0156	23 Feb 56	TDY APO 167			1157
68	M	McFARLING, J. L. Jr.	A02216431	20 Jan 53	NBR	Acft Observ	371BS	1521B	0753	10 Jul 55	236	BLK 4 RM 59	61	Indef
69	M	MEEKS, N. V. JR.	A01696719	22 Oct 52	SP-8	Pilot	372BS	1245	1244	6 Nov 54	426	BLK 6 RM 37	63	Indef
70	S	MEYER, Robert J.	A03009268	14 Apr 55	NBR	Acft Observ	372BS	1521B	1241	7 May 55	426	BLK 6 RM 16	63	Indef
71	S	MICHELS, Owen A.	A03025990	14 Oct 55	P-10	Pilot KC-97	307AREFS	1234C	1241	17 Jun 54	TDY APO 167			0457
72	S	MILLER, Robert J.	A03004923	10 Oct 54	N	Acft Observ	307AREFS	1534A	0554	1 Jul 54	TDY APO 167			1056
73	M	MILLER, Rodney M.	A02207711	28 May 56	P-8	Pilot	307AREFS	1231C	1241	30 Mar 56	TDY APO 167			0158
74	M	MILLS, Joseph C.	A03026306	28 Oct 55	P-8	Pilot	307AREFS	1234C	1241	25 Jun 54	TDY APO 167			0457
75	M	MOWRER, Schulyer C. Jr.	A0225114	24 Feb 54	ECM	ECM Suprv	371BS	3034	0456	25 May 56	8238	2305 "E"		0357
76	S	MORRIS, Richard D.	A02237305	11 Mar 54	None	Target Pred Off	307BW	2044	0255	3 Mar 55	351	BLK 6 RM 87	63	Indef
77	S	NAVIN, Paul J. Jr.	A02205880	15 Jun 56	P-1	Pilot	307AREFS	7021	1241	25 Apr 56	TDY APO 167			0258
78	S	NEWHOUSE, Gordon	A03034391	2 Dec 55	N	Acft Observ	307AREFS	1534A	1241	1 Oct 55	TDY APO 167			0657
79	M	NOLLENBERG, Arnold E.	A03008048	11 Jun 55	None	MDC&CA Off	307A&E	3234	1251	25 Aug 54	118	BLK 5 RM 14		1256
80	S	NOVOTNY, Dorothy R.	AN2243332	25 Nov 55	None		307TH	9734	1241	25 Nov 55	645	1035 S 17th	55305	1157
81	S	NYSTROM, Paul A.	A03025999	14 Oct 55	P-8	Pilot	307AREFS	1234C	1241	24 Jun 54	TDY APO 167			0457
82	M	OTTO, Simeon K.	A03033679	21 Oct 55	N	Acft Observ	307AREFS	1531A	1241	3 Aug 54	TDY APO 167			0457
83	M	PARKS, John R.	A0926205	10 Oct 52	P-8	Pilot	372BS	1241	0845	10 Jul 55	426	BLK 6 RM 16	63	Indef
84	S	PECUCH, Albert C.	AO2205353	7 Jun 56	None	Intell Off	307BW	2051	1241	5 Jan 56	432	BLK 4 RM 25	61	0258
85	M	PETERSON, Robert A.	A03026177	21 Oct 55	N	Acft Observ	307AREFS	1534A	1241	10 Jul 55	TDY APO 167			0457

1	2		4	5	6	7	8	9	10	11	12	13	14	15
86	S	PETSCHLER, Roland G.	A02206526	7 Jun 56	P-1	Pilot	307AREFS	1231C	1241	25 Mar 56	TDY APO 167			0158
87	M	PHELAN, Joseph L.	A02206055	6 Jun 56	P-10	Pilot	307AREFS	1231C	1241	9 Apr 56	TDY APO 167			0158
88	M	PHILBROOK, Ralph M.	A03024004	23 Apr 55	N	AOB (Sq)	372BS	1521B	1154	3 Jul 55	426	BLK 6 RM 31	63	1056
89	M	PODLINSKY, Joseph M.	A02251245		ECM	ECM Off	370BS	3024	0556	10 Jul 56	8238	Lincoln AFB, Nebr.		0357
90	S	PREDMESKY, Robert M.	A03026004	14 Oct 55	P-8	Pilot	307AREFS	1234C	1241	24 Jun 54	TDY APO 167			0457
91	S	REEVE, Howard	A03021808	1 Feb 55	P-11	Spec Wpns	307BW	1431	1054	20 Nov 54	624	BLK 4 RM 80	61	0756
92	M	REEVES, William C.	A03034285	19 Nov 55	NBR	Acft Observ	370BS	1521A	1241	8 Oct 54	264	BLK 5 RM 42	62	Indef
93	S	ROBSON, Clayton W.	A02226765	2 Jun 54	N	Acft Comdr	307ARFS	1534A	0554	11 Dec 55	TDY APO 167			Indef
94	M	SCHWESINGER, Donald E.	A03035547	15 Sep 55	P-10	Pilot	307AREFS	1234C	1241	17 Jun 54	TDY APO 167			0357
95	S	SEANOR, John W.	A03025023	26 Jul 55	N	Acft Observ	307AREFS	1531A	0156	24 Feb 56	TDY APO 167			0457
96	M	SEARING, David A.	A03004785	26 Sep 54	N	Acft Observ	307AREFS	1534A	0554	5 Jul 54	TDY APO 167			Indef
97	S	SETTERBERG, Donald	A03025024	26 Jul 55	N	Acft Observ	307ARFS	1531A	0156	20 Feb 56	TDY APO 167			0457
98	M	SHEFFER, Leonard E.	A0940064	10 Feb 53	P-10	Acft Comdr	307AREFS	123 C	0546	25 Jun 54	TDY APO 167			Indef
99	M	SIMONS, Harry n. Jr.	A01850637	23 Feb 53	None	CIC Off Br(CUP)	307BW	7324	1054	15 Nov 54	230	BLK 6 RM 67	63	Indef
100	S	SLOSEK, Theodore J.	A02209391	26 Mar 56	None	Sq Adjutant	307A&E	5521	1241	24 Jun 56	392	BLK 5 RM 10	62	0956
101	M	SMITH, Elwin M.	A02222408	17 Aug 53	P-8	Pilot	370BS	1245	1047	23 Oct 54	264	BLK 5 RM 74	62	1057
102	M	SMALLWOOD, Garland E.	A03024807	19 Jan 55	NBR	Acft Observ	371BS	1525B	0253	7 May 55				Indef
103	M	SOLOMEY, Stanley	A02210191	25 Mar 56	N	Acft Observ	307AREFS	1531A	1241	15 Oct 55	TDY APO 167			0957
104	S	STILES, Donald M. Jr.	A03033796	5 Nov 55	NBR	Acft Observ	307AREFS	1525P	0342	21 Jun 56	TDY APO 167			0557
105	M	STROME, Richard H.	A03009364	7 Oct 55	NBR	Arm Opns Off	307BW	3241	1241	3 Apr 56		BLK 4 RM 79	61	0457
106	M	STRUEMPLER, Harold P.	A03005363	1 Nov 54	P-8	Pilot	370BS	1234B	0754	1 Aug 54	264	BLK 4 RM 65	61	0456
107	M	STUTT, Earl D.	A02069489	30 Nov 52	NBR	AOB (Sq)	370BS	1525P	0446	10 Mar 55				Indef

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
108	S	SUTTON, THOMAS E.	A02208378	14 Feb 55	P-8	Stu Off	372BS	1231B	1241	? May 56	TDY to School			0359
109	S	THOMPSON, George P.	A02208378		P-8	Pilot	307AREFS	1224P	1241	18 Jun 56	TDY	APO 167		0359
110	M	TIMMONS, Noble S.	A03024461	4 Jun 55	NBR	Acft Observ	370BS	1521B	1154	1 Aug 55	264	BLK 5 RM 39 62		1256
111	M	TURNER, Baxter E.	A03024293	16 Jun 55	P-10	Pilot KC-97	307AREFS	1234C	1150	14 Apr 54	TDY	APO 167		1256
112	M	TROUTMAN, Clarence W.	28618A	6 Dec 54	NBR	Acft Comdr	371BS	1525B	0754	2 May 55	236	BLK 4 RM 54 61		R-AF
113	S	TUIN, Peter G.	A03026187	21 Oct 55	N	Acft Observ	307AREFS	1534A	1241	25 Jun 54	TDY	APO 167		0457
114	M	VANENHOVER, Thomas C.	A03026015	14 Oct 55	P-8	Pilot KC-97	307AREFS	1234C	1241	25 Jun 54	TDY	APO 167		0457
115	M	WESTERMANN, Richard G.	A0819439	26 Dec 52	P-10	Acft Comdr	307AREFS	1234C	1241	25 Jun 54	TDY	APO 167		Indef
116	M	WILKENS, James A.	A03026326	28 Oct 55	P-10	Pilot KC-97	307AREFS	1234C	1241	10 Jul 54	TDY	APO 167		0457
117	S	WILKINSON, Porter A Jr.	A02206319	3 Jun 56	P-1	Pilot KC-97	307AREFS	1231C	1241	25 Mar 56	TDY	APO 167		0158
SECOND LIEUTENANTS														
1	M	ARMMER, Fentriss A.	A02210765	13 Apr 55	None	Supply Off	307AREFS	6421	1241	24 Dec 55	TDY	APO 167		0458
2	S	BAKER, Robert G.	A03056879	30 Jun 55	P-8	Pilot	370BS	1231B	1241	6 Jul 55	264	BLK 5 RM 33 62		0659
3	S	BARAN, Richard L.	A03056880	30 Jun 55	P-8	Pilot	372BS	1234B	1241	6 Jul 55	426	BLK 6 RM 26 63		0659
4	S	BEHNKE, Roland F.	A03040652	30 Jun 55	P-8	Pilot	371BS	1231B	1241	6 Jul 55	236	BLK 4 RM 50 61		0458
5	S	BRADDOCK, Julian C.	A03038568	14 Apr 55	P-10	Pilot	307AREFS	1231C	1241	7 Jul 55	TDY	APO 167		0458
6	M	CRUMBLISS, Richard R	A03039889	29 Apr 55	P-10	Pilot	307AREFS	1231C	1241	7 Jul 55	TDY	APO 167		0458
7	M	CLEMENTS, Gerald H.	A03008921	9 Sep 55	None	OIC AMN BR(CUP)	307BW	7321	1253	15 Feb 56	BLK 6 RM 83		63	0958
8	M	DAY, Jackie L.	A02206458	14 Jun 55	None	Supply Off	307PM	6421	1241	2 Jan 56	1844 "D" st, Lincoln			0658
9	S	ELMAN, Stuart M	A03043287	1 Sep 55	None	Asst Registar	307TacHos	9021	1241	1 Sep 55	325	BOQ Lincoln		1057
10	S	ESPING, Perry E.	A03058117	17 Oct 55	P-8	Pilot	372BS	1231B	1241	25 Oct 55	426	BLK 6 RM 32 63		1058
11	S	FARNHAM, Neil J.	A03056898	30 Jun 55	P-8	Pilot	371BS	1231B	1241	6 Jul 55	236	BLK 4 PM 71 61		0658

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
12	S	FISHER, Robert L.	A03040424	16 May 55	P-10	Pilot	307AREFS	1234C	1241	18 Aug 55	TDY	APO 167		0559
13	S	GOODRICH, Robert L.	A03056902	30 Jun 55	P-8	Pilot	370BS	1231B	1241	7 Jul 55	264	BLK 5 RM 40 62		0658
14	M	GILSTRAP, Billy J.	A03056850	30 Jun 55	P-8	Pilot	372BS	1231B	1241	6 Jul 55	426	BLK 6 RM 40 63		0658
15	S	GRIGSBY, Bill C.	A02211407	10 May 55	None	Armt Sys Off	307A&E	3031	1241	17 May 56		BLK 5 RM 17 62		0558
16	S	GARRETT, Larry F	A03056849	30 Jun 55	P-8	Pilot	370BS	1231B	1241	6 Jul 55	264	BLK 5 RM 46 62		0658
17	S	GODEC, Edward J.	A03034898	15 Jun 55	P-8	Pilot	370BS	1234B	1241	15 Jul 55	264	BLK 5 PM 53 62		0658
18	S	GROUSD, Robert B.	A03037912	12 Jan 55	N	Acft Obsr	307AREFS	1534A	1241	6 Oct 55	TDY	APO 167		0158
19	S	HAGOOD, Lindell M.	A03038340	7 Feb 55	P-8	Pilot	307AREFS	1231C	0456	9 Jun 56	TDY	APO 167		Indef
20	M	JONES, Jack D.	A03058447	14 Dec 55	NBR	Acft Obsr	370BS	1521B	1241	1 Jun 56	TDY	to School		1258
21	M	LAWSON, William E. III	A03058447	30 Jun 55	P-8	Pilot	372BS	1234B	1241	6 Jul 55	426	Blk 6 Rm 20 63		Indef
22	M	MERKEL, Roland M.	A03041109	15 Jun 55	P-8	Pilot	370BS	1231B	1241	23 Jan 55	264	Blk 5 Rm 49 62		0658
23	S	MERRELL, Alfred L.	A0305867	14 Dec 55	N-8	Acft Observ	371BS	1521A	1241	1 Jun 56	Lincoln AFB, Nebr.			1258
24	S	MIDDLETON, Raymond R.	A03041110	15 Jun 55	P-8	Pilot	372BS	1234B	1241	6 Jul 55	426	Blk 6 Rm 47 63		0658
25	S	OGREN, John D.	A03056862	30 Jun 55	P-8	Pilot	372BS	1234B	1241	24 Mar 56	426	Blk 6 Rm 63 63		0658
26	S	OWENS, Donald R.	A03037944	12 Jan 55	N	Acft Observ	307AREFS	1531A	1241	1 Oct 55	TDY	APO 167		0158
27	S	PALLER, Leroy L.	A03064329	28 Mar 56	P-8	Pilot	370BS	1231B	1241	7 Apr 56				0359
28	S	PEKARSKE, Joseph M.	A03041118	15 Jun 55	P-8	Pilot	371BS	1231B	1241	23 Jun 55	236	Blk 4 Rm 65 61		0658
29	S	RANDOLPH, Bernard P.	A03058203	9 Nov 55	NBR	Acft Observ	307AREFS	1521P	1241	12 Jun 56	TDY	APO 167		1158
30	S	ROBINSON, Lawrence B.	A03031294	15 Jun 55	None	Supply Off	370BS	6421	1241	29 Aug 55	264	Blk 5 Rm 30 62		0657
31	S	ROGERS, Joseph A.	A03058908	19 Jan 56	P-1	Pilot	370BS	1241B	1241	26 Jan 56				0159
32	S	SANNER, John H.	A03031523	27 Jun 55	None	Adjutant	307TH	9021	1241	27 Jun 55	8034	BOQ		0557

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
33	M	SCHUCK, William E.	A03037952	12 Jan 55	N	Acft Observ	307AREFS	1534A	1241	10 Oct 55	TDY APO 167			0158
34	S	THOMAS, Kenneth B.	A03056949	30 Jun 55	P-8	Pilot	372BS	1234B	1241	6 Jul 55		1845 "D"		Indef
35	S	TODD, William J.	27451A	3 Jun 55	None	Acft Maint Off	307FM	4341	1241	2 May 56		Blk 4 Rm 84 61		R-AF
36	S	WANEK, Frank A.	A03056680	14 Jun 55	P-8	Pilot	372BS	1231B	1241	23 Jun 56	426	Blk 6 Rm 29 63		0658
37	S	TITZER, Robert F.	A03058879	19 Jun 56	P-1	Pilot	371BS	1231B	1241	26 Jan 56				0159
38	M	WAUGH, Robert W.	A03008897	17 Jun 55	None	OIC Anal & Rept	307BW	4351	1241	18 Apr 56		Blk 5 Rm 19 62		0658
CHIEF WARRANT OFFICERS														
1	M	ACKERMAN, Hammon P. Jr.	953482E	8 Jun 55	None	OIC Amns Br(CUP)	307BW	73000	0854	11 Sep 54	677	1025 S. 24th 72807		R-AF
2	M	ADAMS, Thomas S.	951452E	12 Jan 55	None	Asst Maint Off	307FMS	43100	1154	20 Nov 54	8235	1137 N. 33rd 63270		R-AF
3	M	ROGERS, John S. Jr.	AW2202316	27 Dec 55	None	OIC Power Plant	307FMS	43100	1154	20 Nov 54		Blk 6 Rm 63 63		Indef

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

Losses
1 July 1956 to 31 July 1956 inclucive.

COLONEL							
1	HARDIN, Ernest C. Jr.	8211A	0066C	SP-8	Reassigned	HQ SAC, Offutt AFB, Nebr.	
CAPTAIN							
1	BOWLING, Russell R.	AO2044998	1245	SP-8	Deceased		Died in Aircraft Accident at Lakenheath RAF Station, Eng.
2	POPE, Bruce W.	16483A	1245	SP-8	Descharged	Lincoln AFB, Nebr	
3	ROBINSON, Cordon J.	AO785513	3231	NBR	Reassigned	Maxwell AFB, Mississippi	
FIRST LIEUTENANT							
1	ONDRACEK, Laddie	AO3021477	1521B	NBR	Discharged	Lincoln AFB, Nebr.	
2	SELMO, Michael J.	AO3022686	1525B	NBR	Deceased		Died in Aircraft Accident at Lakenheath RAF Station, Eng.
SECOND LIEUTENANTS							
1	KALBERG, Carroll W.	AO3046955	1231B	P-8	Deceased		Died in Aircraft Accident At Lakenheath RAF Station, Eng

HEADQUARTERS SQUADRON SECTION
307TH BOMBARDMENT WING MEDIUM
APO 179, New York, N. Y.

ROSTER OF AIRMEN

15 August 1956

1. PAFSC
2. DAFSC
3. UAFSC
4. DATE OF SEPARATION
5. DATE OF RANK
6. DUTY SECTION
7. DUTY PHONE
8. SECURITY CLEARANCE
9. FUNCTIONAL CODE

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NAME	RAN	AFSN	1	2		4		6	7	8		
BASKIN, MYRT	7	36898541	70270	70270	70270	26 Sep 58	10 Dec 52	Adj Sec	254	TS	47000	
CHIERICHETTI, ROLAND	7	11035774	43171E	43171E	43171E	26 Dec 60	1 Apr 52	Maint Cont		S	44000	(GC)
DUNN, JOHN L.	7	18042532	43171E	43171E	43171E	20 Oct 61	1 Mar 43	Qual Cont	553	TS	44000	
FRIEDELL, JAMES A.	7	37679224	27170	27170	27170	27 Sep 60	17 Feb 52	Control Rm	430	S	27000	
HENRY, GEORGE V.	7	18025058	43171E	43171E	43171E	22 Jul 60	15 Jun 43	Qual Cont	553	TS	44000	
JONES, CYRIL V. JR.	7	14001076	43171E	43171E	43171E	30 Nov 59	6 Jul 51	Stand Team	506	S	44000	
LEMIRE, FRANCIS E.	7	11043833	43171E	43171E	43171E	8 Sep 58	17 Mar 51	Stand Team	506	S	44000	
MYERS, PAUL A.	7	13047809	43171B	43171B	43171B	24 Jun 60	1 Apr 52	Maint Cont		TS	44000	(RE)
PAGE, HOUSTON	7	18033581	43171E	43171E	43171E	22 Jul 58	14 Sep 50	Maint Cont	503	TS	44000	
RAY, CARL E.	7	18041861	43171E	43171E	43171E	16 Apr 62	1 Feb 55	Maint Cont	503	S	44000	
REIBOLDT, MYRLIN K.	7	27680004	64173	64173	64173	5 Jan 57	16 Sep 51	Wg Supply		S	42000	(RE)
SHANNON, RAY M.	7	14044760	43171E	43171E	43171E	6 Sep 58	19 Oct 51	Qual Cont	553	S	44000	
SPENCER, JOHNNIE A.	7	18025144	43171E	43171E	43171E	10 Apr 61	14 Dec 50	Qual Cont	553	TS	44000	
SPENCER, WALTER A.	7	14165992	43171E	43171E	43171E	19 Nov 57	1 Oct 55	Stand Team	506	S	44000	
SVAHULA, JOSEPH S.	7	36713816	20470	20470	20470	Indef	1 Apr 56	Intell	352	TS	29300	
TUCKER, JOHN H. JR.	7	13307314	43171E	43171E	43171E	25 Aug 60	1 Feb 56	Qual Cont		TS	44000	(GC)
TYRE, FRANK L.	7	34050556	68171	68171	68171	16 Sep 60	13 Apr 51	Comptroller	299	S	19000	
VIEAU, DONALD	7	36229399	43171B	43171B	43171B	Indef	1 Oct 54	Qual Cont		S	44000	(GC)
WAGNER, RAYMOND E.	7	18055951	73270	73270	73270	28 Oct 60	18 Sep 50	C.U.P.	293	TS	07000	
WAY, LYLE A.	7	17004426	64173	64175	64173	24 Aug 60	1 Aug 44	Wg Log		TS	35000	(RE)
ABERCROMBIE, MAX E.	6	12105385	20670	20670	20670	31 Mar 58	1 Aug 54	Intell	429	TS	29300	
AGEE, GUS E.	6	19316561	43171E	43171E	43171E	19 Aug 59	20 Aug 53	Qual Cont	553		44000	
BEDENBAUGH, TRAVIS J.	6	15103706	43271	43271	43271	16 May 57	1 Oct 55	Qual Cont		S	44000	(RE)
HERRINGTON, RALPH W.	6	10724417	27170	27170	27170	19 Dec 56	1 Aug 53	Control Rm	430	S	27000	
HUNTER, DAVID H.	6	35915895	64171	64132	64171	13 Aug 61	1 Aug 53	Wg Log	326		35000	
KATZ, MEYER M.	6	13025815	70270	70270	70270	23 Jul 60	1 Jun 52	Air Insp		S	49000	(RE)
MCDERMID, THOMAS D.	6	16160255	43171B	43171B	43171B	15 Feb 58	17 Apr 53	Maint Cont	503	S	44000	
MARKS, EUGENE S.	6	36722249	73170	73170	73170	17 Dec 58	1 Oct 53	Orderl Rm	398	S	03000	
MCGILVRAY, ELDRIDGE M.	6	34706944	43171E	43171E	43171E	Indef	1 Apr 54	Qual Cont		S	44000	(RE)
MERICK, ROBERT E.	6	16269556	30171	30170	30171	19 Oct 56	1 Jun 53	Maint Cont	503	S	44000	
POWELL, JAMES A.	6	15409500	43171E	43171E	43171E	18 Sep 61	1 Dec 54	Acft Rcds	529		44000	
PRICE, DANIEL H.	6	19311862	64173	64175	64173	10 Nov 61	1 Dec 52	Supply Lias	506		44000	
SCHADE, RICHARD F.	6	17250905	27170	27170	27170	11 Aug 61	1 Jun 56	Control Rm	430	TS	27000	
TETZLOFF, ROBERT D.	6	12305557	32370C	32370C	32370C	2 Jan 58	1 Feb 56	Maint Cont	503	S	44000	
WHITNEY, RICHARD H.	6	11086397	29370	29370	29370	22 Feb 61	1 Oct 55	Wg Communi	221	S	45000	

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NAME	RAN	AFSN	1	2		4		6	7	8	
BARNES, WILLIAM M.	5	20342453	20470	20470	20470	27 Jul 61	1 Apr 55	Intell	432	TS	29000
BOEHMER, RAY F.	5	17270538	70270	70270	70270	9 Jan 62	1 Oct 52	Rpts & Any	505	TS	44000
COLLINS, DONALD	5	12435518	68131	68171	68131	9 Mar 57	1 Jun 56	Comptroller	299	S	19000
DEARTH, THEODORE J.	5	15479705	73250	73250	73250	17 Dec 61	1 Jun 55	C.U.P.	293	S	11000
GAHM, CHARLES J.	5	17367409	20650	20650	20650	18 Sep 56	1 Jun 56	Intell		S	29300 (RE)
HUGHES, WAYNE B.	5	13347259	27170	27170	27170	11 Oct 58	1 Feb 56	Control Rm	430	TS	27000
JONES, ROBERT E.	5	21939587	43151E	43151E	43151E	28 Oct 56	1 Jun 56	Maint Cont	503	S	44000
LABERTEAUX, CALVIN T.	5	19452974	73250	73250	73250	6 Nov 56	1 Apr 56	C.U.P.	293	S	11000
LAWRICK, THEODORE C.	5	16249533	20470	20470	20470	28 Aug 56	1 May 49	Intell		TS	29000 (RE)
MCKEOWN, THOMAS J.	5	33469056	73270	73270	73270	30 Sep 58	1 Oct 55	C.U.P.		S	11000 (RE)
MOORE, JAMES H.	5	18349813	70250	70250	70250	24 Feb 58	18 Apr 52	Cmbt Crew		S	07000 (RE)
MOORE, SIDNEY	5	18406102	70250	70250	70250	1 Sep 61	1 Aug 55	Adj Sec	254	S	47000
NEELY, LAWRENCE D.	5	14482836	70250	70250	70250	19 Nov 56	1 Feb 56	C.U.P.	354	S	11000
PALMATEER, HAROLD W.	5	27024927	64173	64173	64173	14 Nov 57	1 Dec 53	Unit Supp		S	04000 (RE)
ROMERO, ALLEN J.	5	18419629	70250	70250	70250	9 Jul 61	1 Dec 55	R&A D/O	221	TS	27000
SCARVEY, STANLEY C.	5	14491454	73250	73250	73250	6 Mar 57	1 Jun 56	C.U.P.	293	S	11000
SMITH, WALTER J. JR.	5	16372849	70250	70250	70250	26 Mar 61	1 Apr 55	Rpts&Anyl		S	44000 (GC)
STREETER, ARCHIBALD C.	5	18002729	70250	70250	70250	Indef	1 Apr 56	Orderly Rm		TS	03000 (RE)
TINKLER, DUANE C.	5	12284205	70250	70250	70250	8 Nov 60	1 Apr 53	R&A D/O	221	S	27000
TAYLOR, ALTON D.	5	14261440	45130	45170	45130	1 Sep 57	1 Jun 55	Maint Cont	503		44000
WARNOCK, JAMES A.	5	6999485	70270	70270	70270	1 Jul 61	14 Nov 51	Adm Sec D/O	237	S	27000
WINZERLING, ALFRED W.	5	27534304	43151E	43151E	43151E	4 Jan 62	1 Jul 54	Qual Cont		S	44000 (RE)
ADAMEK, RICHARD E.	4	16423425	43151B	43151B	43151B	20 Aug 56	1 Dec 55	Acft Rcds		S	44000 (RE)
BARCLAY, JAMES V.	4	19461311	70250	70250	70250	2 Nov 56	1 Oct 55	Tng Div D/O	221	TS	27000
BERNAL, BERNARD C.	4	19465056	70250	70250	70250	19 Oct 56	1 Jun 55	Cmbt Crew	331	S	07000
BIGELOW, HENRY R.	4	11252071	32150E	32150E	32150E	18 Aug 56	1 Jun 55	Qual Cont		S	44000 (RE)
BRADLEY, ROLAND A.	4	14497701	20650	20670	20650	11 Jan 58	1 Dec 55	Intell	429	S	29300
DIETHELM, MILTON P.	4	57509051	73231	73251	73231	7 Oct 61	1 Aug 54	C.U.P.			11000 (RE)
DONNELLY, RICHARD E.	4	13470737	43151E	43151E	43151E	18 Mar 57	1 Aug 55	Qual Cont		S	44000 (RE)
ERICKSON, RONALD R.	4	16429256	22351	22351	22351	4 Nov 56	1 Feb 56	Intell	352	S	29000
FITZPATRICK, WILSON L.	4	17369672	20650	20650	20650	4 Dec 56	1 Feb 56	Intell		TS	29300
FLEMING, ROGER L.	4	16420463	70250	70250	70250	18 Sep 56	1 Aug 55	Wing Plans	247	TS	27000
GRANT, GERALD C.	4	11271399	32350C	32350C	32350C	1 Feb 58	1 Apr 56	Qual Cont	553	S	44000
GRANT, THEODORE	4	15499174	70250	70250	70250	22 Jan 57	1 Jun 56	Qual Cont		S	44000 (GC)
HOLLIS, LAWRENCE H.	4	17368729	70250	70250	70250	2 Sep 56	1 Dec 55	Comptroller		S	17000 (RE)

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NAME	RAN	AFSN	1	2		4		6	7	8	
LAZERUS, GARY S.	4	28241633	43151E	43151E	43151E	11 Apr 58	1 Oct 55	Qual Cont	553	S	44000
LUDINGTON, DOANE O.	4	17355370	64151	64151	64151	23 Mar 62	1 Feb 55	Wg Supply		S	42000
PORTER, LEO A.	4	17394008	43151E	43151E	43151E	28 May 62	1 Dec 55	Stand Team	506	S	44000
RAMSEY, HUBERT D.	4	17361390	70250	70250	70250	28 Aug 56	1 Jun 55	Ch of Maint		S	44000 (RE)
ROAN, DONALD E.	4	13485294	73251	73251	73251	6 Jun 58	1 Jun 56	C.U.P.			11000 (RE)
ROPIESKI, STANLEY A.	4	13444966	70250	70250	70250	11 Sep 56	1 Jun 55	Bomb & Nav		S	27000 (RE)
AUGENSTINE, HOWARD L.	3	15548456	73231	73251	73231	6 Sep 59	1 Jun 56	C.U.P.	226		11000
BOLDON, FRANKLIN D.	3	13541678	73231	73251	73231	5 Oct 59	20 Jun 56	C.U.P.	226		11000
BORNHOLDT, WILLIAM J.	3	17373646	70250	70250	70250	8 Dec 56	1 Dec 55	D/M	216	S	35000
BRYANT, JAMES F.	3	24414606	73231	73231	73231	8 Feb 58	1 Oct 55	C.U.P.	354		11000
CARLISLE, LARRY C.	3	17445616	73231	73251	73231	11 Jul 59	1 Apr 56	C.U.P.	293		11000
CASTLES, FRED	3	14583220	22331	22351	22331	11 Sep 59	20 Jun 56	Intell	352		29000
CONNORS, WILLIAM A.	3	12512129	70250	70250	70250	14 Sep 58	1 Oct 55	C.U.P.	354		11000
COOLEY, PAUL D.	3	17377432	70250	70250	70250	3 Jun 60	4 Jun 56	Acft Rcds	529		44000
FOWLER, PHILLIP R.	3	16509197	20430	20450	20430	28 Jun 59	1 Apr 56	Intell	352	S	29300
GODFREY, GENE O.	3	16487234	20450	20450	20450	9 Dec 58	1 Oct 55	Intell	352	S	29300
GOHL, MARVIN K.	3	19497392	64131	64151	64131	29 Sep 58	18 Oct 55	Unit Supply	398		04000
GUESTON, THOMAS J. JR.	3	19518870	70250	70250	70250	27 Sep 58	1 Oct 55	Adj Sect	254		47000
HARRIS, CLIFFORD E.	3	19519656	20650	20650	20650	7 Nov 58	1 Oct 55	Intell	352	S	29300
IBELE, HOWARD F.	3	16501231	20450	20450	20450	7 Mar 59	1 Dec 55	Intell	352	S	29300
JONES, WILLIAM A.	3	14580749	73231	73251	73231	11 Sep 59	20 Jun 56	C.U.P.			11000 (GC)
KOSSUTH, CHARLES H. JR.	3	14568885	73230	73250	73230	11 Sep 59	20 Jun 56	C.U.P.		S	11000 (RE)
LYNCH, RICHARD T.	3	16500921	20430	20450	20430	19 Jul 59	1 Jun 56	Intell	352	S	29000
MCANERN, RICHARD H.G.	3	28246093	70250	70250	70250	26 Sep 58	1 Aug 55	R&A D/O	221	S	27000
MAKI, DUANE L.	3	16421442	70230	70250	70230	8 Jan 57	1 Dec 54	Rpts & Anyl	505	S	44000
MELLINGER, GERALD K.	3	19497396	70250	70250	70250	29 Sep 58	1 Aug 55	C.U.P.	286	S	11000
MILLER, LARRY O.	3	13549193	73231	73251	73231	6 Sep 59	1 Jun 56	C.U.P.	293		11000
MITCHELL, JERRY E.	3	16312627	32150E	32150E	32150E	19 Apr 58	1 Apr 55	Maint Cont	503	S	44000
MOORE, RALPH B.	3	27991398	70230	70250	70230	14 Sep 59	20 Jun 56	Rpts & ANyl			44000 (GC)
ORANSKY, DONALD B.	3	19518830	70230	70250	70230	26 Sep 58	1 Aug 55	Acft Rcds	529	S	44000
PHILLIPS, OLIVER D.J. JR.	3	17433375	20430	20450	20430	6 Jun 59	20 Feb 56	Intell	352	S	29000
PURNELL, ERNEST F.	3	13510969	70230	70230	70230	9 Sep 58	20 Apr 56	Unit Supply	398	S	04000

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NAME	RAN	AFSN	1	2		4		6	7	8	
RICCO, JOSEPH	3	16454844	73230	73250	73230						
SHIMKO, GEORGE F.	3	15513243	32350C	32350C	32350C	25 May 62	1 Oct 54	Stand Team	506		44000
STROMBERG, GARY P.	3	13533387	27150	27150	27150	27 Mar 59	1 Apr 56	Control Rm	430		27000
THOMAS, GARY L.	3	25043485	70230	70250	70230	28 Jan 59	1 Apr 56	Wg Supply	326	TS	42000
VICTOR, RENE M.	3	13530681	73231	73251	73231	17 Apr 59	1 Feb 56	C.U.P.	226		11000
WARABOW, EDWARD D.	3	12490582	73231	73251	73231	5 Sep 59	1 Jun 56	C.U.P.	354		11000
WHITESIDE, JOHN S.	3	13548918	73231	73251	73231	7 Aug 59	1 Apr 56	C.U.P.	226		11000
ZWECKER, HUGO G.	3	19542093	22331	22331	22331	29 Jun 59	1 Apr 56	D/P	230		07000
ADAMS, LUTHER R.	2	14592762	73010	73231	73231	3 Feb 60	25 Apr 56	C.U.P.	286		11000
ALLENDER, RONALD B.	2	15544827	73231	73251	73231	7 Sep 59	28 Nov 55	C.U.P.	286		11000
BENNETT, FREDERICK L.	2	11306178	67230	67250	67230	5 Oct 59	14 Dec 55	Comptroller	299		17000
BUEHLER, CONRAD J. JR.	2	15544656	73231	73251	73231	6 Sep 59	27 Nov 55	C.U.P.	293		11000
BURGESS, TOMMY L.	2	25802111	64131	64151	64131	2 Aug 59	21 Oct 55	Supp Lais	506		44000
CHARLEY, JOHN E.	2	14563987	70010	70010	70010	29 Apr 59	22 Jul 55	Adj Sec	254		47000
DIETRICH, ALBERT J.	2	12498562	73230	73230	73230	15 Sep 59	5 Dec 55	Cmbt Crew	331		11000
ESTEY, DAVID M.	2	11309359	70010	70230	70230	7 Mar 60	2 Jun 56	Stand Board	218		27000
FUERTES, DAVID S.	2	18480104	22331	22351	22331	25 May 59	12 Apr 55	Intell	352		27000
JOHNSON, WILLIAM J.	2	14593253	70010	70230	70230	26 Mar 60	12 Jun 56	Rpts & Anyl	505		44000
LEE, JOHN R.	2	12491030	73010	73231	73010	5 Oct 59	14 Dec 55	C.U.P.	286		11000
LITTON, MARTIN C.	2	24610009	70010	70230	70230	8 Sep 59	1 Dec 55	Adj Sect	254	IS	47000
PEMBERTON, ROBERT A.	2	16520064	70230	70250	70230	13 Oct 59	22 Dec 55	Intell	432		29000
PHILLIPS, LEM	2	14563962	70010	70010	70010	29 Apr 59	20 Jul 55	R&A D/O	221	IS	27000
RINK, HOWARD E.	2	13541902	70230	70250	70230	16 Oct 59	22 Dec 55	Acft Rcds	529		44000
ROGERS, JAMES A.	2	12475090	70010	70010	70010	26 Apr 59	11 Jul 55	Grnd Trng	221	S	27000
STRAW, TERRY R.	2	13554422	73010	73231	73010	2 Feb 60	25 Apr 56	C.U.P.	293		07000
THOMAS, CLARK E.	2	19543524	73010	73231	73231	5 Sep 59	18 Nov 55	C.U.P.	354		11000

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CONFIDENTIAL

HEADQUARTERS
307TH BOMBARDMENT WING MEDIUM
APO 179, New York, New York

307DOT 6 August 1956

SUBJECT: Wing Commanders Remarks, Refueling Air Training Report 1-31 July 1956 (RCS: 4-SAC-T12) (Confidential)

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

1. This squadron presently has twenty-seven (27) crews, of which twenty (20) are Ready and one (1) projected for upgrading by 1 September. Development of additional Ready Crews within this Squadron is prejudiced by projected losses of primary crew members. A summary of critical areas is given below:

1525P Navigation:

Authorized: 30
Assigned: 29
Projected Gains: 0
Projected Losses: 3

43174 Flight Engineer:

Authorized: 30
Assigned: 27
Projected Gains: 0
Projected Losses: 1 (Confidential

2. Any unexpected loss due to illeness, accident, training failure, school quota or other cause, will result in an ineffective crew. (Unclassified)

3. In view of the extensive technical order compliance program, propeller difficulties and delay in deployment, it is considered that the accomplishment of 90.9% of the SAC Regulation 50-8 requirements for the period is an acceptable figure. (Unclassified)

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

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HEADQUARTERS
307TH AIR REFUELING SQUADRON (M)
APO 167
New York, New York

3ARS

3 August 1956

SUBJECT: Squadron Commander's Remarks Refueling Air Training Report (RCS: 9-SAC-T12) (Confidential)

TO: Commander
307th Bombardment Wing (M)
APO 179
New York, New York

PART III - Squadron Commander's Remarks.

1. Higher Headquarters directed missions:

a. Operations "Red Cap" 360:40

b. Ferrying Two (2) aircraft to IRAN: 4:00

c. Static Displays: 1:50

d. Operations "Bee Sting" 100:30

TOTAL - 467:00 (Unclassified)

2. Weather or Local Conditions:

a. None. (Unclassified)

3. Air Traffic Control Delay information:

a. None. (Unclassified)

4. Restrictive Directives:

a. KBMY ZIPPO Message 07-003 dated 2 June 1956 restricted the gross weight of KC-97 aircraft to 135,000 lbs.

b. SAC DOFR Message #1842 recinded (a) above and established 155,000 lbs maximum gross with ten (10) people aboard.

c. Messages DM4C-11-25 53648 and DM4C-11-25 53652 required that all propellor blades be magnafluxed.

d. All of the above delayed deployment by five (5) days, causing the loss of an estimated twenty-five (25) sorties. (Unclassified)

307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 31 July 1956.
3ARS, Subj: Sqdn Comdr's Remarks Refueling Air Tn Report (RCS: 9-SAC-T12). (Confidential)

5. Combat crew member gains and losses.

a. Crew members gained:

(1) Boom Operators: Two (2).

b. Crew member lost:

(1) One (1) flight engineer, PCA.

(2) One (1) radio operator, discharged.

(3) Two (2) boom Operators, one (1) discharged, one (1) PCA. (Unclassified)

6. Crew member changes:

a. One (1) Boom Operator: PCA.

b. One (1) Flight Engineer: PCA.

c. Two Radio Operators: Discharged. (Unclassified)

7. New Crews:

a. None. (Unclassified)

8. Crew Status Changes:

a. T-03 downgraded to "M" status on 1 July 1956.

b. IM-30 disbanded 1 July 1956. (Unclassified)

9. Standardization Crews:

a. T-01 Wing Standardization Crew.

b. T-11 Assistand Wing Standardization Crew.

c. T-22 Assistant Wing Standardization Crew. (Unclassified)

10. Additional material and personnel changes: A considerable number of man hours are expended in towing of aircraft to and from hardstand parking areas to the runup pad. This procedure is currently practised because of the loose rocks present on the taxiway shoulders. The previous TDY unit experienced a large number of propeller blade gouges and scratches from these rocks while taxiing.

The shoulder stabilization project now in progress will not be complete for approximately thirty (30) days.

In view of the above conditions and procedures unavoidable late take-offs could be experienced. (Unclassified)

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 31 July 1956.
307ARS, Subj: Sqdn Comdr's Remarks refueling Air Tng Report (RCS: 9-SAC-T12). (Confidential)

11. Refueling Data:

a. Sorties scheduled and confirmed: 168.

b. Number of Sorties:

(1) 131.

(2) 77.

(3) 96.

NOTE: Total Fuel Transferred:
2,310,844 Pounds
271,992 Gallons

c. Number of aborts due to:

(1) Adverse weather: 16.
(2) Aircraft malfunction: 28.
(3) Electronic rendezvous equipment malfunction: 1.
(4) Refueling equipment malfunction: 2.
(5) Other causes: Receiver Cancellations 25.

d. Mass Night Refuelings.

(1) Confirmed sorties: 43.

(2) Airborne sorties: 38.

(3) Sorties with complete rendezvous: 34.

(4) Sorties transferring required fuel: 29. (Unclassified)

12. Comments and Recommendations of Squadron Commander:

a. The training quarter completed 31 July 1956 reflected a shortage of accomplishments in Air Refueling and navigation. It is felt, however, the navigation experience gained during this units deployment more than off set this shortage of navigation requirements. The delay in deployment created a problem in accomplishing the required number of air refueling.

b. A shortage of flight engineers made it necessary to disband one (1) crew and the anticipated loss of three (3) additional flight engineers in the next six (6) months could seriously affect the crew upgrading program.

c. Total Percent of 50-8 accomplished: 90.9% (Unclassified)

Everett B Thurlow

EVERETT B THURLOW
Lt Col, USAF
Commander

CONFIDENTIAL

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AIR REFUELING AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307th Air Refueling Squadron	July	1	3	9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10		11	12		13			14	15				16	17	18	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS	MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76			NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (SCR-718)	NUMBER OF CELESTIAL NAVIGATION LEGS	
																						TOTAL LEGS	CIRCULAR ERROR						
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			1	2	3					
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65	
T01	KC097	10	49	-	02	02	01	01	01	01	01	01	-	-	02	02	-	-	02	02	01	-	-	-	-	-	-	-	
T11	KC097	05	28	-	02	02	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T22	KC097	05	32	-	02	02	-	-	02	02	02	02	-	-	02	02	-	-	02	02	01	02	00	04	-	01	01	-	
SUB TOTAL	-	20	109	-	06	06	03	03	03	03	03	03	-	-	04	04	-	-	04	04	02	02			-	01	01	-	
T03	KC097	06	25	-	04	04	02	02	02	02	02	02	-	-	03	03	02	02	03	03	01	03	04	05	08	01	-	-	
T03	KC097	-	-	-	-	NO ACCOMPLISHMENTS BY THIS CREW MEMBER							-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T04	KC097	14	92	-	05	05	02	02	03	03	05	05	01	01	06	06	01	01	03	03	02	03	04	08	14	02	04	02	
T05	KC097	15	92	-	07	07	03	03	04	04	04	04	-	-	07	05	01	01	07	05	01	02	00	12	-	03	02	02	
T06	KC097	16	77	-	09	09	05	05	04	04	05	05	-	-	07	05	01	01	04	03	01	03	05	05	08	02	01	02	
T07	KC097	11	74	-	06	06	04	04	02	02	04	04	-	-	05	05	01	01	03	03	02	03	07	07	08	02	01	02	
T07	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	10	-	-	-	-	-	
T08	KC097	09	65	-	05	05	02	02	03	03	03	03	-	-	05	04	02	02	02	01	01	03	03	03	07	04	03	02	
T09	KC097	13	73	-	05	05	01	01	04	04	02	02	-	-	05	05	01	01	04	04	01	03	06	10	12	02	01	02	
T10	KC097	21	123	-	06	06	02	02	04	04	04	04	-	-	04	04	01	01	02	02	01	01	16	-	-	04	01	-	
T10	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	05	10	-	-	-	-	
T12	KC	11	75	-	07	07	04	[illegible]	03	03	03	03		-	07	07	01	01	06	[illegible]	01	03	06	08	10	01	[illegible]	02	

SAC FORM 1 APR 56 36 PREVIOUS EDITIONS ARE OBSOLETE. FC: 2720

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AIR REFUELING AIR TRAINING REPORT - PART I	UNIT: 307th Air Refueling Squadron	MONTH: July	PAGE NR: 2	NR OF PAGES: 3	REPORTS CONTROL SYMBOL: 9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15				16	17	18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (SCH-718)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR					
																							1	2	3			
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
T13	KC097	07	44	-	04	04	01	01	03	03	04	04	-	-	02	02	01	01	-	-	01	02	07	10	-	02	01	02
T14	KC097	14	93	-	05	05	01	01	04	04	03	03	-	-	06	06	02	02	05	04	02	01	07	-	-	04	01	02
T17	KC097	09	55	-	05	04	01	01	04	03	05	04	-	-	04	04	03	03	04	04	02	03	00	08	12	02	01	02
T18	KC097	13	74	-	03	03	01	01	01	01	03	03	-	-	05	05	02	02	02	02	02	02	10	12	-	03	01	02
T18	KC097	-	-	-	-	-	NO ACCOMPLISHMENTS BY THIS CREW MEMBER								-	-	-	-	-	-	-	-	-	-	-	-	-	-
T19	KC097	08	48	-	05	05	02	02	03	03	04	04	-	-	05	05	03	03	04	04	03	03	01	12	14	04	01	02
T20	KC097	16	91	-	08	08	04	04	04	04	04	04	-	-	06	06	01	01	04	04	01	03	03	04	05	03	01	02
T22	KC097	09	56	-	04	03	02	02	02	01	03	02	-	-	04	04	01	01	03	03	01	01	13	-	-	02	-	-
T23	KC097	19	116	-	06	06	02	02	04	04	03	03	-	-	05	05	03	03	05	04	02	03	02	04	15	04	01	01
T24	KC097	10	66	-	05	05	03	03	02	02	04	04	-	-	05	05	02	02	05	05	02	03	10	12	14	02	01	02
T25	KC097	11	54	-	05	05	03	03	02	02	03	03	-	-	05	05	01	01	03	03	01	03	04	08	11	03	02	02
T13	KC097	-	-	-	01	01	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL	-	232	1383	-	105	103	45	45	59	57	69	67	01	01	96	91	30	30	69	63	28	51				50	24	31
M03	KC097	05	29	-	02	01	-	-	02	01	01	01	-	-	03	03	-	-	03	03	-	-	-	-	-	01	01	02
M07	KC097	03	15	-	01	01	01	01	-	-	01	01	-	-	01	-	-	-	-	-	01	-	-	-	-	01	-	-
M13	KC097	03	17	-	-	-	-	-	-	-	-	-	-	-	03	03	-	-	02	02	01	01	-	-	-	02	-	-

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AIR REFUELING AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307th Air Refueling Squadron	July	3	3	9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION							
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15				16	17	18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS-PATTERN LEGS (SCN-718)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	CIRCULAR ERROR 3			
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
M30	[illegible]	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	03	--	--	--	02	01	--
SUB TOTAL	--	11	61	--	03	02	01	01	02	01	--	--	--	--	07	06	--	--	05	05	02	04	--	--	--	06	02	02
TOTAL	--	263	1553	-	114	111	49	49	64	61	-	-	01	01	107	101	30	30	78	72	32	57				57	27	33
XXXXX	-	02	13	-	02	02	02	02	-	-	-	-	-	-	03	03	01	01	02	02	-	-	-	-	-	04	-	-
COMBAT READY PRACTICE	-	-	-	-	05	05	03	03	02	02	03	03	01	01	06	06	-	-	06	06	-	01	-	-	-	03	-	-
NON COMBAT READY PRACTICE	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	05	02	-
SUB TOTAL	-	02	13	-	08	08	06	06	02	02	03	03	01	01	09	09	01	01	08	08	03	01	-	-	-	12	02	-
IM26	-	-	-	-	AC TDY WEST PALM BEACH FLA, RETURN 21 Aug 56																									
IM27	-	-	-	-	AC TDY WEST PALM BEACH FLA, RETURN 21 Aug 56																									
IM28	-	-	-	-	AC TDY WEST PALM BEACH FLA, RETURN 24 Aug 56																									
IM29	-	-	-	-	AC TDY WEST PALM BEACH FLA, RETURN 21 Aug 56																									
IM31	-	-	-	-	AC TDY WEST PALM BEACH FLA, RETURN 1 SEPT 56																									
IM32	-	-	-	-	AC TDY WEST PALM BEACH FLA, RETURN 1 OCT 56																									

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AIR REFUELING AIR TRAINING REPORT - PART II

UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
307th Air Refueling Squadron	July	1	3	9-SAC-T12

E. GEN 19	F. CEL GRID NAV. 20			G. P.P. 21	H. LOADING 22	23	I. EMERGENCY PROCEDURE DRILLS 24	25	26	27	28	J. CELL MISSIONS 29			K. STD. BD 30	L. MISCELLANEOUS 31	32	33	34	35	36	37	38	39	40	41
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NUMBER OF COMPLETE PILOT PROF. MISSIONS	KC-97 LOAD. & UNLOAD. EWP PASS. OR CARGO	KC-97 PRECOMPUTATION OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS.)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STANDARDIZATION CHECK	LRCC	PERF INDEX	PERF INDEX	DRY H.U.	ARA	AC TO LDG	CP TO LDG	AC GCA ILS	CP GCA ILS	AC PPI CP	AC GYRO OUT CP
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65												
T01	-	-	-	-	01	01	03	03	03	-	-	-	-	-	FEB	01	95	-	07	01	14	26	09	04	-	22
T11	-	-	-	01	02	02	02	02	02	-	-	-	-	-	FEB	01	94	-	15	-	06	01	03	02	-	-
T[illegible]2	-	-	-	01	02	02	02	02	02	01	01	-	-	-	JUN	-	-	-	04	02	03	02	03	01	10	01
SUB TOTAL	-	-	-	02	05	05	07	07	07	01	01	-	-	-	-	02		-	26	03	23	29	15	07	10	23
T03	-	-	-	-	-	06	02	02	02	-	-	02	-	02	FEB	-	-	-	06	02	06	-	02	-	-	-
T03	-	-	-	-	-	-	NO ACCOMPLISHMENTS BY THIS CREW MEMBER								-	-	-	-	-	-	-	-	-	-	-	-
T04	02	05	07	01	01	05	02	02	02	03	03	01	-	01	MAR	02	98	98	03	05	09	14	05	07	-	11
T04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	100	-	-	-	-	-	-	-	-	-
T05	02	04	06	01	02	08	08	08	08	-	-	02	-	02	MAY	02	88	95	23	05	19	06	09	03	11	11
T06	02	04	09	01	02	08	06	06	06	01	01	01	-	01	JUN	02	93	96	40	04	19	02	09	01	-	11
T07	01	05	-	01	02	06	06	06	06	01	01	01	-	01	JUN	01	99	-	23	03	33	04	09	08	-	-
T08	02	02	05	01	02	08	04	04	04	01	01	02	-	02	APR	01	99	-	33	04	11	05	09	04	11	11
T09	02	-	03	01	02	08	03	03	03	01	01	02	-	02	MAR	01	95	-	16	03	11	02	05	03	-	-
T10	02	06	09	01	02	07	05	05	05	02	02	01	-	01	JAN	01	95	-	33	04	19	13	11	09	01	10
T10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T12	01	[illegible]	-	01	01	05	04	[illegible]	04	-	-	01	-	01	MAR	02	94	98	29	03	12	05	06	05	-	11

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AIR REFUELING AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307th Air Refueling Squadron	July	2	3	9-SAC-T12

E. GEN	F. CEL GRID NAV.			G. P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. BD	L. MISCELLANEOUS										
19	20			21	22	23	24	25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NUMBER OF CURRENT PILOT PROF. MISSIONS	KC-97 LOAD & UNLOAD, EXP PASS, OR CARGO	KC-97 RECOMPUTATION OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STANDARDIZATION CHECK	LRCC	PERF INDEX	PERF INDEX	DRY H.U.	APA	AC TO LDG	CP TO LDG	AC GCA ILS	CP GCA ILS	AC PTI CP	AC PTO OUT CP
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65													
T13	--	--	--	01	01	07	03	03	03	01	01	02	-	02	MAY	01	99	-	10	05	12	07	15	05	13	11
T14	02	08	09	02	01	08	05	05	05	01	01	02	-	02	MAY	02	91	98	05	03	13	02	04	01	-	11
T17	02	05	15	01	01	06	03	03	03	01	01	02	-	02	APR	01	94	-	-	03	06	04	05	04	11	22
T18	02	03	06	01	02	07	04	04	04	01	01	02	-	02	JUN	01	94	-	03	03	10	-	11	01	--	10
T16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*05	-	*04	-	-	*10
T19	02	12	14	01	-	06	03	03	03	01	01	03	-	03	MAR	01	97	-	09	03	05	01	04	02	-	-
T20	02	15	17	01	02	04	04	04	04	02	02	02	-	02	JUN	01	96	-	64	04	13	04	05	03	01	01
T22	02	13	19	-	-	06	01	01	01	-	-	02	-	02	JUN	01	93	-	27	01	11	03	-	02	-	11
T23	02	07	09	01	02	06	04	04	04	03	03	03	-	03	JUN	02	94	98	19	03	10	05	05	01	-	22
T24	02	06	07	01	02	07	04	04	04	01	01	02	-	02	Jan	01	93	-	22	04	09	03	04	02	-	21
T25	02	12	15	01	02	08	04	04	04	02	02	01	-	01	JAN	01	97	-	35	02	11	-	06	-	01	-
T13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	DEC	-	-	-	02	-	-	-	-	-	-	-
SUB TOTAL	32			18	27	126	75	75	75	22	22	34	-	34	-	25			402	65	231	80	128	61	49	1714
M03	02	05	06	01	02	02	02	02	02	01	01	-	-	-	FEB	01	-	-	02	01	04	04	05	05	-	11
M07	01	-	--	-	-	02	01	01	01	-	-	-	-	-	JUN	01	-	-	01	-	04	02	01	-	-	-
M13			-	-	-	03	-		-	-	-	-	-		MAY	01	-	-		03	05	05	01	01		-

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AIR REFUELING AIR TRAINING REPORT - PART II	UNIT: 307th Air Refueling Squadron	MONTH: July	PAGE NR: 3	NR OF PAGES: 3	REPORTS CONTROL SYMBOL: 9-[illegible]-T12

E. GEN	F. CEL GRID NAV.			G.P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. BD	L. MISCELLANEOUS										
19	20			21	22	23	24	25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NUMBER OF COMPLETE PILOT PROF. MISSIONS	KC-97 LOAD. & UNLOAD. EWP PASS. OR CARGO	KC-97 PRECOMPUTATION OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS.)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STANDARDIZATION CHECK	LRCC	PERF INDEX	PERF INDEX	DRY F.U.	ARA	AC TO LDG	CP TO LDG	AC GCA ILS	CP GCA ILS	AC [illegible] CP	AC GYRO OUT CP
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65												
M30	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-
SUB TOTAL	06			01	02	07	03	03	03	01	01	-	-	-	-	05	-	-	03	04	13	11	07	06	49	11
TOTAL	38			21	24	13[illegible]	65	85	85	24	24	34	-	34	-	32			431	72	267	120	150	74	5 9	2018
XXXXX	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	09	01	02	-		-	-	-
COMBAT READY TRAINING	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	02	02	01	-	-
NON COMBAT READY TRAINING		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19		-	-	-	-	-	-
SUB TOTAL																										
IM26	-	-	-	-	-	-	AC TDY WEST PALM BEACH, FLA RETURN 21 Aug 56																			
IM27	-	-	-	-	-	-	AC TDY WEST PALM BEACH, FLA RETURN 2[illegible] Aug 56																			
IM28	-	-	-	-	-	-	AC TDY WEST PALM BEACH, FLA RETURN 2[illegible] Aug 56																			
IM29	-	-	-	-	-	-	AC TDY WEST PALM BEACH, FLA RETURN 2[illegible] Aug 56																			
IM31	-	-	-	-	-	-	AC TDY WEST PALM BEACH, FLA RETURN 1 Sept 56																			
IM32	-	-	-	-	-	-	[illegible] TDY WEST PALM BEACH, FLA RETURN 1 Oct 56																			
				[illegible] M30 DIS[illegible] JULY 56																						

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Air Force-SAC, Offutt O-1010(56)

T30-43-I

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HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM
APO 179, New York, New York

307DOT 8 August 1956

SUBJECT: Wing Commander's Remarks 1 - 31 July 1956 Part IV (RCS: 5-SAC-T-12) (Confidential)

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

Part IV

1. Hours flown performing missions ordered by higher headquarters:

a. Ferrying Aircraft	123 hours	
b. Armed Forces Day demonstration	46 hours	
c. Deployment to Great Britian	433 hours	
d. Orientation mission in U.K.	252 hours	
Total	854 hours	(Unclassified)

2. Weather or local conditions:

a. One (1) runway closed to B-47's due to damage, and the other limited by construction, reduced sortie length on aircraft unable to make water take off during May.

b. Cancellations due to weather: 202 hours lost.

c. Five (5) weapons mission sorties were concelled in July due to theater weather minimums, necessitating rescheduling with resultant loss of previously scheduled training.

d. Five (5) sorties were concelled and considerable readjustment in scheduled sorties was necessitated by an extremely hazardous local condition, which resulted from an aircraft crash on 27 July 1956. The airfield was closed for periods of time from 27 July through 30 July. Resultant lost training could not be rescheduled prior to the end of the quarter. (Unclassified)

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307th Bomb Wing Commander's Remarks 1 - 31 July 1956, Part IV (RCS: 5-SAC-T-12) (Confidential)

3. Air traffic control delay information.

ATC DELAYS

TYPE	TOTAL NUMBER	TOTAL TIME
Departure	27	8:17
Arrival	None	0:00
Total	27	8:17

DELAYS AFFECTING UNIT MISSION

DATE	TYPE	TOTAL AIRCRAFT INVOLVED	TOTAL TIME INVOLVED

NONE REPORTED

DELAYS OVER 30 MINUTES

DATE	TYPE	TIME LOST	REASON FOR DELAY
6 June	Departure	0:35	Awaiting clearance
18 June	Departure	0:45	Awaiting clearance

(Unclassified)

4. Restrictive Directives: None. (Unclassified)

5. Combat Crew Member gains and losses:

a. Crew Members gained.

(1) Two (2) Aircraft Commanders.

(2) One (1) Co-pilot.

b. Crew Members lost:

(1) Two (2) Aircraft Commanders, one (1) deceased, one (1) to Squadron Operations Officer.

(2) Four (4) Co-pilots, one (1) deceased, one (1) to filler pending PCS to USAFIT; two (2) separated.

(3) Two (2) observers, one (1) deceased, one (1) to Wing Staff. (U)

307th Bomb Wing Commander's Remarks 1 - 31 July 1956, Part IV (RCS: 5-SAC-T12) (Confidential)

6. Crew Member Changes:

a. Two (2) Aircraft Commanders:

b. Five (5) Co-Pilots.

c. One (1) Observer. (Unclassified)

7. New Crews:

a. IN-49 formed 11 May 1956.

b. N-49 formed 5 Jun 1956.

c. IN-78 formed 8 May 1956.

d. N-79 formed 19 Jun 1956. (Unclassified)

8. Crew Status Changes:

R-09 to IN-09	Downgraded	25 July 1956
N-12 to R-12	Upgraded	20 July 1956
N-13 to R-13	Upgraded	2 July 1956
N-14 to R-14	Upgraded	31 July 1956
N-15 to R-15	Upgraded	25 July 1956
N-16 to R-16	Upgraded	31 July 1956

R-30 - Disbanded 5 June 1956. Aircraft Commander to Squadron Operations Officer, Co-Pilot and Observer to other crews.

R-31 to N-31	Downgraded	2 July 1956
N-31 to R-31	Upgraded	25 July 1956
R-35 to L-35	Upgraded	21 July 1956
R-38	Disbanded	27 July 1956
N-41 to R-41	Upgraded	2 July 1956
N-43 to R-43	Upgraded	25 July 1956
N-45 to R-45	Upgraded	25 July 1956 (U)

N-49 to R-49	Upgraded	31 July 1956
R-60 to L-60	Upgraded	7 June 1956
N-73 to R-73	Upgraded	5 June 1956
N-74 to R-74	Upgraded	28 July 1956
N-77 to R-77	Upgraded	28 July 1956 (U)

9. Standardization Crews:

a. Wing L-01

b. 370BOMRON R-02

c. 371BOMRON R-34

d. 372BOMRON L-60

e. Additional R-36

f. Additional R-61

10. Additional material and personnel problems:

a. Airman Manning: As of 31 July 1956, 1536 airmen were assigned with an authorization of 1587 or 96.8%. Of the 1536 airmen assigned, 1141 were effective or 71.8%. Specific soft spots exist in the following areas:

(1) Intelligence (206X0). We are authorized eleven (11) airmen in this specialty and have a 90 days projected strength of eight (8) assigned or 73% manned.

(2) Airborne Electronic Countermeasures Operations Supervisors (29374). We are authorized nine (9) airmen and have a 90 day projected strength of seven (7) airmen assigned. This will affect our ECM capability.

(3) In the 30 career field, the following shortages exist: (301X0C) We are authorized thirteen (13) airmen in this specialty and have a 90 day projected strength of ten (10) airmen assigned. (301X1): We are authorized four (4) airmen and have a 90 day projected strength of one (1) assigned. (301X3): We are authorized six (6) airmen and have a 90 day projected strength of none (0) assigned. This will affect our ECM capability. (UNclassified)

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(4) Armament Systems Maintenance. (321XO, B, C, and D). We are authorized fourteen (14) airmen in this specialty and have one (1) assigned or 4% manned in this A&E hard core area.

(5) In the 42 career field, the following exists: Aircraft Hydraulic Repairman. We are authorized twenty-three (23) airmen and have a 90 day projected strength of eighteen (18) assigned or 78% in this area. Instrument Repairman. 422XO). We are authorized thirty-one (31) Instrument Specialists and have a projected 90 day strength of twenty-six (26) assigned. The shortage hinders our specialized maintenance functions.

(6) Administrative Career Field. (702XO). We are authorized ninty-one (91) clerks and have a 90 day projected assigned strength of sixty-seven (67) or 73% of our authorized strength. Only forty-seven (47) of the assigned personnel are effective. The others are directed duty airmen whom we are training locally. This lack of effective clerks is reflected in preparation of correspondence and late reporting. The extra work load placed on qualified clerks has lowered morale and contributes to the low reenlistment rate in this specialty.

b. Officer Manning: As of 31 July 1956, three-hundred and seventy-three (373) officers were assigned against an authorization of four hundred and thirty-five (435) or 85.7%. Of the three-hundred and seventy-three (373) officers assigned, three-hundred and sixty-six (366) were effective or 84.9%. The drop in percentage from the June report is caused by loss of a crew in an aircraft accident and a change in Manning Document authorizations, which decreased our authorization for 3024's, Electronic Countermeasure Officers from thirteen (13) to eleven (11) and our Intelligence Officer authorizations from eleven (11) to eight (8), causing assigned officers to become ineffective. A&E officer strength is still critical. This squadron is authorized four (4) key officer slots which have never been filled. They are two (2) 3234 Armament Systems Officers, both authorized grade of Major; one (1) 3054 Air Electronics Officer, grade of Major and 32000 Armament Systems Warrant Officer. The continued lack of A&E officers of this experience level and caliber hinders this organization in progressing to the proper level of support needed to give our inexperienced airman the guidance and supervision they need to be upgraded in this field. (Unclassified)

11. Refueling Data:

a. Number of refueling sorties scheduled and confirmed: 214

b. Number of Sorties:

(1) Airborne 177

(2) Effecting complete electronic rendezvous 81

(3) Transferring required fuel 142

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307th Bomb Wing Commander's Remarks 1 - 31 July 1956, Part IV (RCS: 5-SAC-T12) (Confidential)

c. Number of aborts due to:

(1)	Adverse weather		16
(2)	Aircraft Malfunction		22
(3)	Electronic rendezvous equipment malfunction		1
(4)	Refueling equipment Malfunction		0
(5)	Other causes:		
	(a) Tanker cancellations or aborts		28
	(b) Operations cancellations		3
	(c) Tanker malfunction		2
		TOTAL ABORTS	72

d. Mass night cell refuelings:

(1)	Confirmed sorties	42
(2)	Airborne sorties	36
(3)	Sorties effecting complete rendezvous	34
(4)	Sorties transferring required fuel	29

(Unclassified)

12. Comments or Recommendation of the Wing Commander:

This Wing completed 82.3% of the SAC Reg 50-8 requirements for the quarter. This percentage was decreased by several factors, the principal of which included, the high priority placed on the upgrading program, the training sorties lost due to the exchange of aircraft during May and June, and a critical shortage of air refueling support.

The shortage of air refueling sorties resulting from the heavy TOC Program and propeller difficulties, restricted available air refueling sorties principally, to non-ready crew training and mass night refuelings.

It is estimated that eighty-two (82) effective training sorties were lost as a result of the transfer of aircraft. This was based upon a reduction in available aircraft and the restrictions placed on ferry flights. This reduced the creditable SAC Reg 50-8 accomplishments.

Further complications in accomplishing a planned program, were the relatively unprofitable deployment and theater orientation missions insofar as SAC Reg 50-8 items were concerned. (Unclassified)

307th Bomb Wing Commander's Remarks 1 - 31 July 1956, Part IV (RCS: 5-SAC-T12) Confidential)

The added requirement for a night heavyweight air refueling mission as part of the standardization check, caused the upgrading of eleven (11) crews to slip from June to July. This change, by making these crews responsible for the higher non-ready minimums decreased the percentage accomplished by the Wing. It also decreased the available sorties which had been programmed for ready crews in July.

In view of these and other factors, it is felt that 82.3% represents a creditable performance for this Wing for the period. (Unclassified)

Louis G Thorup

LOUIS G THORUP
Colonel, USAF
Commander

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: JULY | PAGE NUMBER: 1 | NUMBER OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL						B. BOMBING							C. NAVIGATION											D. REFUELING					
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED: MACH .81 WITH IBDA	RADAR ATTACKS CAMERA SCORED: FIXED ANGLE	VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES: TOTAL	VISUAL RELEASES M-19: NR OF REL.	VISUAL RELEASES M-19: CIRCULAR ERROR	NIGHT CELESTIAL: TOTAL LEGS	NIGHT CELESTIAL CIRCULAR ERROR: 1	2	3	4	DAY CEL: NR OF LEGS	CELESTIAL GRID: TOTAL LEGS	CELESTIAL GRID CIRCULAR ERROR: 1	2	RADAR GRID: NR OF LEGS	PRESS. PATTERN: NR OF LEGS	TOTAL REFUELINGS: ATT.	SUCC.	MASS NIGHT REFUELINGS: ATT.	SUCC.	MAX GROSS WEIGHT NIGHT: ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
L01	B-47E	12	70	-	01	01	-	01	-	-	-	-	02	01	08	-	-	02	02	07	18	01	01	02	02	01	01	-	-
R02	B-47E	09	53	-	01	-	-	01	-	-	-	-	02	12	23	-	-	01	02	22	23	-	01	02	02	01	01	-	-
R34	B-47E	08	53	-	01	-	-	01	-	-	-	-	02	15	29	-	-	01	02	05	09	-	01	02	02	01	01	-	-
R36	B-47E	11	66	-	01	01	-	02	-	-	-	-	01	16	-	-	-	02	02	08	10	-	01	02	02	01	01	-	-
																			01	17									
L60	B-47E	17	94	-	01	01	-	01	-	-	-	-	02	15	21	-	-	01	02	03	28	-	01	02	02	01	01	-	-
R61	B-47E	12	94	-	01	-	-	01	-	-	-	-	02	17	17	-	-	02	02	02	27	-	01	02	02	01	01	-	-
SUB TOTAL		69	430	-	06	03	-	07	-	-	-	-	11	-	-	-	-	09	13	-	-	01	06	12	12	06	06	-	-
L10	B-47E	11	66	-	01	03	01	01	-	02	-	-	02	06	18	-	-	02	02	05	07	01	01	03	03	01	01	01	01
L35	B-47E	01	08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	05	06	-	-	01	01	01	01		
SUB TOTAL		12	74	-	01	03	01	01	-	02	-	-	02	-	-	-	-	02	04	-	-	01	01	04	04	02	02	01	01
R35	B-47E	13	64	-	01	03	01	01	01	-	-	-	04	05	10	19	20	01	02	14	18	01	01	01	01	-	-	-	-
R10	B-47E	01	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R36	B-47E	01	08	-	-	-	-	-	-	-	-	-	01	19	-	-	-	-	-	-	-	01	-	-	-	-	-		
B61		Negative (No flight till aft[illegible] 14 May 56, upgraded to [illegible]dboard on that date)																											

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Air Force-SAC, Offutt O-940(56) T3C-424-1

(When Filled In) **CONFID**

0187

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I	UNIT	MONTH	PAGE NUMBER	NUMBER OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	JULY	2	6	5-SAC-T12

A. GENERAL						B. BOMBING							C. NAVIGATION										D. REFUELING					
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT	
							MACH .81 WITH IBDA	FIXED ANGLE		TOTAL	M-19 NR OF REL.	M-19 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	CIRCULAR ERROR 3	CIRCULAR ERROR 4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
R03	B-47E	14	78	--	01	03	01	02	--	--	--	--	02	12	18	-	-	02	02	12	28	02	01	03	03	01	01	--	--
R04	B-47E	13	88	-	01	03	01	01	01	--	--	--	02	08	04	-	--	02	02	09	16	01	01	03	03	01	01	-	-
R05	B-47E	14	78	-	01	02	01	01	01	02	--	--	02	12	03	-	-	01	02	12	14	01	01	03	03	01	01	01	01
R06	B-47E	17	89	--	01	02	01	01	--	01	-	--	02	17	23	-	-	01	02	04	23	04	01	03	03	01	01	01	01
		--	-	-	-	--	-	-	-	-	-	--	-	-	-	-	-	--	-	-	-	--	--	-	-	-	--	-	-
R08	B-47E	21	114	--	01	01	01	01	01	--	--	--	02	04	06	-	-	02	02	05	07	01	01	03	03	01	01	--	--
R11	B-47E	17	95	--	01	02	01	01	--	--	--	--	02	01	17	-	-	03	02	08	12	01	01	03	03	01	01	-	-
R30	B-47E	03	16	-	-	--	-	--	--	--	--	--	-	-	-	-	--	-	01	09	--	--	--	--	--	--	--	--	--
		No Training Accomplished by new crew member																											
R32	B-47E	12	65	-	01	02	01	01	--	--	--	-	02	08	30	-	-	01	02	05	19	--	01	03	03	01	01	01	01
R33	B-47E	16	95	-	01	02	01	01	01	--	--	--	02	10	15	-	--	02	02	08	-	01	02	02	02	01	01	-	--
		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R37	B-47E	12	76	-	01	02	--	02	01	-	-	--	02	10	26	-	-	02	02	05	16	01	01	03	03	01	01	-	-
R38	B-47E	14	92	--	01	02	01	01	--	--	--	-	02	05	23	-	-	03	02	02	17	--	01	02	02	01	01	-	--
		--	-	-	-	-	-	-	-	-	-	--	-	-	-	-	-	--	01	18	-	-	-	--	--	-	--	-	--
		--	-	--	-	-	-	--	-	-	--	--	-	--	-	-	-	-	-	-	--	--	--	--	--	--	--	--	--
R39	B-47E	12	74	-	01	01	--		-	-	0	-		06	10	-	-	01	02		04	-	01	03	03	01	01		-

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Air Force - SAC, Offutt O-940(56) T3C-424-I

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0188

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: JULY | PAGE NUMBER: 3 | NUMBER OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL						B. BOMBING						C. NAVICATION											D. REFUELING		
1	2	3	4	5	6	7	8	9	10			11					12	13			14	15	16	17	18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	NUMBER STREAM	RDS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS	MASS NIGHT REFUELINGS	MAX GROSS WEIGHT NIGHT
							MACH .81 WITH ISDA	FIXED ANGLE	TOTAL	M-19 NR OF HEL.	M-19 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	2	3	4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R40	B-47E	16	93	--	02	02	01	02	01	--	--	--	02	09	21	--	--	01	02	02	05	01	01	02	02	01	01	--	--
		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R42	B-47E	08	40	--	01	01	--	01	--	--	--	--	--	--	--	--	--	--	01	32	--	--	--	--	--	--	--	--	--
		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	01	--	--	--	--
R65	B-47E	13	86	--	02	02	01	01	01	--	--	--	*01	52	--	--	--	*01	*01	12	--	--	*01	--	--	--	--	--	--
R66	B-47E	12	79	--	02	02	01	01	01	02	--	--	02	15	28	--	--	01	02	17	19	01	01	03	03	01	01	--	--
R67	B-47E	14	89	--	01	02	01	01	01	02	--	--	02	06	23	--	--	01	02	27	29	01	--	02	02	01	01	--	--
		--	--	--	--	--	--	--	--	--	--	--	--	03	09	--	--	02	02	11	15	--	01	03	03	01	01	01	01
R68	B-47E	16	92	--	01	02	01	01	01	--	--	--	02	17	26	--	--	01	02	07	25	01	01	04	04	01	01	01	01
		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R69	B-47E	16	102	--	01	03	01	01	--	--	--	--	02	00	22	--	--	01	02	02	04	01	01	03	03	01	01	--	--
R70	B-47E	18	102	--	01	01	01	01	--	--	--	--	02	16	17	--	--	01	02	15	21	01	01	04	04	01	01	01	01
R71	B-47E	15	90	--	01	03	--	01	--	--	--	--	02	00	08	--	--	01	02	04	10	--	--	03	03	01	01	01	01
R25	B-47E	18	98	--	01	02	01	01	--	--	--	--	02	20	24	--	--	02	02	10	11	--	01	03	03	01	01	--	--
R73	B-47E	10	60	--	01	03	01	01	--	--	--	--	02	13	31	--	--	01	02	06	09	01	01	02	02	01	01	--	--
R12	B-47	01	06	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SAC [illegible] 184 PREVIOUS EDITION IS OBSOLETE. FC 2120

Air Force - SAC, Offun 0-940(56) T30-424-I (When Filled In) CONFIDENTIAL

0189

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 320TH BOMBARDMENT WING (M) | MONTH: JULY | PAGE NUMBER: 4 | NUMBER OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-70.2

A. GENERAL						B. BOMBING								C. NAVIGATION														D. REFUELING					
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18					
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	ROBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT					
							MACH .81 WITH IBDA	FIXED ANGLE		TOTAL	M-19 NR OF REL.	M-19 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	2	3	4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.				
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35				
R13	B-47E	05	28	--	02	--	--	--	--	--	--	--	02	38	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--				
R04	Negative (No flight as a Combat Ready Crew)																																
R11	Negative (No flight as a Combat Ready Crew)																																
R12	Negative (No flight as a Combat Ready Crew)																																
R10	B-47E	05	30	--	01	--	--	01	--	--	--	--	01	20	--	--	--	01	02	05	09	--	01	01	01	--	--	--	--				
R14	Negative (No flight as a Combat Ready Crew)																																
R15	B-47E	02	07	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--				
R19	Negative (No flight as a Combat Ready Crew)																																
R24	Negative (No flight as a Combat Ready Crew)																																
R27	Negative (No flight as a Combat Ready Crew)																																
R29	B-47E	01	07	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--				
R31	B-47E	04	31	--	--	02	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--				
R31 SUB TOTAL	Negative (No flight as a Combat Ready Crew)																																
		353	2082	--	27	51	20	28	11	07	--	--	50	--	--	--	--	36	54	--	--	17	23	64	64	21	23	09	09				
N12	B-47E	12	76	--	01	07	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--				
N13	B-47E	14	86	--	--	07	--	--	--	--	--	--	02	1-	--	--	--	04	02	04	--	02	--	--	--	--	--	--	--				

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0190

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: JULY | PAGE NUMBER: 5 | NUMBER OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL						B. BOMBING							C. NAVIGATION											D. REFUELING					
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	ABS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT	
							MACH .81 WITH IRDA	FIXED ANGLE		TOTAL	M-19 NR OF REL.	M-19 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	CIRCULAR ERROR 3	CIRCULAR ERROR 4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
		-	--	-	-	--	--	--	--	-	-	-	-	-	-	-	--	--	02	17	17	-	-	-	-	-	-	-	-
N[illegible]	B-47E	15	91	-	02	07	02	01	01	-	-	-	03	04	06	09	--	03	02	08	32	01	01	-	-	-	-	--	--
N45	B-47E	11	82	-	02	06	--	01	--	-	--	--	01	09	-	-	--	03	01	08	--	01	01	-	--	--	-	-	--
N40	B-47E	14	93	-	02	07	03	02	--	-	-	-	02	11	14	-	-	05	02	10	22	-	--	--	--	--	-	--	--
N47	B-47E	11	83	-	--	06	--	--	--	04	--	--	01	11	-	-	-	02	02	14	18	02	01	-	-	-	-	--	--
N43	B-47E	16	89	-	02	06	03	01	--	02	--	--	01	10	-	-	-	02	01	16	-	-	01	-	--	-	-	--	--
N45	B-47E	18	117	-	04	06	--	01	--	--	-	-	04	07	17	20	23	03	02	06	09	01	01	-	--	-	--	-	--
		-	-	-	-	--	-	--	--	-	--	--	01	27	-	-	-	-	01	23	-	-	-	--	--	-	--	-	--
N49	B-47E	08	44	--	02	01	-	01	-	-	-	-	-	-	-	-	-	-	01	06	-	01	-	--	-	-	-	-	-
N73	B-47E	05	33	--	-	-	-	--	-	-	-	--	-	-	-	-	-	01	--	--	-	-	-	--	--	-	-	-	--
N74	B-47E	15	91	-	01	08	-	01	-	04	-	-	03	10	13	25	-	02	02	07	11	01	-	-	-	-	-	--	-
N77	B-47E	15	97	-	01	04	-	01	-	04	-	-	03	05	13	31	-	02	02	11	14	-	-	-	-	-	-	-	-
N31	B-47E	08	44	-	01	03	-	01	-	-	-	-	01	03	-	-	-	02	-	-	-	-	01	-	-	-	-	-	-
N42	B-47E	16	111	-	01	07	-	01	-	-	-	-	04	05	17	21	27	02	02	12	16	01	01	-	-	-	-	-	-
		--	--	-	-	-	-	-	-	-	-	-	01	29	-	-	-	--	02	19	29	-	-	-	--	-	-	-	-
		--	--	-	-	-	-	-	-	-	-	-	-	-	-	-	-	--	01	30	-	-	-	-	-	-	-	-	-
N79	B-47E	03	19	--	-	-	-	-	-	-	-	--	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-

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Air Force-SAC, Offun 0-1-(X56) T3c-424-I

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0191

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 307TH BOMBARDMENT WING (H) | MONTH: JULY | PAGE NUMBER: 6 | NUMBER OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL						B. BOMBING						C. NAVIGATION										D. REFUELING					
1	2	3	4	5	6	7	8		9	10		11					12	13			14	15	16		17		18	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RDS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT	
							MACH .81 WITH IBDA	FIXED ANGLE	VIS ATTACKS CAMERA SCORED MACH .81	TOTAL	M-79	TOTAL LEGS	CIRCULAR ERROR					TOTAL LEGS	CIRCULAR ERROR								
											NR OF REL. / CIRCULAR ERROR		1	2	3	4	NR OF LEGS	TOTAL LEGS	1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54 / 55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-41	43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35
SUB TOTAL		181	1126	-	11	91	07	11	01	14	- -	26	-	-	-	-	34	26	-	-	12	07	-	-	-	-	-	-
WING TOTAL		615	3712	-	45	148	28	47	12	22	- -	89	-	-	-	-	81	97	-	-	31	37	80	80	29	29	09	09
XXXXX COMBAT R PRACT		51	291	-	01	02	-	02	-	04	- -	09	-	-	-	-	07	05	-	-	02	-	-	-	-	-	-	-
NON R PRACT		-	-	-	-	-	-	-	-	-	- -	08	-	-	-	-	05	02	-	-	01	-	-	-	-	-	-	-
SUB TOTAL		51	291	-	-	02	-	02	-	04	- -	03	-	-	-	-	12	05	-	02	-	-	-	-	-	-	-	-
												20	-	-	-	-	24	12	-	02	03	-	-	-	-	-	-	-
IN09	AC AND CP TDY TO LINCOLN AFB, NEBR 1-31 JULY																											
IN18	AC AND CP TDY TO ARTC 1 - 31 JULY																											
IN47	AC AND CP TDY TO ARTC 1 - 31 JULY																											
IN48	AC AND CP TDY TO ARTC 1 - 31 JULY																											
IN76	AC AND CP TDY TO ARTC 1 - 31 JULY																											
IN78	AC AND CP TDY TO ARTC 1 - 31 JULY																											

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Air Force - SAC, Offset O-940(56) T30-424-I (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT
AIR TRAINING REPORT - PART II

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: JULY | PAGE NUMBER: 1 | NUMBER OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

CREW NUMBER	E. GENERAL	F. DN CONT.	G. RADAR RENDEZVOUS						H. GUNNERY					I. ECM JAMMING								J. FORMATION			K. PILOT PROF	L. ATO		M. RADAR APP.	N. PRESS FLIGHT	O. STAN CHECK
			21 TOTAL RENDEZVOUS		22 DURING DARKNESS		23 AN/APN-12/76 RENDEZVOUS		24 PER CENT FIRE-OUT MAX LOAD			25 NR OF SLG GUNNERY MISSIONS	26 FIGHTER ATTACK MISSIONS	27 BIG SNOW		28 LITTLE SNOW		29 LITTLE RIVER		30 BIG PHOTO CHATTER RUNS		31			32	33	34	35	36	37
	NR OF DRY CONTACTS		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	TOTAL NR OF MAX LOAD MISSIONS	1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF CONSECUTIVE MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FOR FLIGHT POSITION	MONTH LAST STANDARDIZATION CHECK COMPLETED
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71	
L01	02	02	02	01	01	01	01	02	53	51	01	01	-	-	-	-	-	-	-	-	04	03	01	01	-	06	03	03	FEB
	-	-	-	-	-	-	-	02	87	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R02	02	02	02	01	01	02	02	02	01	100	-	-	-	-	-	-	-	-	-	-	03	02	01	01	-	04	03	03	JAN
R34	-	01	01	-	-	-	-	02	51	100	-	-	-	-	-	-	-	-	-	-	02	02	-	01	-	06	-	01	FEB
R36	02	03	01	-	-	-	-	01	100	-	-	-	-	-	-	-	-	-	-	-	02	02	-	01	-	05	01	01	FEB
L60	10	01	01	-	-	-	-	02	56	100	-	-	-	-	-	-	-	-	-	-	03	02	01	01	-	05	03	02	MAY
R63	01	01	01	-	-	01	02	01	100	-	-	-	-	-	-	-	-	-	-	-	04	03	01	01	-	06	-	03	JAN
SUB TOTAL	15	08	08	02	02	04	04	12	-	-	01	01	-	-	-	-	-	-	-	-	18	14	04	06	-	32	10	13	
L10	08	02	02	-	-	01	01	02	60	95	-	01	-	-	-	-	-	-	-	-	02	02	01	01	-	04	04	03	DEC
L35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	APR
SUB TOTAL	08	02	02	-	-	01	01	02	-	-	-	01	-	-	-	-	-	-	-	-	02	02	01	01	-	04	04	03	
R35	06	01	01	-	-	01	01	01	100	-	-	-	-	-	-	-	-	-	-	-	02	02	-	01	-	01	03	03	APR
R10	-	01	01	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	DEC
R36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	FEB
R61	See Pg	I																											MAY

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MEDIUM JET BOMBARDMENT
AIR TRAINING REPORT - PART II

UNIT: 305TH BOMBARDMENT WING (M)
MONTH: JULY
PAGE NUMBER: 2
NUMBER OF PAGES: 6
REPORTS CONTROL SYMBOL: 5-SAC-T12

CREW NUMBER	E. GENERAL: NR OF DRY CONTACTS	G. RADAR RENDEZVOUS: TOTAL RENDEZVOUS ATT.	TOTAL RENDEZVOUS SUCC.	DURING DARKNESS ATT.	DURING DARKNESS SUCC.	AN/APN-12/76 RENDEZVOUS ATT.	AN/APN-12/76 RENDEZVOUS SUCC.	H. GUNNERY: TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAX LOAD 1	PER CENT FIRE-OUT MAX LOAD 2	NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	I. ECM JAMMING: BIG SNOW RUNS	BIG SNOW POINTS	LITTLE SNOW RUNS	LITTLE SNOW POINTS	LITTLE RIVER RUNS	LITTLE RIVER POINTS	BIG PHOTO CHATTER RUNS	BIG PHOTO CHATTER RUNS SUCC.	J. FORMATION: TOTAL HOURS	HOURS ABOVE 30,000	HOURS BELOW 10,000	K. PILOT PROF: NUMBER OF COMPLETE MISSIONS	L. ATO: NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	M. RADAR APP.: NR OF AIR-BORNE RADAR DIRECTED APPROACHES	N. PRESS FLIGHT: NR HOURS PRESSURIZED FLT COMBAT POSITION	O. STAN CHECK: MONTH LAST STANDARDIZATION CHECK COMPLETED
6-10	19-19	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71	
R03	-	01	01	-	-	-	-	02	100	100	-	01	-	-	-	-	-	-	-	-	06	02	04	02	-	02	03	03	APR
R04	04	01	01	01	01	-	-	01	100	-	-	-	-	-	-	-	-	-	-	-	03	02	01	01	-	08	03	02	FEB
R05	06	02	02	02	02	02	02	01	100	-	-	-	-	-	-	-	-	-	-	-	03	02	01	01	-	04	04	03	MAR
R06	06	03	03	02	02	01	01	02	52	83	-	01	-	-	-	-	-	-	-	-	03	02	01	01	-	08	03	03	FEB
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R08	05	-	-	-	-	-	-	02	88	100	-	-	-	-	-	-	-	-	-	-	02	02	-	01	-	02	10	04	JAN
	-	-	-	-	-	-	-	01	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R11	10	-	-	-	-	-	-	02	50	51	-	01	-	-	-	-	-	-	-	-	02	02	-	01	-	07	04	03	DEC
	-	-	-	-	-	-	-	01	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	MAR
	See Part I																												
R32	17	02	02	-	-	02	02	01	100	-	-	-	-	-	-	-	-	-	-	-	06	02	04	01	-	07	03	04	FEB
R33	10	03	03	01	01	02	02	02	61	76	-	-	-	-	-	-	-	-	-	-	02	02	-	01	-	04	03	03	JAN
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R37	02	01	01	01	01	01	01	01	100	-	-	01	-	-	-	-	-	-	-	-	02	02	-	01	-	01	03	03	APR
R38	09	02	02	01	01	01	01	01	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	06	02	05	MAR
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

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MEDIUM JET BOMBARDMENT
AIR TRAINING REPORT - PART II

UNIT [illegible] MONTH JULY PAGE NUMBER NUMBER OF PAGES REPORTS CONTROL SYMBOL

E. GENERAL		F.	G. RADAR RENDEZVOUS						H. GUNNERY				I. ECM JAMMING								J. FORMATION			K. PILOT PROF.	L. ATO		M. RADAR APP.	N. PRESS FLIGHT	O. STAN CHECK
19	20		21		22		23		24			25	26	27		28		29		30		31			32	33	34	35	36	37
CREW NUMBER	NR OF DAYS NOT FLOWN		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAX LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF INCOMPLETE MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-TO-AIR RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT-COMBAT POSITION	MONTH LAST STANDARDIZATION CHECK COMPLETED
			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.									
									41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71	
A-10	-19	17-19	21-23	-27	29-31	33-35	37-39																							
B-27	--	--	--	--	--	--	--		02	80	00	--	01	--	--	--	--	--	--	--	--	02	02	--	--	--	05	--	03	MAR
B-44	--	01	01	--	--	--	--		02	50	50	--	01	--	--	--	--	--	--	--	--	02	02	--	01	--	02	03	04	MAY
B-47	--	--	--	--	--	--	--		02	100	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
B-50	01	02	02	--	--	--	--		01	100	--	--	01	--	--	--	--	--	--	--	--	02	02	--	--	--	03	03	02	APR
B-66	08	02	02	01	02	02	02		01	80	--	--	02	--	--	--	--	--	--	--	--	03	02	01	01	--	08	03	03	MAR
B-67	--	01	03	02	02	03	03		02	75	87	--	04	--	--	--	--	--	--	--	--	02	02	--	01	--	07	03	03	APR
B-68	--	--	--	--	--	--	--		01	97	--	--	01	--	--	--	--	--	--	--	--	03	02	01	02	--	07	03	06	APR
B-68	01	05	05	03	03	04	04		02	16	83	--	04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
B-69	--	--	--	--	--	--	--		--	--	--	--	--	--	--	--	--	--	--	--	--	02	02	--	01	--	06	03	04	JAN
B-69	07	04	04	02	02	03	03		02	11	97	--	04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
B-70	02	02	02	01	01	01	01		02	55	100	--	01	--	--	--	--	--	--	--	--	03	02	01	01	--	10	03	03	MAY
B-71	03	03	03	02	02	02	02		01	100	--	--	--	--	--	--	--	--	--	--	--	03	02	01	01	--	10	03	04	APR
B-75	05	02	02	01	02	02	02		01	90	--	--	02	--	--	--	--	--	--	--	--	04	03	01	01	--	09	03	04	MAY
B-23	05	--	--	--	--	--	--		01	100	--	--	--	--	--	--	--	--	--	--	--	06	02	04	01	--	09	04	04	MAR
B-12	--	--	--	--	--	--	--		--	--	--	--	--	--	--	--	--	--	--	--	--	02	02	--	01	--	06	03	03	MAY
																						--	--	--	--	--	01			

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: JULY | PAGE NUMBER: 4 | NUMBER OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

E. GENERAL	F. DRY CONT.	G. RADAR RENDEZVOUS					H. GUNNERY				I. ECM JAMMING								J. FORMATION	K. PILOT PROF	L. ATO		M. RADAR APP.	N. PRESS FLIGHT	O. STAN CHECK
19	20	21	22		23		24		25	26	27		28		29		30		31	32	33	34	35	36	37
CREW NUMBER	NR OF DRY CONTACTS	TOTAL RENDEZVOUS	DURING DARKNESS		AN/AFN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAX LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS	HOURS ABOVE 30,000	HOURS BELOW 10,000	NUMBER OF COMPLETE MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLIGHT	MONTH LAST STANDARDIZATION CHECK COMPLETED
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.									
6-10	13-16	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71	
R13	–	–	–	–	–	–	–	02	04	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	02	APR
R14	See Part I																												MAY
R15	See Part I																												MAY
R21	–	–	–	–	–	–	–	02	51	60	–	–	–	–	–	–	–	–	–	–	02	02	–	–	–	02	01	02	JUN
R23	See Part I																												MAY
R25	–	–	–	–	–	–	–	–	–	–	–	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	JUN
R29	See Part I																												JUN
R74	See Part I																												JUN
R27	See Part I																												JUL
R09	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	APR
R31	14	01	01	01	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	
R31	See Part I																									01	–	–	–	
SUB TOTAL	345	46	46	23	23	31	31	42	–	–	03	24	–	–	–	–	–	–	–	–	67	47	21	23	–	137	77	85		JUN
N12	29	05	06	02	02	02	02	02	40	65	–	–	–	–	–	–	–	–	–	–	02	02	–	–	–	03	02	01		MAY
N13	06	02	01	01	01	–	–	01	2	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–		

SAC FORM 15 MAR 56 184# PREVIOUS EDITION IS OBSOLETE.

Air Force-SAC, Offset O-941(56) (When Filled In) CONFIDENTIAL

T30-424-I

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NUMBER	NUMBER OF PAGES	REPORTS CONTROL
	307TH BOMBARDMENT WING (M)	JULY	5	6	5-SAC-T12

E. GENERAL	F. DRY CONT.	G. RADAR RENDEZVOUS						H. GUNNERY				I. ECM JAMMING								J. FORMATION			K. PILOT PROF	L. ATO		M. RADAR APP.	N. PRESS FLIGHT
19	20	21		22		23		24			25	26	27		28		29		30	31			32	33	34	35	36
CREW NUMBER	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAX LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT. POSITION
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.								
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71
N14	06	05	05	03	03	05	05	02	50	50	–	01	–	–	–	–	–	–	–	–	02	02	–	01	–	06	06	03
	–	–	–	–	–	–	–	01	100	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
N15	04	02	02	01	01	02	02	02	100	100	–	–	–	–	–	–	–	–	–	–	02	02	–	–	–	06	03	03
N16	04	04	04	02	02	02	02	01	51	–	–	–	–	–	–	–	–	–	–	–	02	02	–	01	–	07	–	01
N41	03	02	02	01	01	01	01	02	60	77	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	04	01	–
N43	06	02	02	02	02	–	–	02	75	100	–	–	–	–	–	–	–	–	–	–	02	02	–	02	–	07	01	01
N45	03	03	03	–	–	03	03	02	17	100		–	–	–	–	–	–	–	–	–	01	01	–	–	–	–	09	–
	–	–	–	–	–	–	–	01	100	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
N49	08	04	04	02	02	03	03	02	75	100	–	–	–	–	–	–	–	–	–	–	01	01	–	–	–	04	–	01
N73	03	01	01	–	–	01	01	01	100	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	03	02
N74	03	03	03	02	02	03	03	02	03	45	–	–	–	–	–	–	–	–	–	–	01	01	–	01	–	08	02	01
N77	06	02	02	01	01	02	02	–	–	–	–	–	–	–	–	–	–	–	–	–	02	02	–	–	–	09	01	01
N31	–	01	01	01	01			02	100	100		–	–	–	–	–	–	–	–	–	01	01	–	–	–	–	–	0
N42	16	03	03	–	–	01	01	02	100	100	–	–	–	–	–	–	–	–	–	–	02	02	–	–	–	05	–	02
N79	01	01	01	01	01	01	01	01	93	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01
SUB TOTAL	91	40	40	19	19	26	26	27	–	–	–	01	–	–	–	–	–	–	–	–	18	18	–		–	69	20	2

SAC FORM 15 MAR 54 1844 PREVIOUS EDITION IS OBSOLETE. FC: 2721

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0197

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT
AIR TRAINING REPORT - PART II

UNIT: 307TH BOMBARDMENT WING (M)
MONTH: JULY
PAGE NUMBER: 6
NUMBER OF PAGES: 6
REPORTS CONTROL SYMBOL: 5-SAC-T12

E. GENERAL	F. DRY CONT.	G. RADAR RENDEZVOUS						H. GUNNERY					I. ECM JAMMING								J. FORMATION			K. PILOT PROF	L. ATO		M. RADAR APP.	N. PRESS FLIGHT	O. STAN CHECK
19	20	21		22		23		24			25	26	27		28		29		30		31			32	33	34	35	36	37
CREW NUMBER	NR OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAX LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS	HOURS ABOVE 30,000	HOURS BELOW 10,000	NUMBER OF COMPLETE MISSIONS	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT-COMBAT POSITION	MONTH LAST STANDARDIZA TION CHECK COMPLETED
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	SUCC.									
6-10	13-	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	66-68	69-71	
WING TOTAL	259	96	96	44	44	62	62	83	-	-	01	26	-	-	-	-	-	-	-	-	105	81	25		-	242	111	126	
SQDN	137	06	06	-	-	04	04	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-	18	03	-	-
SQDN COMBAT PRACT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SQDN NON-COMBAT PRACT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SQDN SUB TOTAL	137	06	06	-	-	04	04	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-	18	03	-	-
IN09	SEE PART I																												
IN18	SEE PART I																												
IN47	SEE PART I																												
IN48	SEE PART I																												
IN76	SEE PART I																												
IN78	SEE PART I																												

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Air Force - SAC, Offset O-941(56) (When Filled In) CONFIDE

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: JULY | PAGE NUMBER: 1 | NUMBER OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

P. GENERAL	Q. EMERG DRILL	R. SIM. STR REPORTS	S. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS																				
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61			
CREW NUMBER	NR OF CREW MEMBERS EMERG PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATED MISSIONS	20 MIN CONTACT OPT (GR)	20 MIN CONTACT OPT (GR)	NCR #R'LG 20 MIN	NCR #R'LG 20 MIN	MAXIMUM GROSS WT NCR	MAXIMUM GROSS WT NCR	CHAFF DISPENSED	T.O. & LDG	T.O. & LDG	ILS & GCA	ILS & GCA	PPI	PPI	GYRO OUT	GYRO OUT						
6-10	13-15	17-19	21-23	25-27	29-31	ATT	SUCC	ATT	SUCC	ATT	SUCC		AC	CP	AC	CP	AC	CP	AC	CP						
L01	03	04	01	01	01	01	01	-	-	-	-	-	12	05	05	04	04	04	01	-	-	-	-			
R02	01	-	03	01	01	01	01	-	-	-	-	-	13	06	08	05	-	-	-	-	-	-	-			
R34	-	02	01	01	01	01	01	-	-	-	-	-	10	02	02	01	02	-	-	-	-	-	-			
R35	-	02	02	01	01	01	01	-	-	-	-	-	10	03	10	06	01	02	-	-	-	-	-			
L60	02	02	01	01	01	01	01	-	-	-	-	-	17	02	13	-	01	02	01	02	-	-	-			
R61	-	03	02	01	01	01	01	-	-	-	-	-	13	05	03	02	-	01	-	-	-	-	-			
SUB TOTL	06	13	10	06	06	06	06	-	-	-	-	-	75	23	41	18	08	09	02	02	-	-	-			
L10	01	06	03	01	01	-	-	-	-	-	-	-	11	02	06	03	03	04	01	02	-	-	-			
L35	-	-	01	-	-	-	-	-	-	-	-	-	02	-	02	-	-	-	-	-	-	-	-			
SUB TOTL	01	06	04	01	01	-	-	-	-	-	-	-	13	02	08	03	03	04	01	02	-	-	-			
R35	01	05	-	01	01	02	02	-	-	-	-	-	12	02	06	07	04	05	-	-	-	-	-			
R10	01	-	-	-	-	01	01	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-			
R36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
R61	See Part I																									
R03	(	03	02	01	01	07	02	-	-	-		-	08	05	04			23	-	01	-	-	-			

SAC FORM 184b 15 MAR 56 PREVIOUS EDITION IS OBSOLETE. PC: 2725

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(When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT
AIR TRAINING REPORT - PART III

UNIT: 307TH BOMBARDMENT W I G (M) | MONTH: JULY | PAGE NUMBER: 2 | NUMBER OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-3AC-T12

P. GENERAL	Q. EMERG DRILL	R. SIM. STR REPORTS	S. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS																		
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	
CREW NUMBER	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED FLIGHT REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	20 MIN CONTACT OPP (GG)	20 MIN CONTACT OPP (GB)	NCR # RPTG 20 MIN	NCR # RPTG 20 MIN	MAINFLT GUNS WCR	MAINFLT GUNS WCR	CHIEF DEFENSE	T.O. & LDG	T.O. & LDG	ILS & GCA	ILS & GCA	FFI	FFI	GYRO OUT	GYRO OUT				
6-10	13-15	17-19	21-23	25-27	29-31	ATT	SUCC	ATT	SUCC	ATT	SUCC		AC	CP	AC	CP	AC	CP	AC	CP				
R04	01	06	02	01	01	01	01	-	-	-	-	-	10	10	07	01	-	-	-	-	-	-	-	
R05	01	04	02	01	01	01	01	-	-	-	-	-	16	04	04	02	01	01	-	-	-	-	-	
R06	01	05	02	01	01	01	01	-	-	-	-	-	20	01	06	-	01	-	-	01	-	-	-	
	-	-	-	-	-	-	-	-	-	-	-	-	-	*02	-	-	-	-	-	-	-	-	-	
R08	03	08	03	01	01	02	02	-	-	-	-	-	12	06	07	09	02	-	02	01	-	-	-	
R11	05	04	02	01	02	02	02	-	-	-	-	-	13	03	10	03	-	-	-	-	-	-	-	
R30	01	-	-	-	01	-	-	-	-	-	-	-	07	04	01	-	-	-	-	-	-	-	-	
	See Part I																							
R32	01	06	02	01	01	01	01	-	-	-	-	-	08	07	16	08	-	-	-	-	-	-	-	
R33	01	03	02	01	01	01	01	-	-	-	-	-	19	-	08	-	02	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	-	-	-	-	*08	-	*04	-	*02	-	*01	-	-	-	
R37	01	04	03	01	01	02	02	-	-	-	-	-	10	02	10	10	-	01	-	-	-	-	-	
R38	--	06	02	01	01	01	01	-	-	-	-	-	15	04	05	-	02	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	-	-	-	-	*04	-	-	-	-	-	-	-	-	-	
R39	01	04	01	01	01	01	01	-	-	-	-	-	09	-	11	04	03	-	-	-	-	-	-	
R40	01	04	02	01	01	01	01	-	-	-	-	-	12	05	06	04	-	-	06	04	-	-	-	
R62	[illegible]	02	--	01	01	02	02	-	-	-	-	-	11	-	05	-	01	-	01	-	-	-	-	

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: JULY | PAGE NUMBER: 3 | NUMBER OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

P. GENERAL	Q. EMERG DRILL	R. SIM. STR REPORTS	S. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS																				
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61			
CREW NUMBER	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED FLIGHT REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	20 MIN CONTACT DET (CR)	20 MIN CONTACT DET (CR)	NGR #RTG 20 MIN	NGR #RTG 20 MIN	NAVIGATION GROUND NGR	NAVIGATION GROUND NGR	GUNNERY QUALIFICATION NGR	T. O. & LDG	T. O. & LDG	ILS & GCA	ILS & GCA	PPI	PPI	GYRO UNIT	GYRO UNIT						
6-10	13-15	17-19	21-23	25-27	29-31	ATT	SUCC	NOT	SUCC	ATT	SUCC		TC	CP	TC	CP	AC	CP	AC	CP						
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
R65	01	04	02	01	01	02	02	-	-	-	-	-	17	11	05	03	01	01	-	-	-	-	-			
R66	01	08	02	01	01	03	03	-	-	-	-	-	10	03	10	07	-	-	-	-	-	-	-			
R67	01	06	02	01	01	01	01	-	-	-	-	-	18	02	10	03	-	01	01	-	-	-	-			
R68	02	02	03	01	01	02	02	-	-	-	-	-	14	03	03	02	-	-	-	-	-	-	-			
	-	-	-	-	-	-	-	-	-	-	-	-	-	*02	-	*02	-	-	-	-	-	-	-			
R69	06	04	03	01	01	01	01	-	-	-	-	-	16	03	09	04	05	02	02	02	-	-	-			
R70	02	04	02	01	01	01	01	-	-	-	-	-	17	08	28	14	05	04	-	01	-	-	-			
R71	01	04	02	01	01	01	01	-	-	-	-	-	10	04	11	07	-	-	-	-	-	-	-			
R75	03	04	02	01	01	02	02	-	-	-	-	-	14	03	15	08	01	-	-	-	-	-	-			
R73	01	05	03	01	-	01	01	-	-	-	-	-	12	02	13	08	-	-	-	-	-	-	-			
R12	-	01	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-			
R13	02	02	01	-	-	-	-	-	-	-	-	-	06	-	05	-	-	-	-	-	-	-	-			
R14	See Part I																									
R15	See Part I																									
R16	See Part I																									
R71	-	-	01	-	-	01	01	-	-	-	-	-	04	-	04	-	-	-	-	-	-	-	-			

SAC FORM 15 MAR 54 184b PREVIOUS EDITION IS OBSOLETE. FC: 2720

Air Force-SAC, Offut T3C-424-I

(When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: 307TH BOMBARDMENT WING (H) | MONTH: JULY | PAGE NUMBER: 4 | NUMBER OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

P. GENERAL	O. EMERG DRILL	R. SIM. STR REPORTS	S. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS																		
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	
CREW NUMBER	NR OF CREW MEMBERS NOT PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	20 MIN CONTACT OFT (OR)	20 MIN CONTACT OFT (OR)	NCR #R/LG 20 MIN	NCR #R/LG 20 MIN	MAXIMUM GROSS WT	MAXIMUM GROSS WT	CHIEF DEFENSE	T.O. & LDG	T.O. & LDG	ILS & GCA	ILS & GCA	PPI	PPI	GYRO IN	GYRO OUT				
6-10	13-15	17-19	21-23	25-27	29-31	ATT	SUCC	ATT	SUCC	ATT	SUCC		AC	CP	AC	CP	AC	CP	AC	CP				
R43	See Part I																							
R45	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
R48	See Part I																							
R74	See Part I																							
R77	See Part I																							
B09	--	--	--	--	--	--	--	--	--	--	--	--	01	--	01	--	--	--	--	--	--	--	--	
R31	--	02	--	--	--	--	--	--	--	--	--	--	11	--	06	02	--	--	--	--	--	--	--	
R31	See Part I																							
SUB TOTAL	45	110	48	23	23	36	36	--	--	--	--	--	334	160	322	184	63	43	19	18	--	--	--	
N12	01	--	01	--	01	--	--	03	03	01	01	--	13	01	10	03	--	--	01	--	--	--	--	
N13	--	--	--	--	--	--	--	02	02	01	01	--	14	--	07	--	09	--	--	--	--	--	--	
N14	04	--	01	--	01	--	--	04	04	--	--	--	12	05	21	21	12	01	01	01	--	--	--	
N15	03	--	01	--	01	--	--	03	03	02	02	--	16	--	16	17	--	--	--	--	--	--	--	
N16	04	--	01	--	01	--	--	05	05	01	01	--	14	--	09	07	01	01	--	--	--	--	--	
N41	08	--	--	--	01	--	--	--	--	--	--	--	16	06	05	03	--	--	--	--	--	--	--	
N43	7	01	01	--	02	--	--	02	02	02	?	--	14	07	16	[illegible]	06	05	--	01	--	--	--	

SAC FORM 15 MAR 56 184b PREVIOUS EDITION IS OBSOLETE. FC: 2720

Air Force-SAC, Offset T3C-424-I

(When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: 307TH BOMBARDMENT WING (M) | MONTH: JULY | PAGE NUMBER: 5 | NUMBER OF PAGES: 6 | REPORTS CONTROL SYMBOL: 5-SAC-T12

P. GENERAL	Q. EMERG DRILL	R. SIM. STR REPORTS	S. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS																			
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61		
CREW NUMBER	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	20 MIN CONT CT O.T (CR)	20 MIN CONT OFT (CR)	NGR #RFLG 20 MIN	NGR #RFLG 20 MIN	MAXIMUM GROSS WT NGR	MAXIMUM GROSS WT NGR	CHAFF DISPENSED	T.O. & LDG	T.O. & LDG	ILS & GCA	ILS & GCA	PPI	PPI	GYRO UNT	GYRO UNT					
6-10	13-15	17-19	21-23	25-27	29-31	ATT	SUCC	ATT	SUCC	ATT	SUCC		AC	CP	AC	CP	AC	CP	AC	CP					
N45	--	03	01	--	01	--	--	07	07	01	01	--	22	03	16	07	-	--	--	--	--	--	--		
N43	02	--	01	--	--	--	--	03	03	01	01	-	07	-	04	07	-	--	--	--	--	--	--		
N23	04	--	--	-	01	-	-	01	01	-	-	-	02	-	02	--	--	--	--	--	--	--	--		
N24	07	01	--	--	--	-	-	02	02	01	01	-	15	04	14	06	-	-	--	--	--	--	--		
N27	13	--	01	-	01	--	--	06	06	01	01	-	14	02	14	03	-	-	01	--	--	--	--		
N30	--	02	01	-	--	-	-	01	01	01	01	-	05	-	08	-	-	-	-	--	--	--	--		
N42	03	-	01	-	01	-	-	04	04	-	-	-	17	-	08	03	07	-	-	-	-	-	-		
N29	-	-	-	--	-	-	-	01	01	-	-	-	01	04	-	01	-	-	-	-	-	-	-		
SUB TOTAL	50	07	10	-	11	-	-	44	44	12	12	-	182	27	150	90	11	07	03	02	-	-	-		
WING TOTAL	102	133	72	30	42	42	42	44	44	12	12	-	604	212	518	135	85	63	25	24	-	-	-		
XXXXX	04	-	-	-	-	-	-	03	03	-	-	-	79	19	44	03	03	-	02	-	-	-	-		
COMBAT R PRACT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
NON*R PRACT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
SUB TOTAL	04	-	-	-	-	-	-	03	03	-	-	-	79	19	44	03	03	-	02	-	-	-	-		

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Air Force-SAC, Offset T3C-424-1

(When Filled In) CONFIDENTIAL

0203

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III	UNIT	MONTH	PAGE NUMBER	NUMBER OF PAGES	REPORTS CONTROL SYMBOL
	307TH BOMBARDMENT WING (M)	JULY	6	5	5-SAC-T12

P. GENERAL	Q. EMERG DRILL	R. SIM. STR REPORTS	S. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS																	
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
CREW NUMBER	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	20 MIN CONTACT OPT (CR)	20 MIN CONTACT OPT (CR)	NCR #RFLG 20 MIN	NCR #RFLG 20 MIN	BASINFLT GROSS WT NCR	MAXINFLT GROSS WT NCR	CHAFF DISPENSE	T.O. & LDG	T.O. & LDG	ILS & GCA	ILS & GCA	FPI	FPI	GYRO OUT	GYRO OUT			
6-10	11-15	17-19	21-23	25-27	29-31	ATT	SUPV	ATT	SUPV	A/T	SUPV		AC	CP	AC	CP	AC	CP	AC	CP			
IN09	SEE PART I																						
IN18	SEE PART I																						
IN47	SEE PART I																						
IN48	SEE PART I																						
IN76	SEE PART I																						
IN78	SEE PART I																						

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370TH B SQUADRON — BOMBING ACCOMPLISHM S (Part 1) — TRA QUARTER ENDING 31 JULY 1956

CREW NO.	AC	OBS.	F.A. GPI TEST	PRACT RADAR	CE	RECORD RADAR	CE	RF	PRACT VISUAL	CE	RECORD VISUAL	CE	RF	VISUAL REL.	CE
L-01	Hermann	Eiland	0	3	1390	10	1793	100%	0	-	2	660	100%	0	-
R-02	Sullivan	Bathurst	4	5	2718	6	2643	83%	0	-	2	1220	100%	0	-
R-03	Koudsi	Weber	3	4	1272	9	2071	77%	0	-	2	1400	100%	0	-
R-04	Peebles	Schwartz	3	3	1730	9	1292	100%	0	-	2	1185	100%	0	-
R-05	McCrary	Gronberg	4	5	1542	8	1502	100%	0	-	2	770	100%	2	775
R-06	Crook	Flynn	3	1	3370	7	3859	88%	0	-	2	1425	100%	1	950
R-08	Brooks	Mattioli	4	6	4318	9	1457	100%	0	-	16	1228	75%	0	-
L-10	Shaver	Schisler	1	0	-	9	2121	89%	0	-	2	875	100%	2	1300
R-11	Biggs	Evans	6	5	3178	12	5329	75%	0	-	4	975	75%	0	-
R-12	Dance	Kretchmer	0	11	4700	0	-	-	4	1417	0	-	-	0	-
R-13	Clark	Dabney	3	20	4044	0	-	-	2	1520	0	-	-	0	-
R-14	Mills	Najera	2	15	2404	0	-	-	0	-	0	-	-	0	-
R-15	Trudeau	Reeves	5	4	7680	0	-	-	3	933	0	-	-	0	-
N-16	Echelberger	Timmons	0	16	2119	0	-	-	1	950	0	-	-	0	-
	370TH BOMBRON TOTALS		38	98	3206	79	2570	90%	10	1246	34	1120	85%	5	1024
	307TH BOMB WING TOTALS		109	333	2614	311	2667	85%	39	1454	111	1342	86%	31	836

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371ST BOMB SQUADRON

BOMBING ACCOMPLISHMENTS
(Part 1)

TRAINING QUARTER ENDING 31 JULY 1956

CREW NO.	AC	OBS.	F.A. GPI TEST	PRACT RADAR	CE	RECORD RADAR	CE	RF	PRACT VISUAL	CE	RECORD VISUAL	CE	RF	VISUAL REL.	CE
R-31	Ames	Johnson	1	7	1875	6	1713	100%	0	-	1	1770	100%	0	-
R-32	Mattick	Troutman	2	5	1696	6	2031	100%	0	-	2	860	100%	0	-
R-33	Webber	Allen	6	0	-	8	2248	88%	0	-	2	1000	100%	0	-
R-34	Hoover	Moore	0	0	-	12	2485	75%	0	-	2	1485	100%	0	-
L-35	Hall	Hill	3	4	1252	10	1225	100%	0	-	2	1385	100%	0	-
R-36	Darden	Bicak	3	4	860	8	1740	88%	0	-	2	835	100%	0	-
R-37	Bifford	Hesse	3	3	5250	12	2224	83%	0	-	4	1245	75%	0	-
R-38	Bowling	Selmo	7	4	4947	9	1258	89%	0	-	4	4382	75%	0	-
R-39	Hofman	Bardnell	3	6	2315	9	1818	78%	0	-	2	750	100%	0	-
R-40	Guy	Fliger	8	6	525	9	1764	89%	0	-	2	985	100%	0	-
R-41	Peterson	Samuels	4	11	1785	5	1252	80%	0	-	2	1360	100%	4	855
N-42	Hibdon	Blunt	1	24	3366	0	-	-	6	1218	0	-	-	0	-
R-43	Williams	Jorgenson	1	10	2376	0	-	-	1	800	0	-	-	2	2740
N-45	Behan	McFarling	0	24	2716	0	-	-	7	1565	0	-	-	4	520
N-49	Bath	Pelletier	2	12	1200	3	3853	66%	0	-	0	-	-	0	-
	371ST BOMBRON TOTALS		44	120	2648	97	1902	87%	14	1362	25	1664	92%	10	1093
	307TH BOMB WING TOTALS		109	333	2614	311	2667	85%	39	1454	111	1342	86%	31	836

T3C-462-I

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372ND BOMB SQUADRON — BOMBING ACCOMPLISHMENTS (Part 1) — TRAINING QUARTER ENDING 31 JULY 1954

CREW NO.	AC	OBS.	F.A. GPI TEST	PRACT RADAR	CE	RECORD RADAR	CE	RE	PRACT VISUAL	CE	RECORD VISUAL	CE	RE	VISUAL REL.	CE
L-60	Nordstrom	Leslie	0	5	1678	9	817	89%	0	-	7	1115	86%	0	-
R-61	Holden	Anthony	0	5	1774	7	1887	86%	0	-	16	1702	75%	0	-
R-62	Hull	Withrow	0	15	2434	6	1748	86%	4	960	0	-	-	4	342
R-65	Budreaux	Hart	2	6	1556	7	2023	86%	0	-	3	1456	100%	0	-
R-66	Gieker	Hudkins	1	7	1786	13	2113	85%	0	-	2	1400	100%	2	1212
R-67	Mann	Davis	4	3	2813	20	4619	75%	0	-	2	210	100%	2	280
R-68	Phillips	Hathaway	7	0	-	8	2822	75%	0	-	4	1635	75%	0	-
R-69	Wheeler	Crorey	3	3	796	16	2591	75%	0	-	2	1575	100%	0	-
R-70	Morrison	Kennedy	6	3	5323	12	2643	75%	0	-	4	1207	75%	0	-
L-71	Kohlscheen	Walrath	1	4	717	13	1990	85%	0	-	8	1195	75%	0	-
R-73	Terry	Roseling	2	12	2398	8	2241	75%	0	-	2	685	100%	-	-
N-74	Reilly	Meyer	1	19	2136	0	-	-	4	3260	0	-	-	4	892
R-75	Dodge	Palmquist	0	4	2252	16	7965	75%	0	-	2	635	100%	0	-
N-77	Heller	Short	0	29	1898	0	-	-	7	1185	0	-	-	4	482
	372ND BOMBRON TOTALS		27	115	2075	135	-	79%	15	1678	52	1333	83%	16	615
	307TH BOMB WING TOTALS		109	333	2614	311	2667	85%	39	1454	111	1342	86%	31	836

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370TH BOMB SQUADRON

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NAVIGATION ACCOMPLISHMENTS
(Part 2)

TRAINING QUARTER ENDING 31 JULY 1956

CREW NO.	AC	OBS.	RECORD NITE CEL NO	RECORD NITE CEL CEA	RECORD NITE CEL RF	RECORD GRID CEL NO	RECORD GRID CEL CEA	RECORD GRID CEL RF	PRACT NITE CEL NO	PRACT NITE CEL CEA	PRACT NITE CEL RF	PRACT GRID CEL NO	PRACT GRID CEL CEA	PRACT GRID CEL RF	GRID RADAR NO	GRID RADAR CEA	DAY CEL NO	DAY CEL CEA	PRESS PATTERN NO
L-01	Hermann	Eiland	2	4.5	100%	2	12.5	100%	0	-	-	0	-	-	1	13.5	2	11	1
R-02	Sullivan	Bathurst	2	17.5	100%	2	22.5	100%	0	-	-	0	-	-	0	-	1	3	1
R-03	Koudsi	Weber	2	20.0	100%	2	20.0	100%	0	-	-	0	-	-	2	7.2	2	59	1
R-04	Peebles	Schwartz	2	6.0	100%	2	12.5	100%	0	-	-	0	-	-	1	13.0	2	7.2	1
R-05	McCrary	Gronberg	2	7.7	100%	2	13.2	100%	0	-	-	0	-	-	1	35.0	1	2.0	1
R-06	Crook	Flynn	2	20.2	100%	2	13.5	100%	0	-	-	0	-	-	0	-	1	3.0	1
R-08	Brooks	Mattioli	2	5.0	100%	2	6.2	100%	0	-	-	0	-	-	1	24.0	2	3.2	1
L-10	Shaver	Schisler	2	12.2	100%	2	6.4	100%	0	-	-	1	5.5	100%	1	4.0	2	41.5	1
R-11	Biggs	Evans	2	9.2	100%	2	10.2	100%	0	-	-	0	-	-	1	5.5	3	13.1	1
N-12	Dance	Kretchner	0	-	-	0	-	-	0	-	-	1	00	100%	1.	5.0	3	25.1	0
R-13	Clark	Dabney	1	38.5	0%	3	12.8	100%	1	28	100%	1	17	100%	2	14.7	4	48.8	0
N-14	Mills	Najera	0	-	-	0	-	-	3	6.3	100%	2	20.2	100%	2	2.2	3	8.6	1
N-15	Trudeau	Reeves	0	-	-	0	-	-	1	9.0	100%	1	8.5	100%	1	9	3	27.1	1
N-16	Echelberger	Timmons	0	-	-	0	-	-	2	12.7	100%	2	16.2	100%	0	-	5	24.0	0
	370TH BOMBRON TOTALS		19	12.8	95%	21	12.4	100%	7	11.6	100%	8	12.9	100%	14	11.2	35	20.7	11
	307TH BOMB WING TOTALS		65	15.3	97%	75	11.8	100%	25	15.1	100%	26	15.1	100%	27	13.1	81	20.2	37

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371ST BOMB SQUADRON

NAVIGATION ACCOMPLISHMENTS
(Part 2)

TRAINING QUARTER ENDING 31 JULY 1956

CREW NO.	AC	OBS.	RECORD NITE CEL NO	RECORD NITE CEL CEA	RECORD NITE CEL RF	RECORD GRID CEL NO	RECORD GRID CEL CEA	RECORD GRID CEL RF	PRACT NITE CEL NO	PRACT NITE CEL CEA	PRACT NITE CEL RF	PRACT GRID CEL NO	PRACT GRID CEL CEA	PRACT GRID CEL RF	GRID RADAR NO	GRID RADAR CEA	DAY CEL NO	DAY CEL CEA	PRESS PATTERN NO
N-31	Ames	Johnson	0	-	-	0	-	-	1	3.5	100%	0	-	-	0	-	2	11.2	1
R-32	Mattick	Troutman	2	19	100%	2	12.5	100%	0	-	-	0	-	-	0	-	1	24.0	1
R-33	Webber	Allen	2	12.7	100%	2	5.2	100%	0		-	0	-	-	0	-	2	11.2	1
R-34	Hoover	Moore	2	22	100%	2	7.2	100%	0	-	-	0	-	-	0	-	1	20.0	1
R-35	Hall	Hill	4	13.6	100%	4	8.2	100%	0	-	-	0	-	-	1	3.5	1	21.5	1
R-36	Darden	Bicak	2	17.5	100%	3	12.0	100%	0	-	-	0	-	-	1	5.0	2	17.7	1
R-37	Bifford	Hesse	2	18.2	100%	2	10.7	100%	0	-	-	0	-	-	1	2	2	12.2	1
R-38	Bowling	Selmo	2	14.0	100%	3	12.6	100%	0	-	-	0	-	-	0	-	3	10.5	1
R-39	Hoffman	Bardnell	2	8.0	100%	3	5.3	100%	0	-	-	0	-	-	0	-	1	20.0	1
R-40	Guy	Fliger	2	15.2	100%	3	14.5	100%	0	-	-	0	-	-	1	1.5	1	20.0	1
R-41	Peterson	Samuels	2	15.7	100%	3	10.6	100%	0	-	-	1	14.0	100%	0	-	3	14.5	2
N-42	Hibdon	Blunt	0	-	-	0	-	-	5	17.9	100%	5	21.3	100%	1	7.0	2	10.7	1
N-43	Williams	Jorgenson	0	-	-	0	-	-	1	10.0	100%	11	16.4	100%	6	30.3	26	15.9	15
N-45	Behan	McFarling	0	-	-	2	9.5	100%	5	19.1	100%	3	12.6	100%	1	163.0	3	23.0	1
N-49	Bath	Pelletier	0	-	-	1	9.0	100%	0	-	-	1	6.0	100%	0	-	0	-	0
	371ST BOMBRON TOTALS		22	15.4	100%	30	9.5	100%	12	16.5	100%	11	16.4	100%	6	30.3	26	15.9	15
	307TH BOMB WING TOTALS		65	15.3	97%	75	11.8	100%	25	15.1	100%	26	15.1	100%	27	13.1	81	20.2	37

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372ND BOMB SQUADRON — NAVIGATION ACCOMPLISHMENTS (Part 2) — TRAINING QUART... ENDING 31 JULY 1956

CREW NO.	AC	OBS.	RECORD NITE CEL NO	RECORD NITE CEL CEA	RECORD NITE CEL RF	RECORD GRID CEL NO	RECORD GRID CEL CEA	RECORD GRID CEL RF	PRACT NITE CEL NO	PRACT NITE CEL CEA	PRACT NITE CEL RF	PRACT GRID CEL NO	PRACT GRID CEL CEA	PRACT GRID CEL RF	GRID RADAR NO	GRID RADAR CEA	DAY CEL NO	DAY CEL CEA	PRESS PATTERN NO
L-60	Nordstrom	Leslie	2	18.2	100%	2	15.5	100%	0	-	-	0	-	-	0	-	1	5.0	1
R-61	Holden	Anthony	2	17.2	100%	2	14.7	100%	0	-	-	0	-	-	0	-	2	27.7	1
R-62	Hull	Withrow	1	52.0	0%	1	12.0	100%	1	14	100%	3	21.8	100%	0	-	1	24.5	1
R-65	Boudreaux	Hart	2	21.7	100%	2	18.0	100%	0	-	-	0	-	-	1	19	1	7.5	1
R-66	Gieker	Hudkins	2	9.7	100%	2	28.0	100%	0	-	-	0	-	-	1	7	1	25.0	0
R 67	Mann	Davis	2	6.2	100%	3	17.1	100%	0	-	-	0	-	-	0	-	2	37.0	1
R-68	Phillips	Hathaway	2	25.7	100%	2	12	100%	0	-	-	0	-	-	1	31	1	60.0	1
R 69	Wheeler	Crorey	2	11.0	100%	2	3.5	100%	0	-	-	0	-	-	1	24.5	1	10.0	1
R 70	Morrison	Kennedy	2	16.7	100%	2	18.0	100%	0	-	-	0	-	-	1	3.5	1	40.0	1
R-71	Kohlscheen	Walrath	2	4.0	100%	2	7.0	100%	0	-	-	0	-	-	0	-	1	22.0	1
R-73	Terry	Roseling	2	22.0	100%	2	7.7	100%	0	-	-	0	-	-	0	-	2	24.2	1
N-74	Reilly	Meyer	0	-	-	0	-	-	3	16.2	100%	2	9.2	100%	1	19.0	2	14.0	0
R 75	Dodge	Palmquist	2	22	100%	2	10.7	100%	0	-	-	0	-	-	0	-	2	35.0	0
N-77	Heller	Short	1	13.5	100%	0	-	-	2	18.2	100%	2	13.0	100%	0	-	2	16.7	1
N-79	Meyer	Welch	0	-	-	0	-	-	0	-	-	0	-	-	1	11.5	0	-	0
	372ND BOMBRON TOTALS		24	17.2	96%	24	13.9	100%	6	16.5	100%	7	15.7	100%	7	16.5	20	25.1	11
	307TH BOMB WING TOTALS		65	15.3	97%	75	11.8	100%	25	15.1	100%	26	15.1	100%	27	13.1	81	20.2	37

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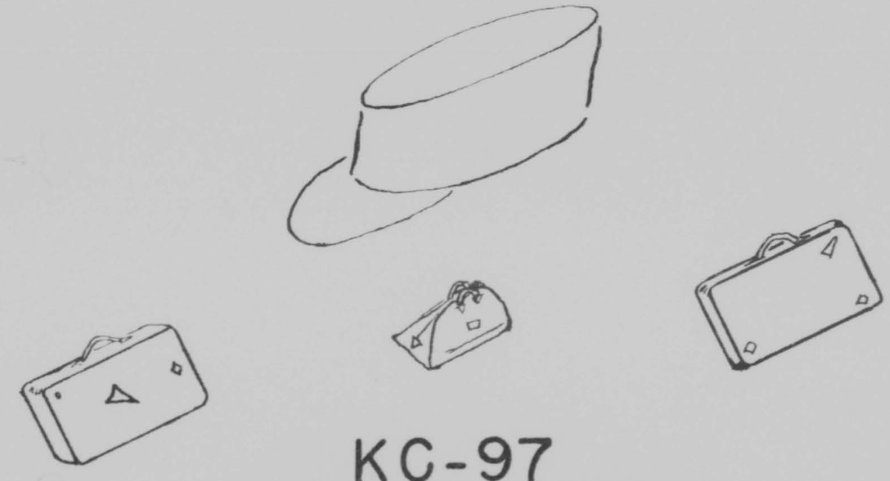
307TH

BOMBARDMENT WING

OPS ORDER 74-56

"RED CAP"



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307TH

AIR REFUELING FLIMSY

OPERATION

RED CAP

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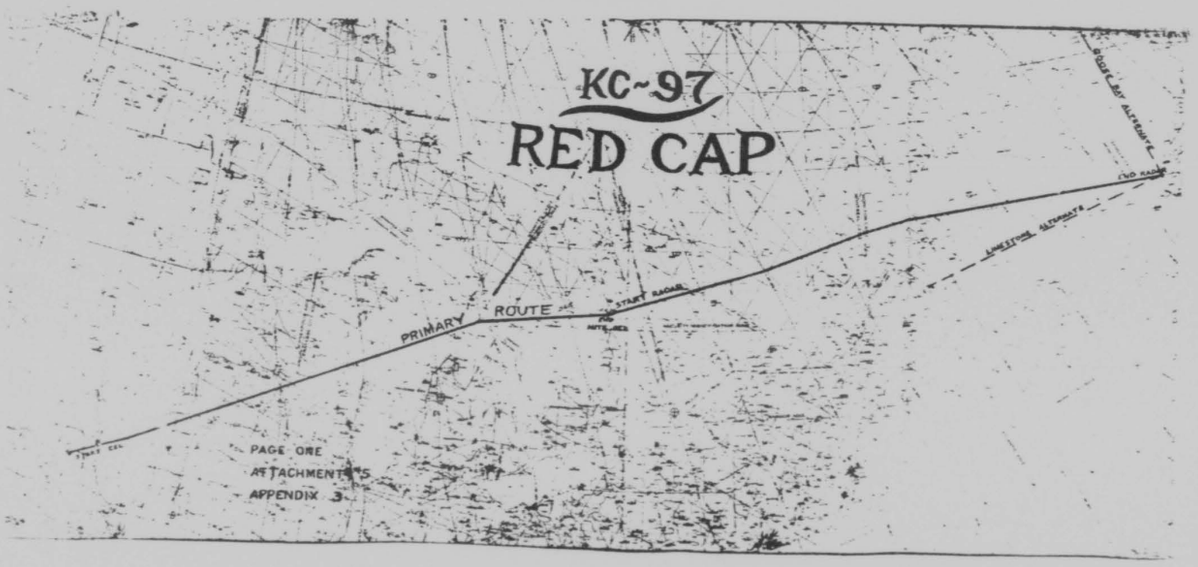

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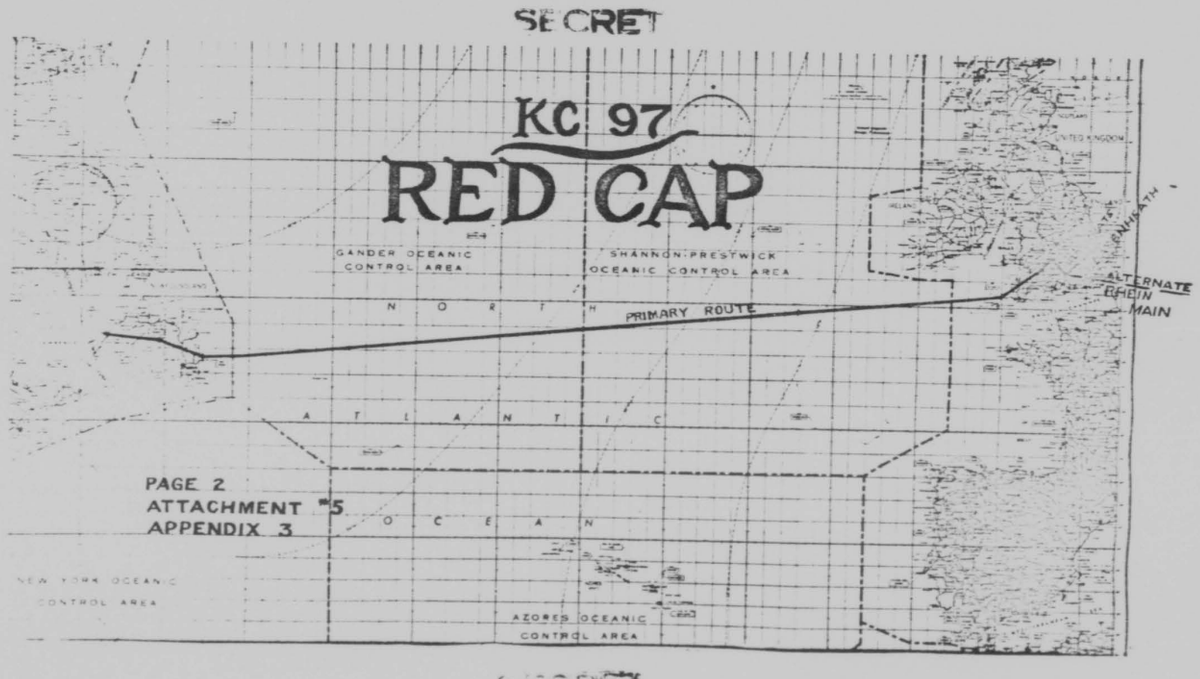

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APPENDIX 3

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SECTION I

AIRCRAFT COMMAND'S FLIMSY

1. GENERAL:

a. Emergency equipment and personal equipment will be loaded on the aircraft by the personnel equipment section of the 307th Air Refueling Squadron starting with the first increment aircraft and loading thru the last aircraft second increment. Loading dates are 1 July thru 4 July 1956.

b. Crew briefing for all personnel will be held on 3 July at 0900 hrs in the Wing Briefing Room in Building Number 1032. Specialized briefing will be held immediately afterward in the 307th Air Refueling Squadron Building Number 968.

c. Aircraft will be preflighted, basic loads completed (Gas-Oil Emergency Equipment stowed - etc) by 4 July 1956.

d. All cargo loading will be accomplished 4 and 5 July 1956.

e. Passengers will be briefed in the 307th Air Refueling Squadron Briefing Room in Building Number 968.

(1) First movement passengers will be given a survival and personal equipment lecture at 1000 hrs, 6 July 1956.

(2) Second increment passengers will be given a survival and personel equipment lecture at 1000 hrs, 7 July 1956.

f. Passenger and crew processing line starts at 1330 hrs 6 and 7 July 1956, building 960 and will be at approximately 15 minute intervals starting with lead crew thru number ten (10) crew by increment.

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After processing, passengers and crew will report to their respective aircraft for baggage loading, final briefing and emergency procedures by Aircraft Commander. A troop commander (Senior NCO) will be appointed for the passengers.

(1) First increment processes 6 July 1956.

(2) Second increment processes 7 July 1956.

g. Crew report for mission first increment; 7 July 1956. Crew Report for mission second increment; 8 July 1956.

SCHEDULE

Loading of Emergency and Personal Equipment: 1, 2, 3, and 4 July.

Aircraft readied for flight: 2 and 3 July.

Ground Crew Briefing: 3 July.

Cargo Loading: 4 and 5 July.

Crew and Passenger Processing Line: 6 and 7 July.

Crew Report: 7 and 8 July.

2. INTELLIGENCE:

a. EWP Mission Folders:

(1) Each crew having an EWP assignment will deploy with the following folders:

(a) Aircraft Commander's Folder.

(b) 7th Air Division EWP's.

b. Each observer assigned to an EWP crew has been designated on orders as Top Secret Courier. Each of these observers will pick up his crews folder from the safe in the 307th AREFS Intelligence Section prior to departure. (7 July 1956)

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c. Each crews folder will be double wrapped and sealed. The observer will receive and sign for a sealed package. The sealed package will then be turned over to the 307th AREFS Representative at Harmon, picked up prior to departure and turned in to a 307th AREFS Intelligence representative in the processing line at the TDY base.

d. Breaking the sealed package consititutes a security violation requiring an investigation. Packages will not be opened except in case of an actual EWP requirement. Contents of the package are Top Secret and will be afforded proper safeguard at all times.

3. FLYING SAFETY:

a. Flying Safety will not be compromised throughout this deployment.

b. All crews and passengers will be briefed by the A/C on all emergency and normal SOP's for the KC-97 aircraft.

4. SURVIVAL:

a. Since the route of the first leg goes up into Canada, all crew members and passengers must dress warmly and should carry personal survival equipment in their clothing.

b. When over water, all crew members and passengers will wear their May West under their parachute harness. Each man will keep his anti-exposure suit at his position. All crew members will have their one-man life raft in the bucket seat or close by.

5. MISSION:

a. To deploy the 307th Air Refueling Squadron to Greenham Common, England, for ninety (90) days TDY. Twenty-one aircraft and support personnel will be deployed.

6. TIMING:

a. The following time schedules are effective for deployment of the 307th AREFS.

(1) X-day is 3 July 1956.

(2) X-5, deploy ADVON for 307 AREFS. (One Aircraft)

(3) X-3, Maintenance team to Harmon AFB. (SAC Aircraft)

(4) X-5 and6, Depart Lincoln AFB. (10 Aircraft)

(5) X-6 and 7, Depart Harmon AFB. (10 Aircraft)

7. AIR ABORTS:

a. In event a condition arises which necessitates an air abort, landing base will be either Lincoln or Harmon, if they are consistent with flying safety. If these bases are not consistent with flying safety, priority of bases will be:

(1) SAC Bases.

(2) AMC Bases.

(3) Other Military Bases.

(4) Civilian Field.

Suggest number three under procedures from Lincoln-Harmon.

8. CODE WORD:

a. Unclassified Code Word for this TDY movement is "RED CAP".

9. MISSION REPORTING: SAC Manual 55-8M.

a. All necessary reports required from Lincoln AFB, and Harmon AFB will be submitted by headquarters and ADVON representatives respectively. No requirements except to furnish information at interrogation.

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b. Crews will submit the following inflight reports if information becomes available:

(1) CIRVIS reports in accordance with JANAP 146C.

(2) M-12 hot news report in accordance with SACM 55-8M.

c. Flight crews landing at a non-scheduled base will submit the following reports:

(1) M-15 Arrival Report.

(2) M-10 Departure Report.

(3) M-17 Delay Report.

d. All crews will insure they have a copy of reporting instructions, SAC Manual 55-8M in their possession prior to take-off.

10. PROCEDURES FROM LAFB TO HAFB:

a. Aircraft crews will report, brief, start engine, taxi, and take off as scheduled on page 15 of the A/C's Flimsy.

b. Aircraft aborting on take off will roll clear of the runway as soon as possible so as not to block the following aircraft. If another take-off is attempted, it will be at the end of the stream. The block clearance times alloted allows one hour after last scheduled take off.

c. First and last aircraft in each wave will make all position reports between LAFB and HAFB. The lead, third, fifth, seventh, and ninth aircraft will fly at seventeen thousand (17,000) feet.

d. The second, forth, sixth eighth, and tenth aircraft will fly at fifteen thousand (15,000) feet.

e. Aircraft will maintain a fifteen (15) minute separation. (Ex. 15 minute separation between 6 and 7).

f. The second stream (Increment) will execute the same procedure twenty four (24) hours later.

g. Upon arrival at Harmon AFB, ADVON representatives will meet the aircraft, receive discrepancy report, assist in re-fueling, and prepare the aircraft for the water leg of the flight.

11. PROCEDURES FROM HAFB TO GCAFB:

a. Same procedures from Harmon AFB to Greenham Common AFB for numbers 1 thru 6, between LAFB to HAFB apply.

b. Upon take off from Harmon AFB each individual aircraft commander will make his own position reports for the entire route. (See Comm Section)

c. The last aircraft in the stream will advise when passing over Torbay RNG.

d. Each A/C will insure that his high frequency transmitter and receiver are operational before departing over water.

e. All position reports while over water will be conducted by high frequency up to land fall at United Kingdom. (See Comm Section)

f. When penetrating Glouster FIR UHF and VHF contact with Glouster Center will be made.

g. Base altitude upon arrival at Mawgan OMNI is fifteen thousand (15,000) feet, and seventeen thousand (17,000) feet.

h. While over United Kingdom, a 200 MPH IAS will be maintained by all aircraft until GCA pick up at Greenham Common.

i. All aircraft will be under Brize Norton RAPCON until GCA pick up at destination.

j. Upon arrival, all emergency and personal equipment will be unloaded and turned over to personal equipment representative.

k. After item (j) has been accomplished, the crew will report to processing line for billeting, turn in classified documents, personal records etc.

12. ADVANCED PARTY:

a. Take off will be scheduled (X-5) 27 June 1956 for Captain Pavlas in aircraft 51-377.

b. Advance party aircraft will follow all time schedules as outlined for lead aircraft.

13. AIRCRAFT:

a. All position reports will be made as outlined for lead aircraft in the American Continent and normal individual reports from Harmon AFB to Greenham Common AFB.

b. Reports: See Intelligence Section.

c. Personnel Records will be picked up on 26 June 1956.

d. Advance party will set a debriefing team to receive crew records; assign billeting, etd., at TDY base.

e. The Aircraft Commander will pickup complete instructions from 307th Director of Operations prior to departure.

14. CANADIAN, NEAC AREA. POSITION REPORTING REQUIREMENTS:

a. Canada:

(1) IFR outside ATC areas: at least 15 minutes prior to entering a CADIZ.

(2) Time and distance tolerances at points of penetration to ADIZ'S are 5 minutes and 10 miles on either side of center line.

(3) IFR normal position reports every 200 miles or each hour which ever comes sooner.

(4) When crossing CADIZ call "Radar Advisory" (364.2 mcs) and monitor while within CADIZ.

b. NEAC: Gander CADIZ.

(1) When crossing western boundry of GANDER CADIZ call "Pine Tree Radar" for identification.

(2) Stand by for possible authentication in accordance with AFSAL.

(3) Air/Ground communications with Pine Tree Radar will be on (133.2 and 364.2 mcs).

(4) 121.5 or 243.0 mcs may be used only when initial contact cannot be established on normal frequencies.

15. UNITED KINGDOM: POSITION REPORTING REQUIREMENTS AND PROCEDURES:

a. DF.UHF Fixer Service

(1) Initial call made on 243.0 mcs.

Ex: "Lakenheath Fixer" (Mayday Pan Security) 3 times this is Purdue 18 over.

(2) Facility will assign frequency 317.5 mcs or 257.8 mcs.

b. FIR Reporting

(1) When deviation from flight plan requred.

(2) On entering United Kingdom FIR from seaward.

c. RAPCON

(1) For SAC UK bases, RAPCON is the key ATC facility.

(2) Handle all penetrations and approaches up to turn over to GCA at the landing base.

d. IFF

(1) Mode 1 normal is used by all aircraft.

SECRET

ENROUTE EMERGENCY AIR STRIP INFORMATION

NAME	RUNWAY	WT	FACILITIES/GAS
OFFUTT	1049/9000h	---	Aplus AF
DES MOINES	951/7500h	120M	A/NG
WATERLOO	870/5400h	100M	---
LA CROSS	653/5300h	100M	---
TRUAX	859/7600h	80M	A
WINNEBAGO	790/4000h	100M	---
TRAVERSE CITY	623/5200h	100M	A/
SAULT STE MARIE (KINROSS AFB)	799/7200h	---	A/
GOOSE BAY	634/6000h	T	B
SUDBURY	1120/6600h	---	B
NORTH BAY	1215/6600h	T	A (new const)
LAC DES LAUPS	1277/6000h	---	B
ROCH CLIFFE	209/4400h	T	Aplus
CASEY (MC CARTHY)	1291/6000h	---	---
LA TUQUE	550/6000h	---	C
BAGOTVILLE	516/8000h	T	A
MONT JOLI	172/6000h	T	B
SEVEN IS	180/6100h	T	A
HARMON			
TORBAY	484/5100h	T	A/
ST MAWGAN	389/9000h	---	
FAIRFORD	284/10000h	---	A/
BRIZE NORTON	283/10000h	---	A/

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DEPART LAFB 7 JULY 1956 1ST INCREMENT

POS	A/C NAME	"TAC CALL SIGN"	AIRCRAFT NO.	ALTITUDE	MISC
AVON	PAVLAS	PURDUE 12	51-377	17,000	ADVANCE PARTY
LEAD	FLETCHER	PURDUE 10	51-375	17,000	
2	VEILUVA	PURDUE 15	52-2798	15,000	
3	NUTTY	PURDUE 13	51-378	17,000	
4	O'BRIEN	PURDUE 27	52-2800	15,000	
5	FRANKLIN	PURDUE 17	51-382	17,000	
6	COLE	PURDUE 23	52-2796	15,000	
7	MAXWELL	PURDUE 11	51-376	17,000	
8	CRAGUN	PURDUE 24	52-2797	15,000	
9	CAUDEL	PURDUE 14	51-379	17,000	
*10	GRAMMES	PURDUE 30	52-2803	15,000	

*Lt Col Thurlow INCREMENT COMMANDER

DEPART HAFB 8 JULY 1956 2ND INCREMENT

POS	A/C NAME	"TAC CALL SIGN"	AIRCRAFT NO.	ALTITUDE	MISC
LEAD	THORNTON	PURDUE 16	51-381	17,000	
2	CHAMBERS	PURDUE 22	52-2795	15,000	
3	DODDS	PURDUE 19	51-384	17,000	
4	SHEFFER	PURDUE 29	52-2802	15,000	
5	TIEDE	PURDUE 28	52-2801	17,000	
6	WESTERMAN	PURDUE 21	52-2794	15,000	
7	ARMSTRONG	PURDUE 18	51-383	17,000	
8	MC LENNAN	PURDUE 26	52-2799	15,000	
9	WATT	PURDUE 15	51-380	17,000	
*10	KUTSCHER	PURDUE 20	52-2793	15,000	

*MAJOR STROM INCREMENT COMMANDER

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_____JULY TO _____JULY_____INCREMENT TIMING LAFB TO HAFB

15 MINUTE SEPERATION BETWEEN EACH AIRCRAFT	LEAD 17,000 FT 15 MIN	2 15,000 FT	3 17,000 FT	4 15,000 FT	5 17,000 FT	6 15,000 FT	7 17,000 FT	8 15,000 FT	9 17,000 FT	10 15,000 FT
CREW REPORT	0300Z 2100L	0315Z 2115L	0330Z 2130L	0345Z 2145L	0400Z 2200L	0415Z 2215L	0430Z 2230L	0445Z 2245L	0500Z 2300L	0515Z 2315L
PRE-TAKE OFF BRIEFING	2200	2200	2200	2200	2245	2245	2245	2330	2330	2330
STATION TIME	2331	2246	2301	2316	2331	2346	0001	0016	0031	0046
RADIO CHECK WITH CONTROL	2246	2301	2316	2331	2346	0001	0016	0031	0046	0101
START ENGINES	2251	2306	2321	2336	2351	0006	0021	0036	0051	0106
TAXI	2301	2316	2331	2346	0001	0016	0031	0046	0101	0116
TAKE-OFF	2331L 0531Z	2346L 0546Z	0001L 0601Z	0016L 0616Z	0031L 0631Z	0046L 0646Z	0101L 0701Z	0116L 0716Z	0131L 0731Z	0146L 0746Z
ARRIVAL	1300Z 0900L	1315Z 0915L	1330Z 0930L	1345Z 0945L	1400Z 1000L	1415Z 1015L	1430Z 1030L	1445Z 1045L	1500Z 1100L	1515Z 1115L

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JULY TO JULY INCREMENT TIMEING HAFB TO GCAFB

15 MINUTE SEPERATION BETWEEN EACH AIRCRAFT	~~LEAD~~ 17,000 FT	2 15,000 FT	3 17,000 FT	4 15,000 FT	5 17,000 FT	6 15,000 FT	7 17,000 FT	8 15,000 FT	9 17,000 FT	10 15,000 FT
CREW REPORT	0154Z 2154L	0209Z 2209L	0224Z 2224L	0239Z 2239L	0254Z 2254L	0309Z 2309L	0324Z 2324L	0339Z 2339L	0345Z 2354L	0409Z 0009L
PRE-TAKE OFF BRIEFING	2255	2255	2255	2255	2340	2340	2340	0025	0025	0025
STATION TIME	2124	2339	2354	0009	0024	0039	0054	0109	0124	0139
RADIO CHECK WITH CONTROL	2339	2354	0009	0024	0039	0054	0109	0124	0139	0154
START ENGINES	2344	2354	0014	0029	0044	0059	0114	0129	0144	0159
TAXI	2354	0009	0024	0039	0054	0109	0124	0139	0154	0209
TAKE OFF	0024L 0424Z	0039L 0439Z	0054L 0454Z	0109L 0509Z	0124L 0524Z	0139L 0539Z	0154L 0554Z	0209L 0609Z	0224L 0624Z	0239L 0639Z
ARRIVAL	1345Z 1245L	1400Z 1300L	1415Z 1315L	1430Z 1330L	1445Z 1345L	1500Z 1400L	1515Z 1415L	1530Z 1430L	1545Z 1445L	1600Z 1500L

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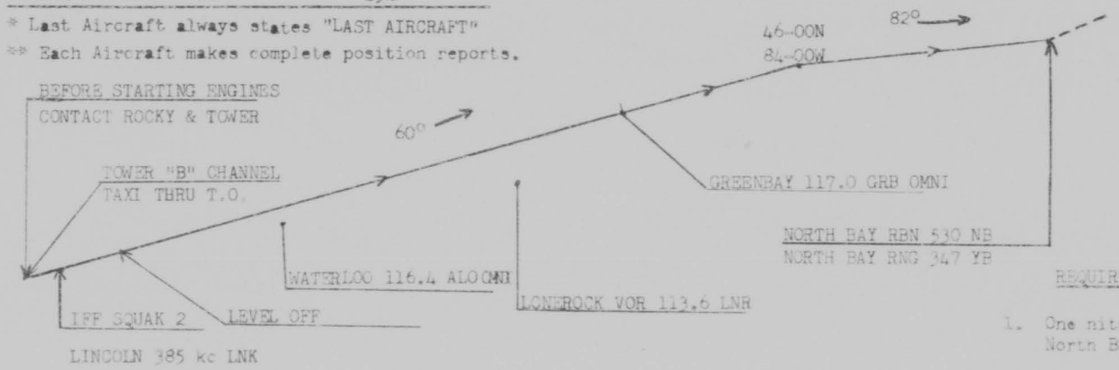
CLEARANCE	BOMBER STREAM (15 Min SEPARATION)	
	ODD	EVEN
LNK NORTH BAY RNG	17M	15M

* Last Aircraft always states "LAST AIRCRAFT"

** Each Aircraft makes complete position reports.



REQUIREMENTS:

1. One nite cell to North Bay.

DISTANCE:

1. Lincoln to North Bay 832NM

	DISTANCE	CHANNEL
1. Report T.O. to Rocky.		12
2. QSY to ATC UHF report T.O.		5
3. QSY to Interplane VHF (UHF) (Check in every 30 min)		"E"
4. Report level off time & coordinates & ETA to point 26 miles west Waterloo Omni	110	A-5
5. When 26 miles west of Waterloo Omni, estimate 26 miles NW of Lonerock OMNI	102	A-5
6. When 26 Miles NW of Lonerock OMNI estimate GreenBay OMNI	117	A-5
7. When over Green Bay OMNI estimate coordinates 46N/84W	196	A-5
8. Whenever coordination 46N/84W estimate North Bay RNG	192	A-5
9. Set-up Canadian overfly Frequencies (See page_____Comm Flimsy.		

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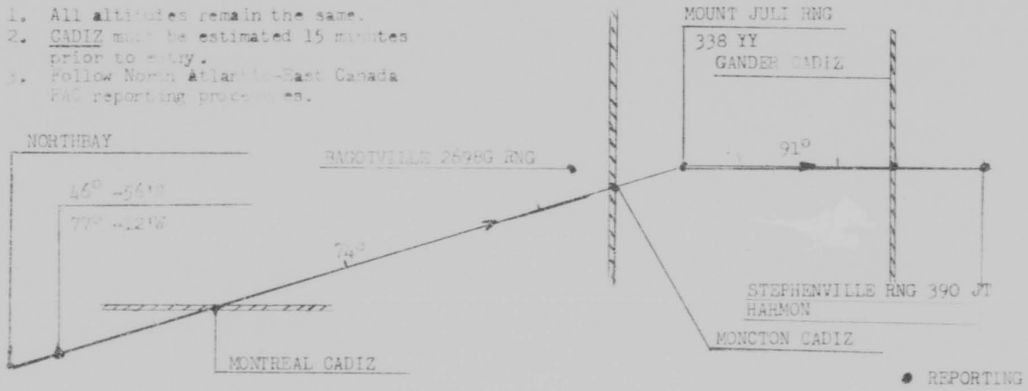
*NOTE:

1. All altitudes remain the same.
2. CADIZ must be estimated 15 minutes prior to entry.
3. Follow North Atlantic-East Canada PAC reporting procedures.



● REPORTING POINTS

REQUIREMENTS:

1. Radar Terminals at Harmon.

DISTANCE:

1. YB to VT 859NM.

		DISTANCE	CHANNEL
1.	When over North Bay Estimate coordinates 46°-56'N/77°-12'W	102	
2.	When over coordinates 46°-56'N 77°-12'W estimate 47°-10'N 79°-49'W Montreal Cadiz	60	
3.	When over coordinates 47°-10'N 79°-49'W estimate 48°-04'N 71°-30'W.	180	
4.	When over coordinates 48°-04'N 71°-30'W estimate 48°-18'N 70°-00'W MONCTON CADIZ	60	
5.	When at coordinates 48° 18'N 70°-00'W Estimate Mt. Joli RNG.	92	
6.	When over Mt. Jul RNG estimate coordinates 48°-40'N, 64°-10'W.	161	
7.	Whenover coordinates 48°-40'N, 64°-10'W estimate 48°-36'N, 60°-10'W, Gander Cadiz	75	
8.	When over coordinates 48°-36'N, 60°-10W, Estimate Stephenville	61	
9.	Contact Harmon Approach 25 Mi est.		

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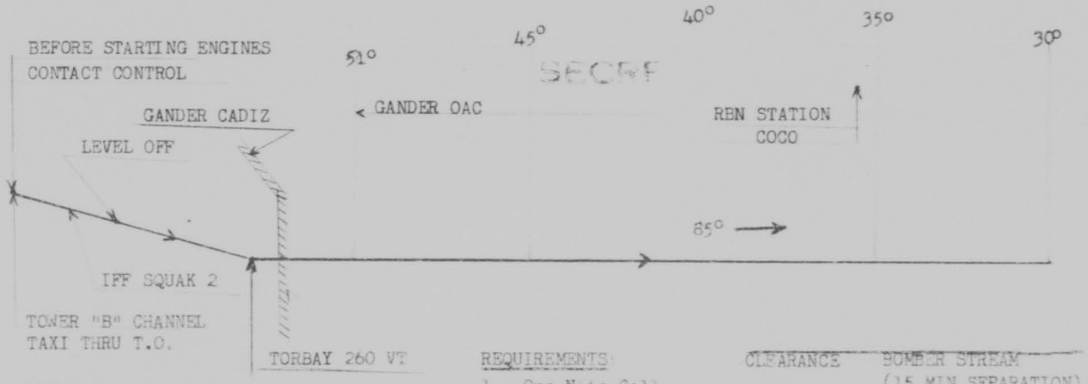

*NOTE:
MONITOR 121.5 on OMNI
WHILE OVER WATER

REQUIREMENTS:
1. One Nite Cell
2. One Pressure Pattern
3. One Loran

CLEARANCE	BOMBER STREAM (15 MIN SEPARATION) ODD	EVEN
JT TO SN	17NM	15NM

		DISTANCE	CHANNEL
1.	Re-Channel & Check the following radio equipment HF, VHF, & UHF. (See Page _____Communication Flimsy.) before TO.		
2.	Report T.O. to control.		12
3.	QSY to ATC		A-5
4.	Report level off time & coordinates & ETA to TORBAY & GANDER CADIZ.	143/15	A-5
5.	Radio operator makes contact with GANDER OAC (HF) and makes all the required position reports while under GANDER OAC (30°W) See Page _____Comm Flimsy.		
6.	Ship Coco (App. 35°) on VHF or HF. See page ___ Comm Flimsy.		E
7.	Check in with Leader on HF approximately every 30 minutes.		E

*NOTE: Guard UHF continuously & periodically check 8364 & 500 KC on the APN-6 (10 thru 20 & 40 thru 50).

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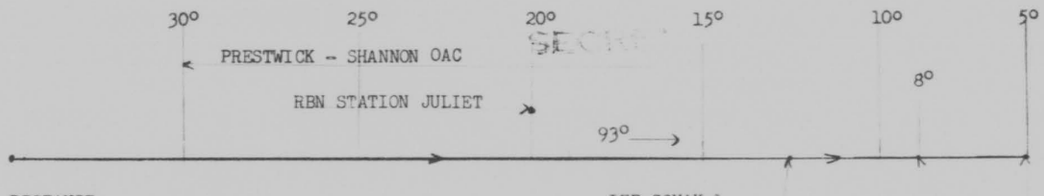
0231



1. Radio Operator at 30° W try to contact Croughton the primary ground station.
2. If contact successful, change UHF & VHF channelization to UK Frequencies.
3. Under no circumstances will channelization not be accomplished by 20° W.
4. Position reports made at 30° W - 25° W - 20° W - 15° W & 10° W.
5. At 20° W contact Ship Juliet on VHF or HF. (Channel E)
6. At 12° W IFF mode 1 Normal.
7. At 10° W - 51° - 10' N estimate coordinates 51° 22'N/08° 00'W Glouster FIR (Call on HF & VHF) DISTANCE 78NM
8. At coordinates 51° 22' N/08° 00'W estimate St. Mawgan VOR 50° 28'N 05° 00'W. (Distance 115NM)
9. When 10 miles from the St Mawgan VOR contact Glouster Center (116.46 - 353.8) (Channel H-3)

65-317P

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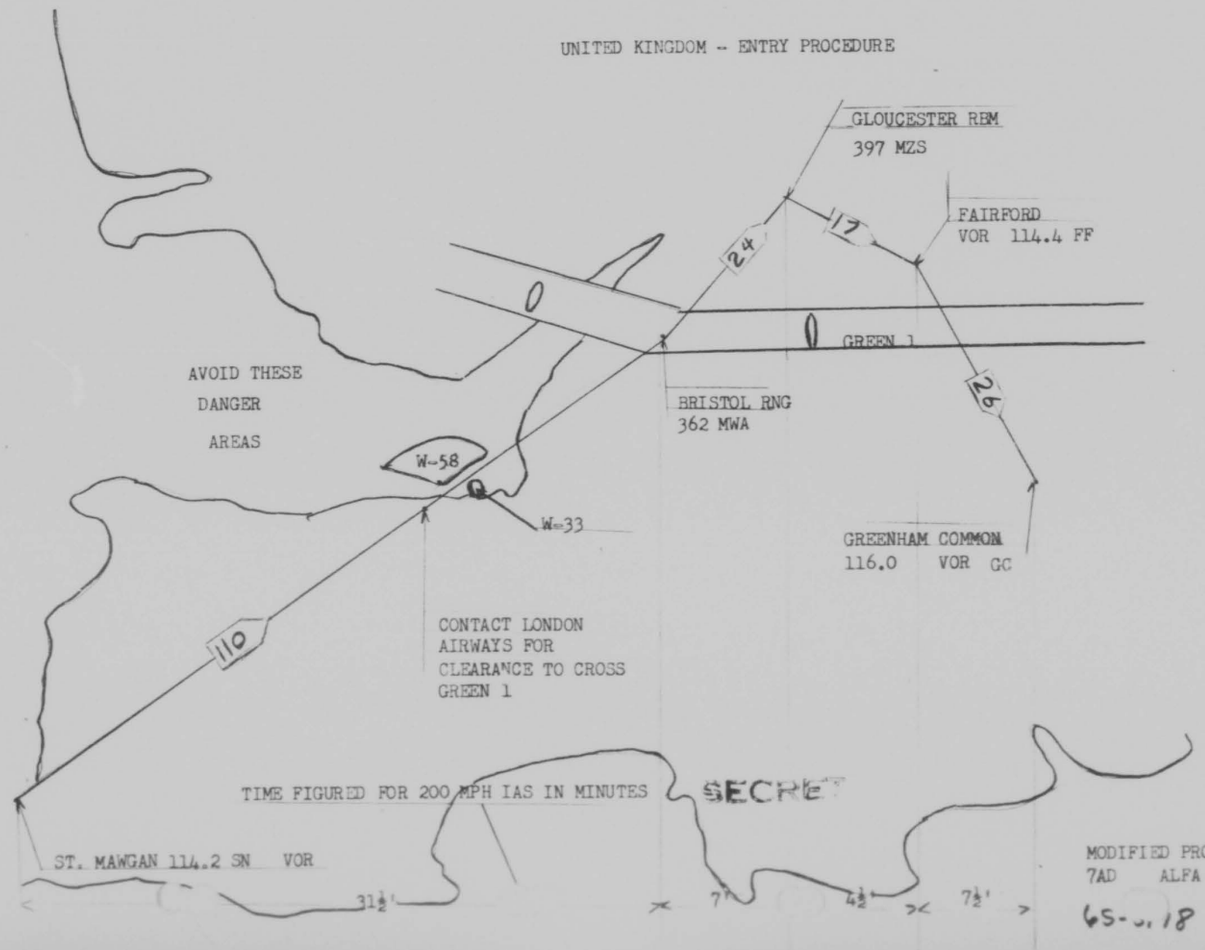
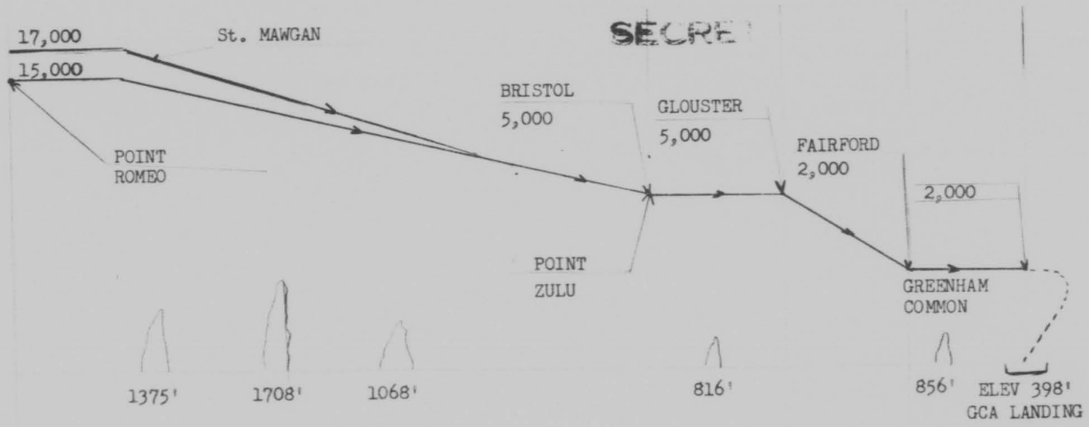
UNITED KINGDOM -- ENTRY PROCEDURE



0233



1. Pickup Brize Norton RAPCON AT coast (11)
2. Report over St. Mawgan Point "Romeo" at _____Z.
3. Start letdown 500 ft/min to arrive at 5,000 ft before crossing Green 1.
4. Contact London Airways (E) 10 min before crossing GRN 1 for clearance.
5. Report to Brize Norton RAPCON over Bristol Point "ZULU" at _____Z.
6. Maintain 5,000 ft till Glouster. Report Glouster at _____Z to Brize Norton RAPCON.
7. Start letdown between Glouster and Fairford to arrive at Fairford at 2,000 ft.
   Report Fairford_____Z to Brize Norton.
8. Maintain 2,000 feet to Greenham Common Report _____ to Brize Norton. Expect GCA Pickup_____Z.

NOTE: Check UHF - VHF channelization UK for Brize Norton - Greenham Common, ETC, for frequencies (Primary & Alternates)

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SECRET

OBSERVER'S FLIMSY

OPERATIONS ORDER 77-56

SECRET

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SECTION II

OBSERVER'S FLIMSY

GENERAL

1. Flight plan: see following AF Forms 21, this flimsy.

2. Applicable charts included in the "Red Cap" folder, are as follows: WAC 169, 170, 171, 72, 229, 230, 231, 222, 223, 221, 87, 350, 412: JN 19, 20, 29, 30, 9: LS 103 and 104: LN 4, 5, 16 and 17: NF 17.

3. Four AF Forms 21, completed with climatological data are included in the "Red Cap" folder.

4. Mission requirements * (as indicated on AF Form 21 this flimsy):

a. One night celestial first leg (approximately one half of route to Harmon AFB).

b. One radar leg, second leg of first flight to Harmon AFB.

c. Route from Harmon AFB to Greenham Common, one loran leg, one pressure pattern leg.*

5. The following quantity of navigation forms are included in the "Red Cap" folder:

a. 4 AF Forms 21

b. 4 SAC Forms 157

c. 4 SAC Forms 251

d. 4 SAC Forms 156

e. 4 8th AF Forms 40

f. 8 SAC Forms 289

* MISSION REQUIREMENTS MAY BE ALTERED DUE TO WEATHER OR ROUTE CHANGES. FINAL REQUIREMENTS WILL BE THOROUGHLY BRIEFED AT PRE-TAKE OFF BRIEFING. THE RED CAP FOLDER CONTAINS FORMS AND CHARTS NECESSARY FOR ANY TYPE ROUTE CHANGE OR NAVIGATION REQUIREMENTS.

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AIR FORCE NAVIGATOR'S LOG

SECRET

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION _____ TYPE _____ DATE _____

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION "RED CAP"

GROSS WT. AT T. O. LB/GAL. ABOARD AT T. O.	
ALTERNATE—	
TIME TO ALTERNATE—	HRS. M.
FUEL REQUIRED TO ALT.—	GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ FAST / SLOW

AT _____ GCT (DATE) _____ Rate _____ sec/hr GAIN / LOSE

Departure Lincoln AFB, Nebr Destination Harmon AFB, Nfld

OFFICIAL _____ (NAVIGATOR)
NAME _____ RANK _____

ALT. SKTT. _____
DEP. _____
DEST. _____

FLIGHT PLAN

FROM— TO—	TRUE COURSE	DRIFT	WIND USED D / V	TRUE HEADING	VAR.	MAG. HEADING	TEMP. °C / ALT	IAS / TAS (K)	G.S. (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
Lincoln AFB, Nebraska 41-50N, 96-47W											:02RTTO			
Level Off 41-33N, 95-05W	059	-3	284/15	056	-9	047	15M	202	212	89	:25	:27		
Turaine Point 46-00N, 84-00W	061	-2	284/15	059	-4	055		237	248	551	2:13	2:40		
North Bay Range 46-22N, 79-28W	082	-1	284/15	081	+8	089		235	249	192	:46	3:26		
Country Security Ident Zone 47-10N, 75-43W	072	-1	270/17	071	+14	085		233	247	162	:39	4:05		
Boundry Security Ident Zone 47-30N, 73-55W	074	-1	270/17	073	+18	091		233	250	79	:19	4:24		
Enter Moncton CADIZ 48-18N, 70-00W	075	-1	270/17	074	+20	094		232	249	160	:39	5:03		
Mont Joli Range 48-34N, 68-15W	077	-1	270/17	076	+22	098		232	249	72	:17	5:20		
Enter Gander CADIZ 48-36N, 60-10W	090	0	270/17	090	+27	117		230	247	325	1:19	6:39		
Harmon AFB, Nfld 49-32N, 58-36W	093	+1	263/20	094	+29	123		230	250	61	:15	6:54		
								Descend Land			:35	7:29		
Harmon AFB, Nfld 48-32N, 58-36W														
[illegible] 51-12N, 60-23W	346	Nowind							210	290	1:25			
Harmon AFB, Nfld 49-32N, 58-36W														
Lajes Azores AFB 46-55N, 67-50W	256	Nowind							210	234	1:07			

Chart Used JN Series. Highest Terrain 2950' 47-54N, 71-35W
Danger Areas: Camp McCoy UNL, UNL, day or night.

NAVIGATIONAL EQUIPMENT USED:
Star Night Celestial Leg terminating at North Bay Range
Low Radar Leg Terminating at Harmon AFB
Emergency Fields Enroute Covered in A/C's flimsy

SECRET

Att 1, to App 1
307BW Upord 74-56
6S-2769
June 1956

SECRET

TOTAL | TOTAL | FUEL RESERVE

0237

AF Form 21
Approved 1 June 48

AIR FORCE NAVIGATOR'S LOG

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION _____ TYPE _____ DATE _____

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION "RED CAP"

GROSS WT. AT T. O. LB./GAL. ABOARD AT T. O. ____
ALTERNATE— ____
TIME TO ALTERNATE— ____ HRS. M.
FUEL REQUIRED TO ALT.— ____ GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ FAST SLOW
AT _____ GCT (DATE) _____
Rate sec/hr GAIN LOSE

Departure Harmon AFB, Nfld Destination Greenham Common, U.K.

OFFICIAL: (NAME) (RANK) (NAVIGATOR)

ALT. SETT. DEP. DEST.

SECRET

FLIGHT PLAN

SECRET

FROM— / TO—		TRUE COURSE	DRIFT	WIND USED D / V	TRUE HEADING	VAR.	MAG. HEADING	TEMP. °C / ALT.	IAS / TAS (K)	G. S. (KQ)	DISTANCE THIS LEG	TIME	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
Harmon AFB, Nfld	48-32N, 58-36W											:02RTO			
Level Off	48-17N, 56-18W	099	⁄1	263/20	100	⁄29	129	15M	202	222	93	:25	:27		
Torbay Rng Nfld	47-46N, 52-48W	102	⁄1	263/20	103	⁄29	132	15M	238	257	143	:33	1:00		
Exit Gander C:DLZ	47-42N, 51-00W	085	0	263/20	085	⁄29	114	15M	238	258	73	:17	1:17		
Mawgan AFB	50-28N, 05-00W	085	0	263/20	085	⁄20	105	15M	232	252	1787	7:05	8:22		
Bristol Homer	51-32N, 02-40W	054	-2	259/18	052	⁄10	062	5M	226	242	110	:27	8:49		
Gloucester Homer	51-50N, 02-15W	040	-3	259/18	037	⁄10	047	5M	224	237	24	:06	8:55		
Fairford	51-42N, 01-47W	126	⁄3	259/18	129	⁄10	139	2M	224	236	17	:04	8:59		
Greenham Common	51-23N, 01-17W	132	⁄4	259/18	139	⁄9	148		224	234	26	:07	9:06		
Greenham Common	51-23N, 01-17W									Land		:15	9:21		
Lakenheith - Alternate	52-34N, 00-32E	049	Nowind						210			:26			
Greenham Common	51-23N, 01-17W														
Rhein Main - Wx Alternate	50-30N, 08-35E	10[illegible]	Nowind						210			1:50			
Planning Chart Mercator															
NAVIGATION REQUIREMENTS:															
One Leg to Accomplish from Torbay to Mawgan AFB.															
We Have and claim if accomplished:															
1 Loran Leg															
1 Pressure Pattern Leg															
1 Visual Celestial															
SECRET															

Att 2, App 3
307BW Opord 74-56
6S-2769
June 1956

SECRET

TOTAL TOTAL FUEL RESERVE

0238

SECRET

ENGINEER'S FLIGHT PLAN

DATE OF MISSION: July 56

TYPE(S) OF MISSION: R&D CAP Ferry to 31-UK

WING: [illegible] DIVISION: [illegible]

AIRCRAFT: TYPE-MODEL-SERIES: KC-97 E/G; COMPLETE SERIAL NO.:

FIRST ENGINEER (Name and Grade): [illegible]

SECOND ENGINEER (Name and Grade):

1. WEIGHT COMPUTATIONS

A. ACFT BASIC WT	90000
B. OIL ENG (On Board)	1300
C. OIL JET	
D. CREW 12	3240
E. AMMO (50 cal)	4000
F. CARGO	8000
G. MISC. EQPT	11675
H. FUEL RESERVE	9000
I. MIN LANDING WT	111403
J. OFFLOAD FUEL	
K. AMMO (50 cal)	
L. HOMES	
M. CHAFF	
N. OIL USED	
O. FUEL EXPENDABLE	32321
P. TAKE-OFF GROSS WT	151324

2. DENSITY (Lbs): 5.8 per Gal
A. TOTAL LOAD (Lbs): 42092
B. FF REQUIRED (Lbs): 65433
C. RESERVE (Lbs): 9000
D. OFFLOAD (Lbs): N/A

3. TAKE-OFF DATA
Dep - [illegible]
Temp - 77 F
DP - 64 F
FA - 600
RPM - 3370
MP - 37.5
RFW - 137500
Rwy - 10000

4. REMARKS
Prod: 1 wind -hot day temp - No Wind-
Tor Alt- SAS 006 max range KC-97F AF-12 & 13 charts- ship's KC-97G-

FLY BACK

A CONDITION	B H_p / OAT / $\sqrt{\theta}$	C BHP / RPM / ENG F/F	D TOTAL FUEL FLOW	NO WIND PLAN E Δ TIME TOTAL	F Δ FUEL USED TOTAL USED	G GROSS WEIGHT	H CAS (Kts) GS	I AIR DIST TOTAL	WIND PLAN J Δ TIME TOTAL	K Δ FUEL USED TOTAL USED	L GND DIST TOTAL
1. ATTO	690	3370 R				151324					
	20	2700			1565	149759					
		T		:03	1565	149759					
2. Cl	17000	2650 R AR									
	-7	2550	198	:25	3125	146634	190/203	85			
	1.330	1875	T7500	:27	4690	146634					
3. Cr#1	17000	1900 R AR									
	-7	2300	158	1:00	4160	142474	234	234			
	1.330	1040	T4160	1:27	8850	142474		319			
4. Cr#2	17000	1860 R AR									
	-7	2250	158	1:00	4016	138458	234	234			
	1.330	1004	T4016	2:27	12866	138458		553			
5. Cr#3	17000	1840 R AL									
	-7	2225	158	1:00	3400	135058	233	233			
	1.330	850	T3400	3:27	16266	135058		786			
6. Cr#4	17000	1800 R AL									
	-7	2180	158	1:00	3300	131758	233	233			
	1.330	825	T3300	4:27	19566	131758		1019			
7. Cr#5	17000	1760 R AL									
	-7	2130	158	1:00	3200	128668	231	231			
	1.330	800	T3200	5:27	22766	128668		1250			
8. Cr#6	17000	1710 R AL									
	-7	2075	158	1:00	3100	125458	231	231			
	1.330	775	T3100	6:27	25866	125458		1481			
9. Cr#7	17000	1660 R AL									
	-7	2015	158	1:00	3000	122458	230	230			
	1.330	750	T3000	7:27	28866	122458		1711			
10. Cr#8	17000	1620 R AL									
	-7	1965	158	1:00	2920	119538	229	229			
	1.330	730	T2920	8:27	31786	119538		1940			
11. Cr#9	17000	1570 R AL									
	-7	1900	158	1:00	2820	116718	228	228			
	1.330	705	T2820	9:27	34606	116718		2168			
12. Cr#10	17000	1530 R AL									
	-7	1900	154	:26	1190	115528	227	98			
	1.330	685	T2740	9:53	35796	115528		2266			
13. Desc		1900 R AL		:20	800	800					
			T	10:13	36596	114728			Att. 4 to App. 3		
14. Ind		2550 R AR							30780 Opord 74-56		
			T	:15	725	725			68-2969, June 56		
				10:28	37321	114003					

SAC FORM 316 (8 MAY 56) REPLACES SAC FORM 80-14, 1 AUG 52, WHICH IS OBSOLETE. [illegible]

SECRET SECRET

0239

ENGINEER'S FLIGHT PLAN

DATE OF MISSION: July 56	TYPE(S) OF MISSION: RED CAP Lincoln to Harmon	
WING: 307 Bomb	SQUADRON: 307 AREFS	AIRCRAFT — TYPE-MODEL-SERIES: KC-97 F&G; COMPLETE SERIAL NO.:
FIRST ENGINEER (Name and Grade): Lawless Wm B Capt		SECOND ENGINEER (Name and Grade):

1. WEIGHT COMPUTATIONS	
a. ACFT BASIC	80000
b. OIL, ENG (On Ldg)	1470
c. OIL, JET	
d. CREW 12 @ 350	4200
e. AMMO (50%)	
f. CARGO	8000
g. MISC Surv	1678
h. FUEL RESERVE	16160
i. MIN LANDING WT	120508
j. OFF-LOAD FUEL	
k. AMMO (50%)	
l. BOMBS	
m. CHAFF	
n. OIL USED	
o. FUEL EXPENDABLE	30020
p. TAKE-OFF GROSS WT	150528

2. FUEL DATA	
a. DENSITY (Lbs)	5.8 per Gal
b. TOTAL LOAD (Lbs)	46180/7962
c. REQUIRED (Lbs)	30020
d. RESERVE (Lbs)	16160
e. ON-LOAD (Lbs)	N/A

3. TAKE-OFF DATA

Conditions

Temp - 90 F
DP - 65 F
PA - 1250
BHPa - 3160
EPW - 166000

4. REMARKS

Pred: Temp 5 deg colder Hot day - No Wind - Top Alt - EAS 99% max range KC-97F A5-12 & 13 charts - BHP's KC-97G -

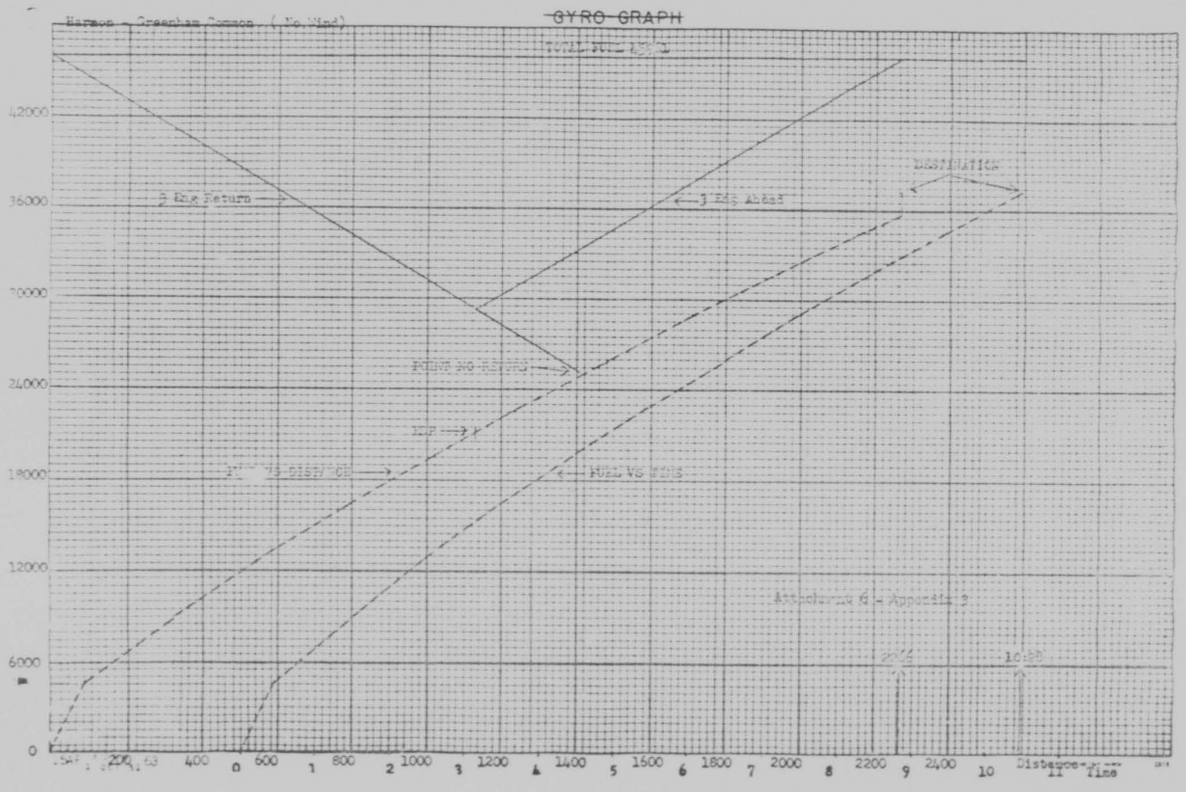
FLY TASK

A CONDITION	B H_p / OAT / JAT %	C BHP / RPM / ENG F/F	D TOTAL FUEL FLOW	E Δ TIME / TOTAL	F Δ FUEL USED / TOTAL USED	G GROSS WEIGHT	H EAS / V_T (K) / GS	I AIR DIST / TOTAL	J Δ TIME / TOTAL (WIND PLAN)	K Δ FUEL USED / TOTAL USED (WIND PLAN)	L GND DIST / TOTAL (WIND PLAN)
1. RTTO	1250 33	3160 2700	#750/15 #25/min #220/min	:02	1565	150528 - 1565 148963					
2. Cl	11916 9 1.240	2650 2550 1875	T 7500	:28 :30	+ 3500 5065	- 3500 145463	190 205	95			
3. Cr#1	17000 -3 1.340	1890 2290 1030	R AR J 158 T 4120	1:00 1:30	+ 4120 9185	- 4120 141343	235	235 330			
4. Cr#2	17000 -3 1.340	1850 2240 995	R AR J 158 T 3980	1:00 2:30	+ 3980 13165	- 3980 137363	235	235 565			
5. Cr#3	17000 -3 1.340	1840 2225 850	R AI J 158 T 3400	1:00 3:30	+ 3400 16565	- 3400 133963	234	234 799			
6. Cr#4	17000 -3 1.340	1760 2150 810	R AL J 158 T 3240	1:00 4:30	+ 3240 19805	- 3240 130723	233	233 1032			
7. Cr#5	17000 -3 1.340	1720 2085 780	R AL J 158 T 3120	1:00 5:30	+ 3120 22925	- 3120 127603	233	233 1265			
8. Cr#6	17000 -3 1.340	1680 2040 760	R AL J 158 T 3040	1:00 6:30	+ 3040 25965	- 3040 124563	232	232 1497			
9. Cr#7	17000 -3 1.340	1650 2000 745	R [illegible] J 158 T [illegible]	:51 7:21	+ 2530 28495	- 2530 122033	[illegible]	195 1692			
10. [illegible]		1900	R AL	:20 7:41	+ 800 29295	- 800 121233					
11. [illegible]		2550	R AR J 600/10 T 25/min	:15 7:56	+ 725 30020	- 725 120508					
12.				7:21	28495	122033		1692			
13. Alt	17000 -3 1.340	1620 1965 730	R AI J 158 T 2920	1:42 9:03	+ 4960 33455	- 4960 117073	230	390 2082	Harmon to Loring		
14.											

Att. 3 to App. 3
307 [illegible] Opord 74-56
[illegible] - June 56

SAC FORM 316 (18 MAY 54) REPLACES SAC FORM ED-14, 1 AUG 51, WHICH IS OBSOLETE.

0240



SECRET

COMMUNICATION FLIMSY

OPORD 74-56

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SECTION III

COMMUNICATIONS FLIMSY

1. GENERAL: Communications procedures will be in accordance with applicable CEI's, Regulations, JANAPS, ACP's, RFC's, SFID's, ICAO Rules, and local SOP's as amended herein.
2. Authentication will be as outlined inAFSAL 5104 ().
3. Recognition will be in accordance with ACP-158 and ACP-156. (Extracts of which will be found stapled to the back cover of the AFSAL).
4. Emergency and D/F procedures will be in accordance with ACP-130, ACP-135, RFC's and SFID's.
5. All radio operators will attend specialized briefing and participate in a discussion of this document. A record shall be signed by each individual attending specialized briefing to the effect that he understands and will comply with the procedures outlined here and maintained in current communications files.
6. Immediately after specialized briefing, each radio Operator will proceed to his assigned aircraft and perform a complete and thorough preflight inspection of all installed communications equipment.

LAFB TO HAFB

1. All radio operators will ascertain the completeness of the following:
   a. Radio "G" File.
   b. US M/F and VOR RFC's.
   c. North Atlantic RFC.
   d. Europe RFC.
   e. North American SFID.

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f. Europe, Africa and Middle East SFID.

g. Complete set of VHF and HF Crystals.

h. ROIF complete and up to date.

i. World Wide Coverage PHB up to date

j. Radio operators tool kit.

k. Complete issue of personal equipment.

2. Depart Lincoln AFB to Canadian border.

a. Standard UHF/VHF HF channelization.

b. ATC reporting only.

c. HF tactical reports are PROHIBITED.

d. VHF "E" 148.86 mc interplane.

e. VHF "F" 133.20 mc GCI.

f. UHF "10" 311 mc SAC Common.

g. UHF "11" 364.2 GCI.

h. UHF "12" 341.4 Rocky.

i. All UHF will be operated in the T/R X G position.

j. Aircraft will monitor on VHF 121.5 whenever possible.

k. IFF will be Mode II normal for all aircraft.

3. Canadianborder to Harmon AFB.

a. VHF "A" 119.7 ATC.

b. VHF "F" 122.2 Radar Advisory.

c. UHF unchanged.

d. Signal check to Harmon Airways on HF.

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SECTION III

COMMUNICATIONS FLIMSY

4. Toronto CADIZ.

a. Position to "Toronto Center" 119.7 mc primary.

b. North Bay Radio seconday VHF "C".

c. Muskoka " " " " .

d. Kilaloe " " " "F".

e. 368R/3023.5T "Toronto Radio" Alternate.

f. Relay through other aircraft in formation in case of VHF failure.

g. Harmon, Loring, and Goose Airways. Address to appropriate TCC QTH QRE next reporting point QRE next boundary, QRE Harmon. Maintain listening watch. ATC position reports and request for weather as required.

5. Montreal CADIZ

a. "Montreal Center" 119.7 mc Primary. VHF

b. Same as a through f above.

c. Contact Kilaloe "F" channel VHF.

d. Contact Ottawa "C" channel VHF.

e. Contact Montreal "C" Channel VHF.

f. Contact Quebec "C" channel VHF.

g. Contact Bagotville tower "B" channel VHF.

6. Moncton CADIZ.

a. "Moncton Center" 119.7 mc primary VHF.

b. Mont Joli Radio "C" 126.7 mc.

c. Same as 2 a through f. above.

7. Gander CADIZ.

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SECTION III

COMMUNICATIONS FLIMSY

a. When approaching Gander Domestic CADIZ change IFF to Mode III normal, and give a call to "Pine Tree Radar" on 364.2 or 133.20 mcs.

b. Report to Harmon approach Control Channel 15.

c. Clear Airways and close down HF station (if used).

d. Harmon TWR Channel "1" and "B" GCA Search "G" Final "H".

LAND AT HARMON

1. Complete Form 35 and 253 and turn it and any classified documents over to the aircraft commander.
2. Clean up RO's position and perform complete postflight.
3. Enter discrepancies in Form 781-1 and notify A/C of troubles encountered of anticipated.
4. Obtain adequate crew rest.

*NOTE: You cannot fly trans-oceanic without HF radio, so make certain that ARC-8 equipment is in good working order immediately upon landing at Harmon.

HARMON TO GREENHAM COMMON

1. Complet Preflight.
2. Ramp Check 11228, 4724.5, 6730.5. Leave equipment on 6730.5 unless otherwise instructed.
3. VHF a. 119.7 Gander Center
   b. 126.18 Harmon Tower
   c. 126.7 Gander/Torbay Radio
   d. 121.5 Emergency
   e. 148.68 Interplane

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SECTION III

COMMUNICATIONS FLIMSY

f. 118.1 Harmon Radio (Gander OAC Guard)

g. 136.8 GCA

h. 134.1 GCA

4. UHF Standard.

5. HF 1 a. 3067 1 b. 3023.5

2 a. 3144 2 b.

3 a. 3 b.

4 a. 4724.5 4 b.

5 a. 5641.5 5 b.

6 a. 6730.5 6 b. 6738

7 a. 11228 7 b.

8 a. 13215.5 8 b. 13264.5

9 a. 15016 9 b.

VFO 10. 8364 KCS Emergency

DEPART HARMON

a. Harmon Airways Relay TCC Harmon OAC Gander, Off Harmon _____Z climbing to _____feet, in the clear (or other), estimating the CADIZ at _____Z 51W_____Z, 40W_____Z, 30W_____Z. GREENHAM COMMON_____Z

b. 51°W Harmon Airways to OAC Gander _____AIREP (plus track and speed if requested).

c. 40°W Harmon Airways to OAC Gander _____AIREP.

d. 35°W Ocean Station Charlie channel E 127.9mc. If no contact, clear Airways to work Charlie on 3023.5 receive and transmit. Return to Airways as soon as practical.

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e. 39°W Croughton Airways "Signal Check" if contact instruct Croughton de Pudrue_____Standby, break, Harmon de Purdue_____k (k) Harmon de Purdue_____Croughton Copy ---- to OAC Gander, Prestwick (Obtain receipt from both stations and request Croughton accept primary guard). (If no contact with Croughton on this frequency request to Harmon permission to QSY to work Croughton. If no contact any frequency, return to Harmon and stand by.) When contact has been established, you should at this time channelize as follows:

UHF

1. 257.8 Common UK TWR
2. 352.4 Greenham Common TWR
3. 353.8 GCI/EW/FIR/UK
4. 301.4 CAA Reporting ZI (Above 17200 feet)
5.
6. 341.4 Interplane
7. 317.5 UHF/DF
8. 236.6 Control Tower Common ZI, NEAC RAPCON PICKUP (S), Lakenheath.
9. 335.8 GCA Search, ZI, NEAC
10. 289.4 GCA Final ZI, NEAC
11. 282.4 RAPCON Pickup, Brize Norton
12. 304.8 RAPCON Feeder, Greenham Common
13. 270.5 GCA, Greenham Common
14. 343.2 GCA, Greenham Common
15. 311.0 Lancer Control
16. 344.6 Pilot to Forecaster, ZI

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SECTION III

COMMUNICATIONS FLIMSY

17. 344.0 Common Feeder GCA, UK

18. 385.4 Common Feeder GCA, UK

GUARD 243.0 Emergency UK DF Call Up.

VHF

a. 117.9 Tower Commom UK

b. 126.18 Greenham Common Tower.

c. 142.02 Brize Norton APC (282.4 UHF)

d. 121.5 Emergency

e. 116.46 ATCC

f. 148.86 Purdue Control

g. 135.0 RAPCON Feeder/Pickup Common

h. 151.2 Greenham Common GCA Search

i. 147.42 Greenham Common Filan

116.1 Alternate Emergency

116.40 UK ATC Common

121.3 London Airways.

QTH

25W, 20W, and 15W Croughton--to OAC Prestwick, TCC Gloucester, Uxbridge--AIREP

10W, ETA 08W, (UK Coast Coordinates)

08W Boundary Report

08W Call Gloucester 116.46 mc QPD--When in contact with Gloucester Center Clear Airways and standby to change UHF/VHF frequencies as required by A/C.

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SECTION III

COMMUNICATIONS FLIMSY

20W immediately after the position report to Croughton, request permission to clear airways temporarily to contact Ocean Station Vessel Juliet--If contact has not already been established on VHF. VHF 127.9 mc HF 3023.5 KCS T/R.

UK COAST TO GREENHAM COMMON

1. 10 miles from coast contac Glouster Center (116.46).
2. Over St. Mawgan VOR (114.2 mc), change to Brize RAPCON 282.4 mc and report "Point Romeo at _____Z.
3. Contact London Airways (121.3) 10 minutes before Point Zulu.
4. Over Bristol Range (362 KCS), report toBrize "Point Zulu at _____Z.
5. Let down between Bristol and Gloucester (347 KCS) and report to Brize "Gloucester _____Z".
6. Report over Fairford VOR (114.4 mcs) to Brize "Fairford _____Z".
7. From Fairford, expect momentarily to QSY to Greenham Common GCA.....

8.

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SECTION V

BOOM OPERATOR'S FLIMSY

GENERAL

1. Crew briefing will be held on 3 July 1956.

a. In specialized briefing confirm correct passenger and cargo load.

2. Aircraft assigned to crews will be ready for pre-flight inspection on the 2nd and 3rd of July.

AIRCRAFT LOADING

1. A pre-computation of the aircraft load will be accomplished prior to loading aircraft.

2. Equipment from personnel equipment section will be loaded between 1st and 4th of July.

a. Each crew will insure all extra equipment: D-1, D-2, D-4, life rafts, & etc, are aboard aircraft and properly secured.

3. All cargo will be loaded on the 4th & 5th of July.

a. Proper loading of cargo & tiedowns will be shown on the applicable forms.

HANDLING PASSENGERS

1. The boom operator (primary & assistant) have the responsibility to see that all passengers are adequately briefed, maintains discipline, follows current operating procedures, and relays any instructions that the aircraft commander requires.

2. Smoking rules on the aircraft will be explained and enforced throughout the deployment.

3. Latrine facilities and use will be monitored.

4. Passengers will be briefed that only a small hand bag will be taken from the aircraft on the stop-over.

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5. Flight lunch boxes, trash & etc. will be placed in suitable containers as soon as the contents are utilized.

a. Additional paper bags will be picked up in the boom - section prior to departure.

6. Passengers are subject to anxiety and tention complexes while flying for long periods, so it will be the responsibility of the boom operators to periodically check the condition of the passengers and offer any help that might be given.

a. Any passenger's condition that seems serious will be reported to the A/C.

b. Since the possibility of flying thru rough air is ever present, sufficient facilities (Extra: Puke Cups - Paper Towels) will be aboard to take care of the passengers immediate needs.

MISSION REQUIREMENTS

1. The following 50-8 requirements will be accomplished:

a. Pre-computation.

b. Cargo Loading.

c. Maximum passenger loading.

d. Emergency drill procedure.

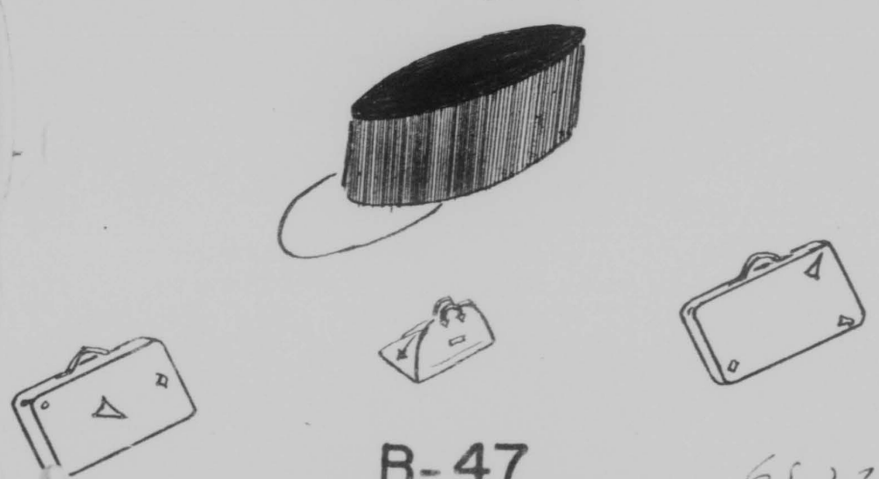
SECRET

307TH R-66

BOMBARDMENT WING

OPS ORDER 74-56

"RED CAP"



B-47 CREW FLIMSY

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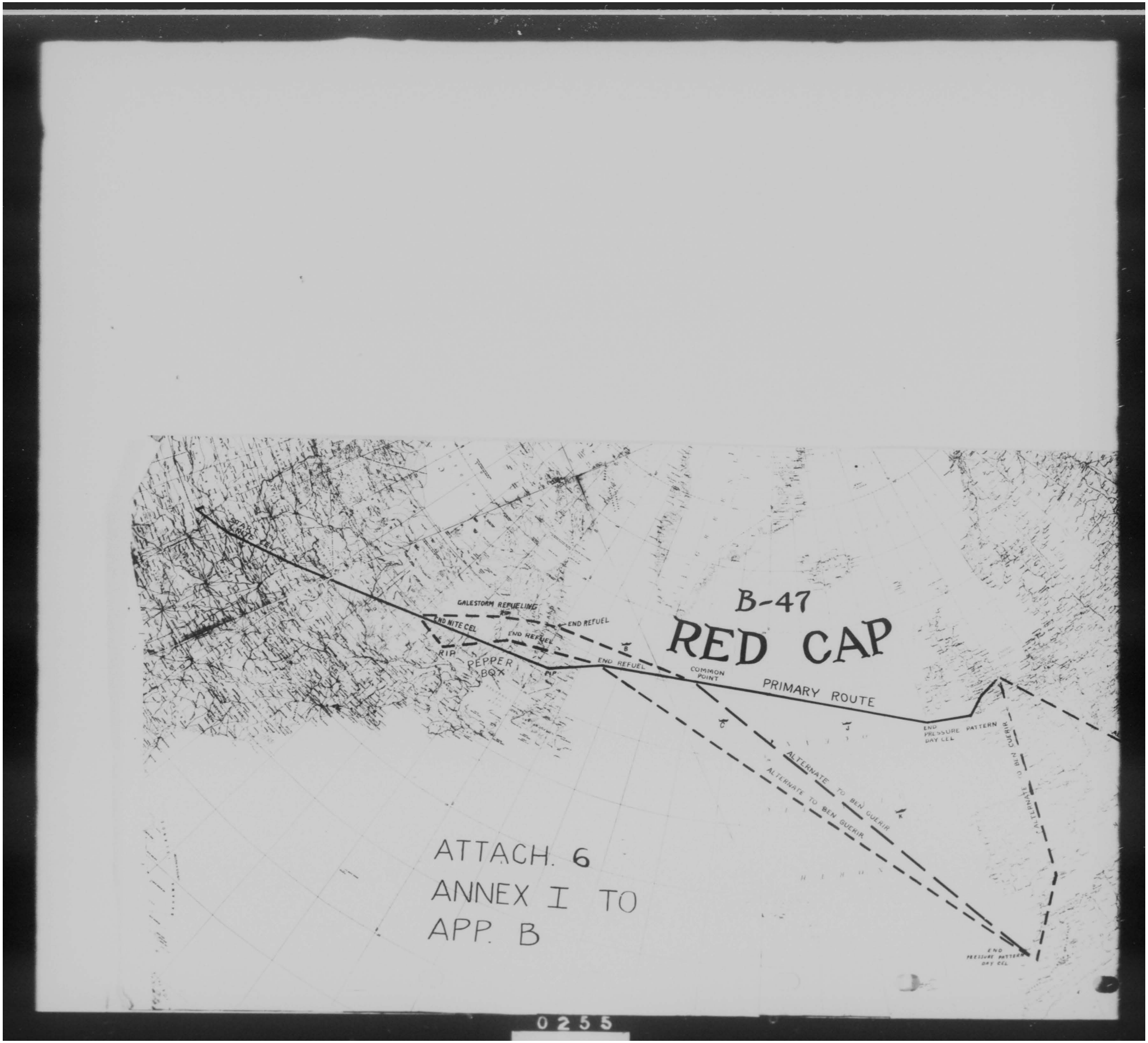

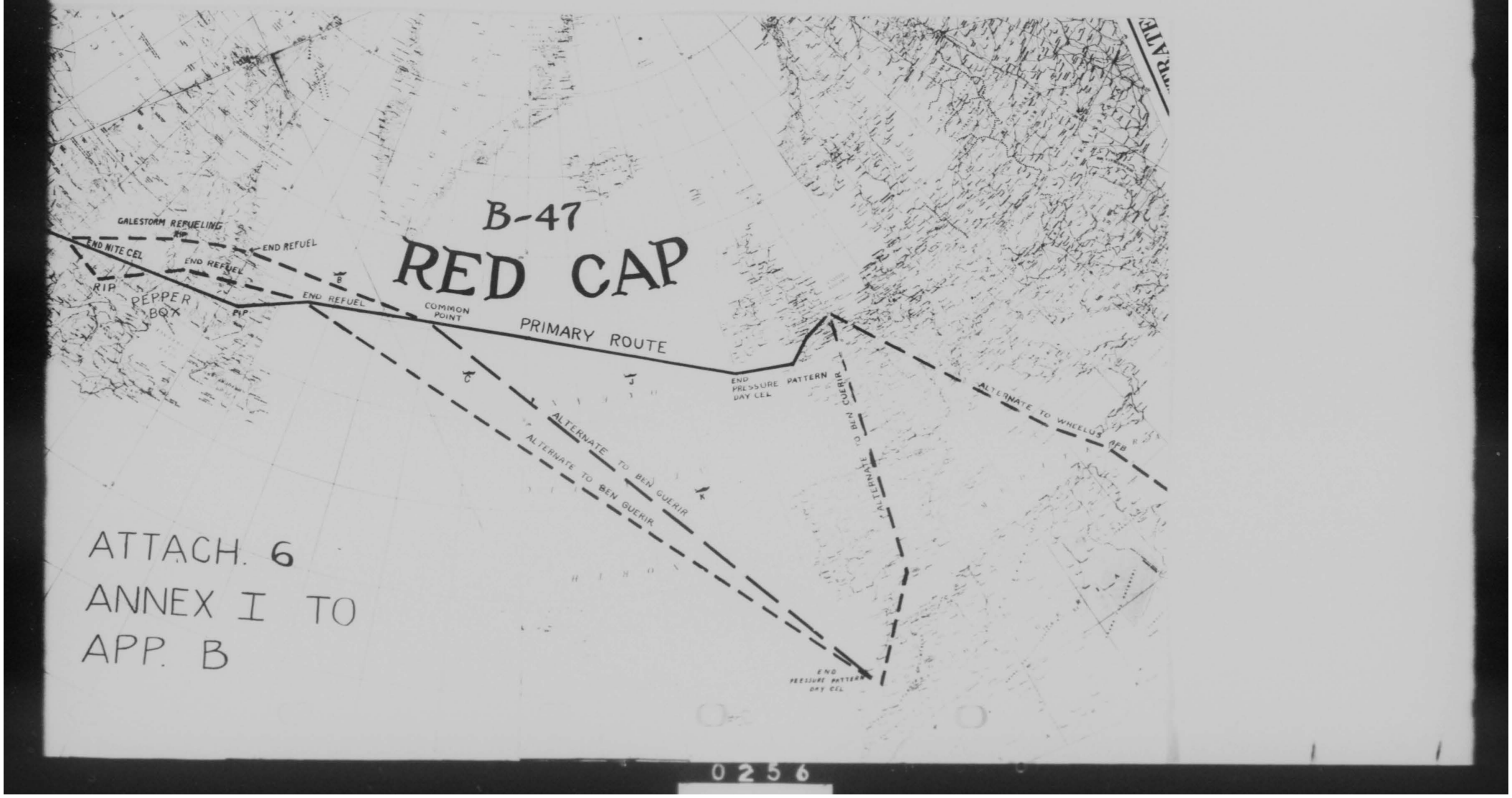

SECRET

CREW SCHEDULE TIME SHEET

ACFT COMDR	ACFT TAIL	C. S. ADAMS	STATION	PRE T. O. BRIEFING	START ENGINE	TAXI	T. O.	REMARKS
PUTNAM	461	(44)	2332Z	0030Z	0202Z	0217Z	0232Z	REMMELE

FIRST WAVE - X - DAY

ACFT COMDR	ACFT TAIL#	C. S. ROCKY	STATION	PRE T. O. BRIEFING	START ENGINE	TAXI	T. O.	REMARKS
HOOVER	240	39	0032Z	0130Z	0302Z	0317Z	0332Z	Col Thorup RED CELL Wave Leader
BIFFORD	911	36	0032Z	0130Z	0303Z	0318Z	0333Z	
WEBBER	234	42	0032Z	0130Z	0304Z	0319Z	0334Z	
HOFMAN	220	34	0032Z	0130Z	0305Z	0320Z	0335Z	
WILLIAMS	218	43	0032Z	0130Z	0306Z	0321Z	0336Z	
SULLIVAN	143	24	0132Z	0230Z	0402Z	0417Z	0432Z	White Cell
BI	232	19	0132Z	0230Z	0403Z	0418Z	0433Z	
CROOK	916	23	0132Z	0230Z	0404Z	0419Z	0434Z	
OUDERKIRK	210	15	0132Z	0230Z	0405Z	0420Z	0435Z	
CLARK	909	12	0132Z	0230Z	0406Z	0421Z	0436Z	
NORDSTROM (Gerson)	128	63	0232Z	0330Z	0502Z	0517Z	0532Z	Blue Cell
GIEKER	417	59	0232Z	0330Z	0503Z	0518Z	0533Z	
BOU EAUX	413	60	0230Z	0330Z	0504Z	0519Z	0534Z	
HELLER	149	56	0230Z	0330Z	0505Z	0520Z	0535Z	
TERRY	225	54	0230Z	0330Z	0506Z	0521Z	0536Z	

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SECRET

CREW SCHEDULE - TIME SHEET

ACFT COMDR	ACFT TAIL#	C. S. ROCKY	STATION	PRE T. O. BRIEFING	START ENGINES	TAXI	T. O.	REMARKS
			SECOND WAVE - X + 1					
MCCRARY	241	18	0032Z	0130Z	0302Z	0317Z	0332Z	Col Christy -Green Cell Wave Leader
PEEBLES	901	13	0032Z	0130Z	0303Z	0318Z	0333Z	
BROOKS	236	10	0032Z	0130Z	0304Z	0319Z	0334Z	
ECELBARGER	235	22	0032Z	0130Z	0305Z	0320Z	0335Z	
MILLS	140	14	0032Z	0130Z	0306Z	0321Z	0336Z	
KOHLSCHEEN	416	61	0132Z	0230Z	0402Z	0417Z	0432Z	Yellow Cell
HUT	223	55	0132Z	0230Z	0403Z	0418Z	0433Z	
WHEELER	900	64	0132Z	0230Z	0404Z	0419Z	0434Z	
DODGE	906	58	0132Z	0230Z	0405Z	0420Z	0435Z	
REILLY	141	51	0132Z	0230Z	0406Z	0421Z	0436Z	
DARDEN	226	31	0232Z	0330Z	0502Z	0517Z	0532Z	Amber Cell
GUY	915	37	0232Z	0330Z	0503Z	0518Z	0533Z	
AMES	227	40	0232Z	0330Z	0504Z	0519Z	0534Z	
BAIL	138	38	0232Z	0330Z	0505Z	0520Z	0535Z	
HIBDON	219	44	0232Z	0330Z	0506Z	0521Z	0536Z	

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CREW SCHEDULE - TIME SHEET

ACFT COMDR	ACFT TAIL#	C. S. ROCKY	STATION	PRE T. O. BRIEFING	START ENGINES	TAXI	T. O.	REMARKS
			THIRD WAVE X + 2					
HOLDEN	910	57	0032Z	0130Z	0302Z	0317Z	0332Z	Col Hardin - Pink Cell Wave Leader
MANN	217	52	0032Z	0130Z	0303Z	0318Z	0333Z	
BURFORD	144	50	0032Z	0130Z	0304Z	0319Z	0334Z	
PHILLIPS	134	53	0032Z	0130Z	0305Z	0320Z	0335Z	
MORRISON	917	62	0032Z	0130Z	0306Z	0321Z	0336Z	
MATTICK	902	33	0132Z	0230Z	0402Z	0417Z	0432Z	Orange Cell
HALL	912	30	0132Z	0230Z	0403Z	0418Z	0433Z	
BOWLING	228	41	0132Z	0230Z	0404Z	0419Z	0434Z	
PETERSON	230	32	0132Z	0230Z	0405Z	0420Z	0435Z	
BEHAN	918	35	0132Z	0230Z	0406Z	0421Z	0436Z	
HERMANN	224	20	0232Z	0330Z	0502Z	0517Z	0532Z	Black Cell
SHAVER	208	11	0232Z	0330Z	0503Z	0518Z	0533Z	
KOUDSI	222	17	0232Z	0330Z	0504Z	0519Z	0534Z	
DAM	139	21	0232Z	0330Z	0505Z	0520Z	0535Z	
TRUDEAU	214	16	0232Z	0330Z	0506Z	0521Z	0536Z	

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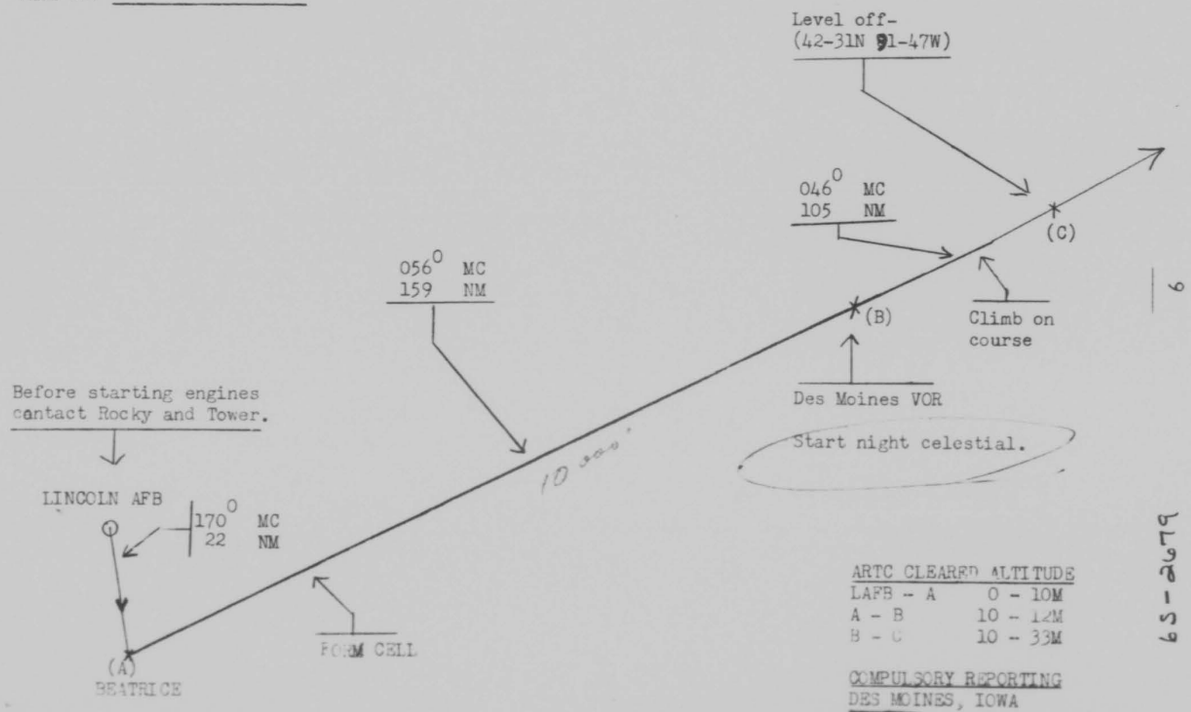
ROCKY _____
START ENGINES _____
TAXI _____
TAKE-OFF _____



ARTC CLEARED ALTITUDE

LAFB - A	0 - 10M
A - B	10 - 12M
B - C	10 - 33M

COMPULSORY REPORTING
DES MOINES, IOWA
[redacted] LONE ROCK, WISC.

LFF - Leader each cell -Squawk 2
All others -Standby

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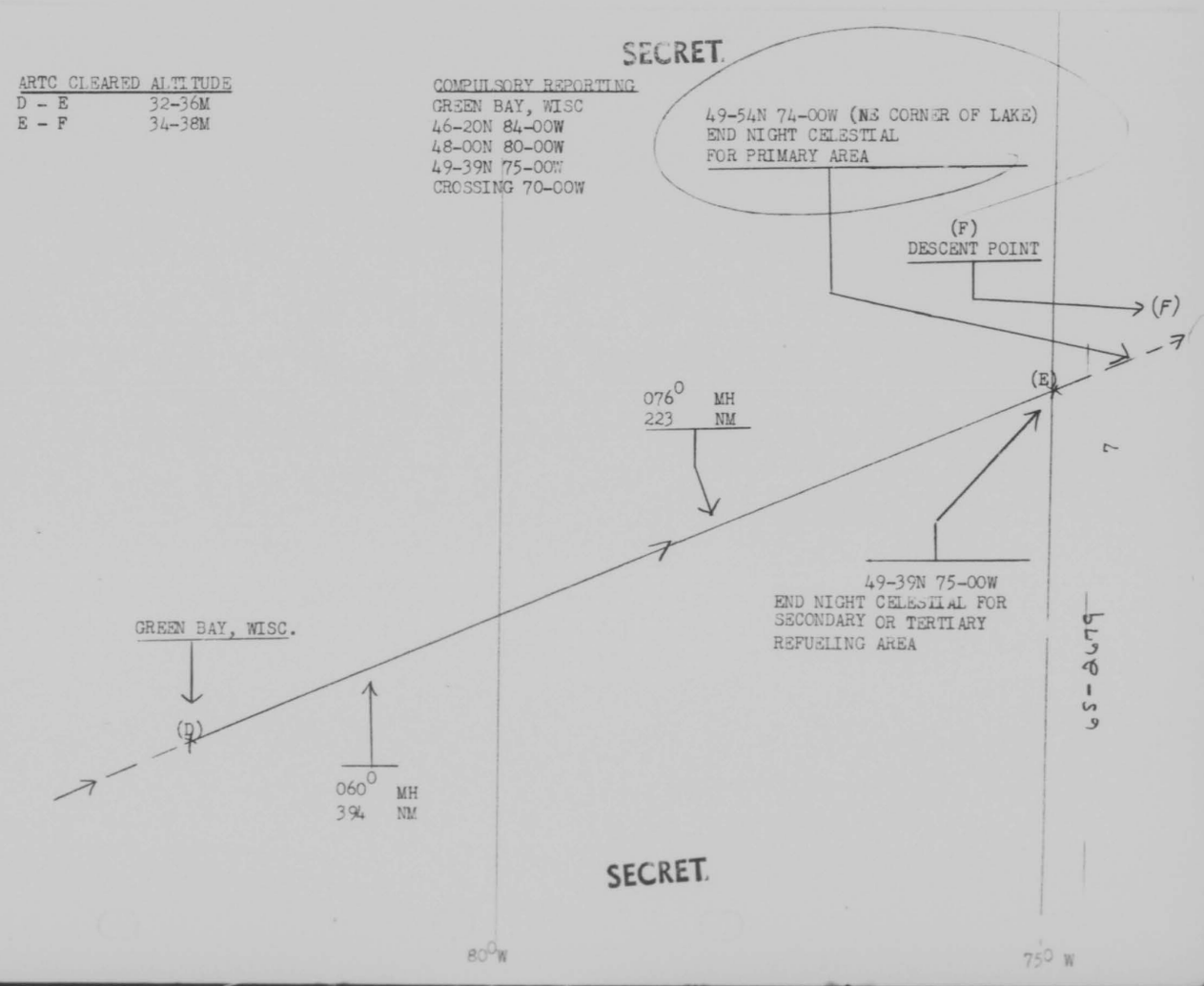

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REFUELING ALTITUDE
15,000 PRESS. ALT.

MISSED REFUELING ALTERNATES
1. LORING AFB
2. GOOSE AFB
3. HARMON AFB (Emergency Only)

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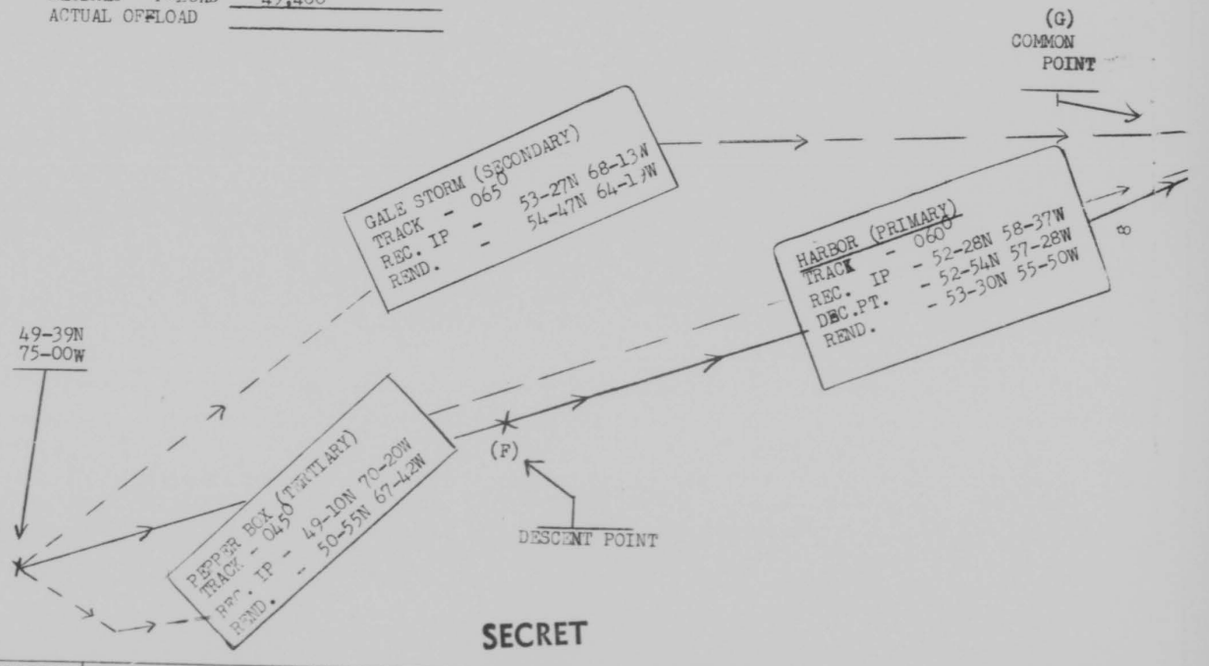
DESIRED OFF-LOAD 49,400
ACTUAL OFFLOAD



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RENDEZVOUS	APN 12 - TANKER T	R	APN 76 RECEIVER T	R	APN 11 or APN	Air/air MF Homing	VOICE
ANN	8	6	6	8	1-2-1	1734 Kc	*1st Call: 256.0 2nd Call: 240.6 3rd Call: 272.8

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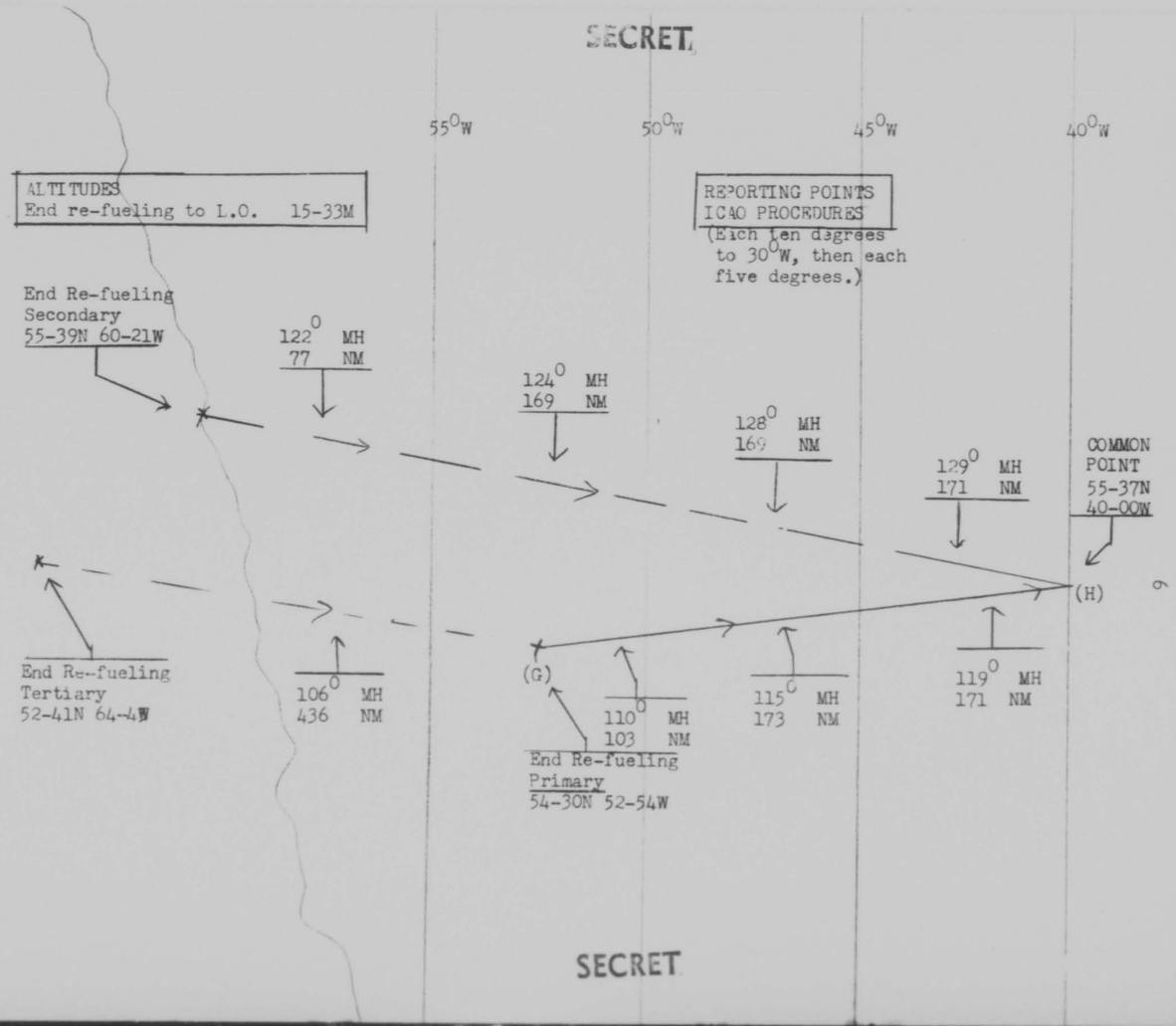

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VISUAL FLIGHT FORMATION

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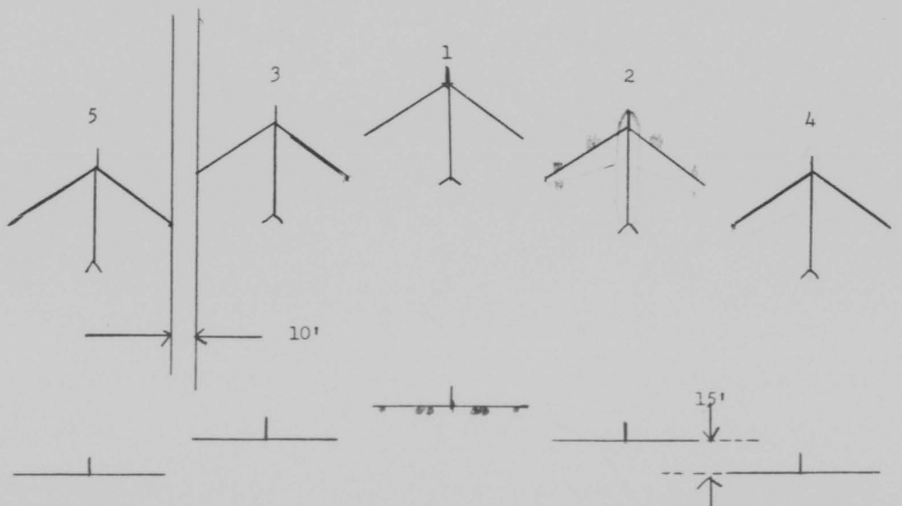

10

TO JOIN-UP IN VISUAL
FROM CELL
#1 - Maintain altitude
#2 - Close down 500' to right
#3 - Close down 1000' to left
#4 - Close down 1500' to right
#5 - Close down 2000' to left
#1 - Assume desired altitude after all in position.

TO RETURN TO ENROUTE
CELL
#1 - Descend 1000'
#2 - Descend 500', drop back 1 mi.
#3 - Hold alt., drop back 2 mi.
#4 - Climb 500', drop back 3 mi.
#5 - Climb 1000', drop back 4 mi.

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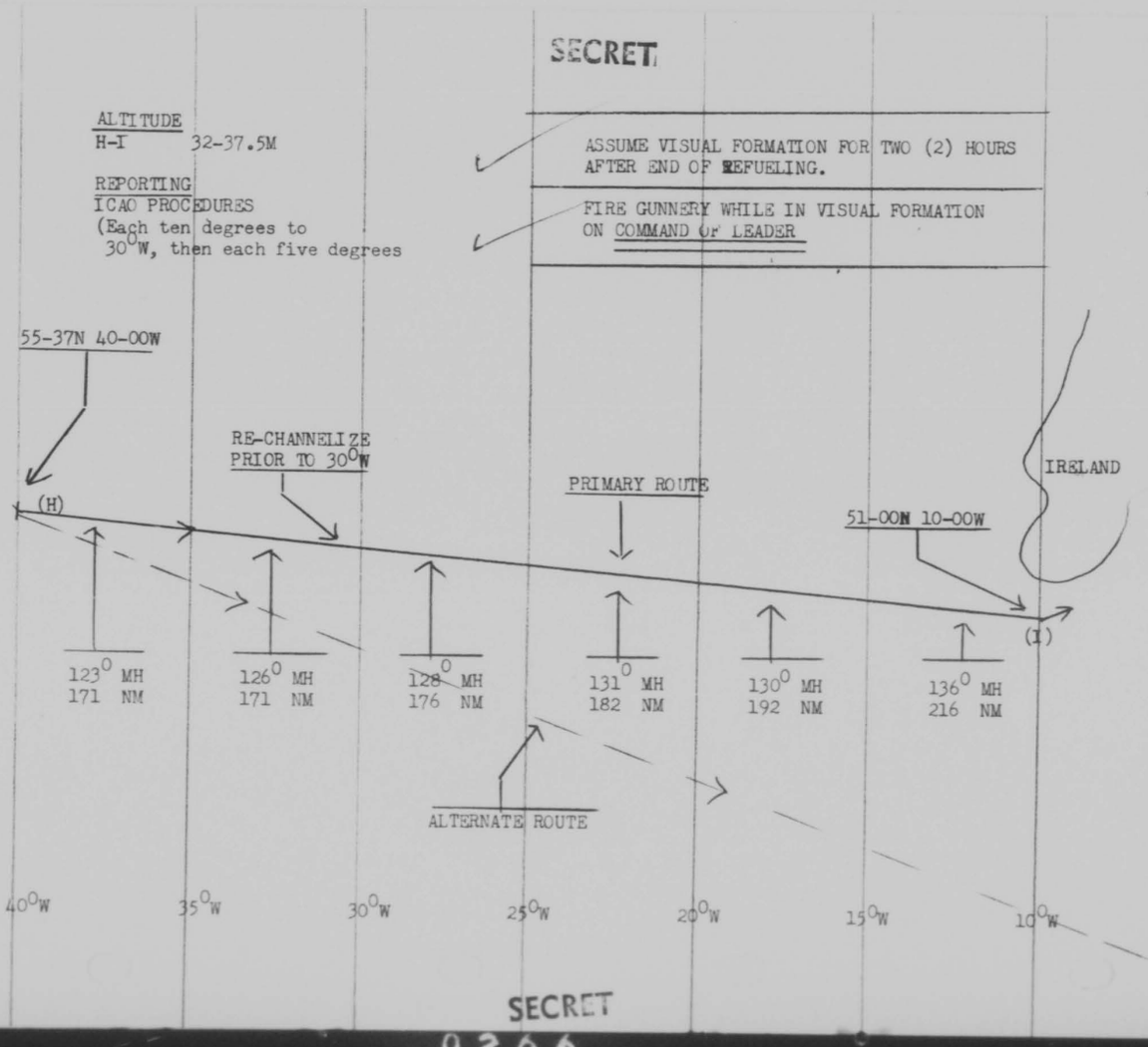
ALTITUDE
H-I 32-37.5M

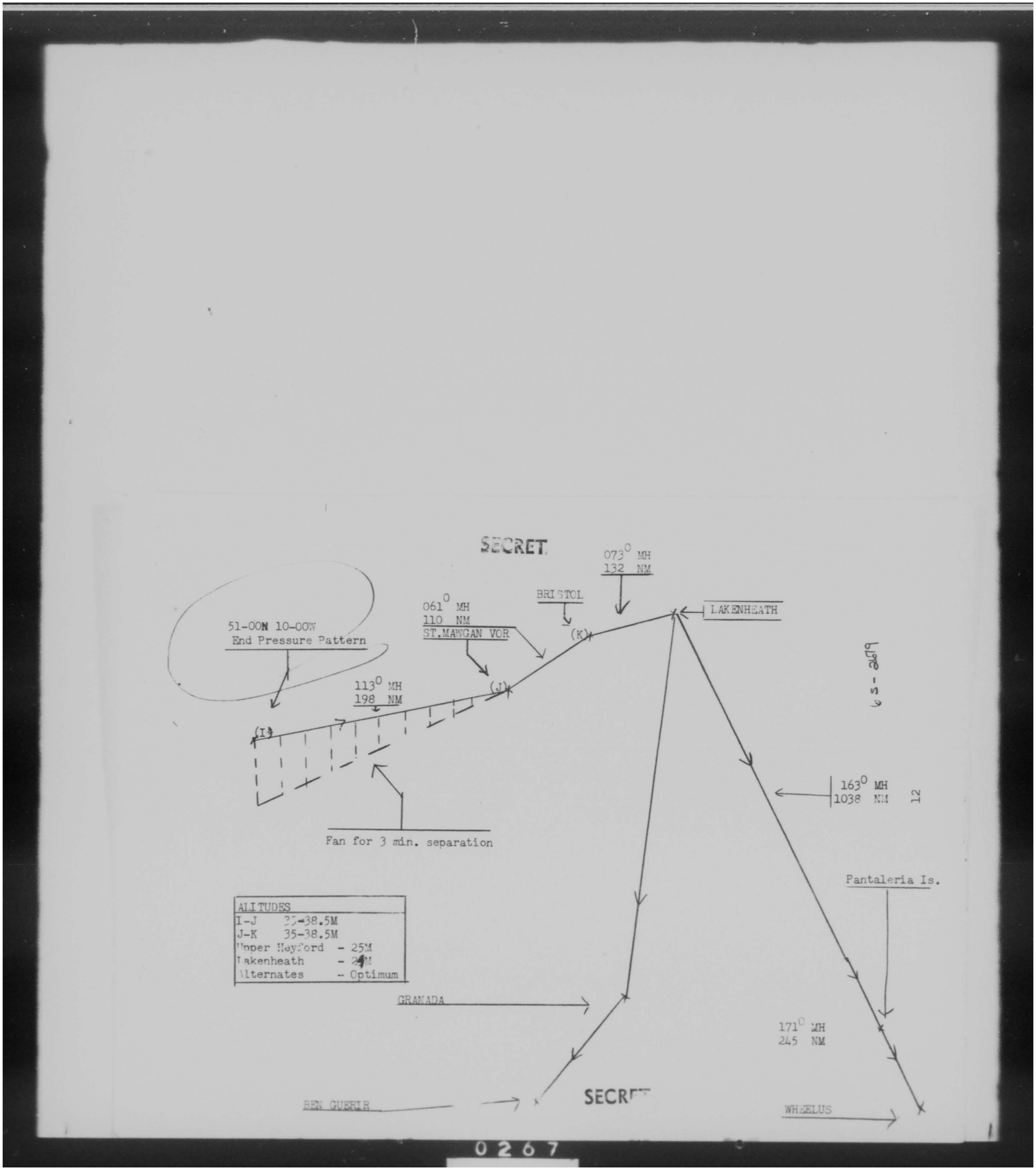
REPORTING
ICAO PROCEDURES
(Each ten degrees to 30°W, then each five degrees

ASSUME VISUAL FORMATION FOR TWO (2) HOURS AFTER END OF REFUELING.

FIRE GUNNERY WHILE IN VISUAL FORMATION ON COMMAND OF LEADER



11



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GENERAL INFORMATION

1. ABORTS:

a. Aircraft aborting prior to refueling will return to Lincoln AFB if this is commensurate with flying safety. If return to Lincoln AFB is impractical, priority of alternates will be:

(1) SAC Bases

(2) Other Military Bases

(3) Civilian Fields

2. MISSED REFUELING:

a. Aircraft flying the primary route must arrive over Lakenheath with 26,000 s of fuel. If the alternate route is used, aircraft must arrive over Ben Guerir with 12,000 lbs.

b. To satisfy these requirements, aircraft will have the following minimum fuel loads at end of refueling:

	HARBOR AREA	GALE STROM AREA	PEPPER BOX AREA
(PRIMARY ROUTE) Lakenheath	69,700	74,300	79,000
(ALTERNATE ROUTE) Ben Guerir	56,700	62,800	73,100

c. If aircraft are diverted from the UK to North Africa, diversion will occur at St. Mawgan VOR and will insure a fuel reserve of 16,000 lbs. over Ben Guerir.

d. In event of missed refueling. Priority for Alternates are:

(1) Loring AFB

(2) Goose AFB

(3) Harmon AFB (EMERGENCY ONLY)

3. LANDING GROSS WEIGHT:

a. All B-47 approaches at Lakenheath will be planned so as to land not more than 105,000 lbs. gross weight in event of a wet runway, and not more than 115,000

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lbs. gross weight in event of a dry runway.

b. If it is necessary to burn off excess fuel, the following method will be used.

(1) If weather conditions are above 5,000 and five miles, clearance will be obtained for descent to pattern altitude, and fuel burned off at pattern altitude.

(2) If above procedure is not practical, aircraft will be stacked from 12,000 feet up, with two thousand feet separation until fuel on board permits landing in accordance with paragraph 6a.

4. RADAR:

a. Mapping radar will be the minimum condition for a crew to depart on this mission. If mapping radar is lost after take-off, but radio and visual contact under VFR conditions can be maintained, aircraft will proceed. If both visual and radar contact are lost under any condition, aircraft will abort mission, secure ARTC clearance and proceed to the nearest SAC base consistent with flying safety.

5. 50-8 ACCOMPHISHMENTS:

a. Night Cell tactics	-	1 hour each
b. Refueling Rendezvous	-	1 (lead aircraft)
c. Day Refueling	-	1 (20 minutes)
d. Day celestial navigation	-	1 each
e. Pressure pattern navigation	-	1 each
f. Visual Formation	-	1 each
g. Gunnery (Air/Air)	-	1 each
h. Night Celestial Navigation	-	1 each (First and Second [redacted] Only)

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GUNNERY

1. Each deploying B-47 aircraft will attempt to complete a 50-8 live fire gunnery mission while enroute to the United Kingdom.

2. Firing will commence at common point (55-37N, 40-00W) as soon as the visual formation is attained.

3. The formation leader will assume the responsiblities of gunnery "Lead" and all aircraft will fire and cease fire at his command. While firing, the weapons will be pointed straight aft (180°) and depressed close to the lower limits. Under no circumstances will weapons be moved from this position while firing.

4. Firing will at all times be governed by SAC Reg 50-29, (Over -water Firing of mmunition in Other Than Designated Warning Areas).

The following extracts are quoted:

SAFETY PROCEDURES:

a. Areas to be used for firing will be a minimum distance of 50 miles from all shores, and a minimum distance of 25 miles from establish airways and/or corridors as indicated on aeronautical charts.

b. Firing will commence only when the water surface is clear of shipping and can clearly be seen from the altitude at which firing is to be accomplished.

c. All crew members will assist in visually clearing the surface and airspace area.

d. Aircraft radar will be used to assist in insuring that surface craft are not endangered. If airborne radar becomes inoperative, firing will be discontinued.

e. Firing will commence and stop at the discretion of the aircraft commander.

f. Marine forms of life will not be used as targets.

5. In the event an aircraft has to land at an airfield where armament personnel are ot available, each co-pilot will personally accomplish a strange field post-flight procedure. See the dash one for clarification on these procedures.

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INTELLIGENCE:

EWP MISSION FOLDERS:

1. Each crew having an EWP assignment will deploy with the following folders:

a. (Target Planning Folder) TPF for primary target.

b. (Crew Mission Folder) CMF for primary target.

c. CMF for secondary target.

d. Bomb Commander's folder.

2. Each observer assigned to an EWP crew has been designated on orders as a TOP SECRET Courier. Each of these observers will pick up his crew's folders from the vault in the Headquarters Building prior to pre-flight inspection on the day of departure.

3. Each crew's folders will be double wrapped and sealed. The observer will receive and sign for a sealed package. The sealed package will then be returned to a Wing Intelligence representative in the processing line at the TDY base.

4. Breaking the sealed package constitutes a security violation requiring an investigation. Packages will not be opened except in case of EWP requirement. Contents of the package are TOP SECRET and will receive proper safeguarding at all times.

MISSION REPORTING - SAC MANUAL 50-8

1. All necessary reports required from Lincoln Air Force Base and Lakenheath will be submitted by Headquarters personnel with crews having no requirements except to furnish information at interrogation.

2. Crews will submit the following inflight reports if information becomes available.

a. CIRVIS Reports in accordance with JANAP 146C.

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b. M-12 Hot News Report in accordance with SAC Manual 55-8M.

3. Crews will submit the following reports in accordance with SAC Manual -8M as applicable if landing at a non-scheduled base.

a. M-10 Departure Report.

b. M-15 Arrival Report.

c. M-17 Delay Report.

4. See Communications flimsy for additional reports.

5. Crews should insure they have a copy of Reporting Instructions in their possession prior to take-off. One copy for each has been distributed to each squadron.

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COMMUNICATIONS FLIMSY

1. GENERAL:

a. High Frequency transmissions will be limited to mandatory ATC reports, ICAO Reports, back-up for UHF failure, and emergencies. HF routine tactical position reports will not be made. For the purpose of making ICAO position reports on overwater routes, at least one aircraft in each wave will have operational high frequency radios.

2. AIRBORNE COMMUNICATIONS:

a. Authentication and recognition, AFSAL 5104 ( ).

b. IFF will be operated as prescribed in Communications check list.

c. Recall word for this mission is BOULDER.

d. Cross-band operation will be utilized as required for ATC reporting.

e. Navigational aids are as contained in Radio Facility Charts.

f. Emergency procedures as outlined in Supplementary Flight Information Documents, North America, Europe, Africa and Middle East.

g. Each aircraft will have the following Pilot Handbooks aboard.

STANDARD	JET
(1) East-West US	(1) East-West US
(2) ILS-VOR US	(2) No Atl And E Canada
(3) No Alt and E Canada	(3) Europe
(4) Europe, Africa and Middle East	

h. RS-6 survival radios will be carried aboard each aircraft, if available.

i. Ocean Station Vessel frequencies, facilities and operating schedules are contained on pages 34 and 41 of this flimsy. This is the current listing, corrected to date.

j. Enroute OATC boundaries are indicated on page ___ of this flimsy.

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k. UHF Communications.

(1) ATC reports will be made by cell leader.

(2) All ATC reports will contain the following as first words of the text, "ROCKY ( ) - RED CAP MISSION".

(3) Compulsory reporting points are indicated on route map and communication check list.

(4) ADIZ calls will be made by cell leader.

(5) Deputy cell leader will contact Canadian ADC radar stations when entering and Canadian CADIZ and monitor the frequency at all times while within a CADIZ. Call sign for Canadian Radar is RADAR ADVISORY, frequency, 364.2 mcs.

(6) GCI stations in the Pine Tree Radar net will be contacted by deputy cell leader when entering Goose CADIZ. Collective Call Sign is "PINE TREE RADAR", frequency, 364.2 mcs. Continuous monitor will be maintained except during air refueling.

(7) UHF channelization must be changed enroute. Channelization for Lincoln to end of refueling, destination and alternate bases will be as indicated on pages 30 through 33. U. K. entry channelization must be exactly as listed with no deviations. Cell leaders will verify with Cell aircraft that this has been accomplished prior to reaching 30-00W.

(8) Air Refueling communications will be as outlined in Communications Check List.

(9) UHF on TR/G position on all aircraft, enroute.

(10) All aircraft monitor 121.5 mcs on OMNI on overwaters routes.

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(11) UHF/DF fixer service is avilable in European areas as follows:

United Kingdom:	Call "Lakenheath Fixer"	243.0 mcs
Paris-Brussels:	Call "Bookkeeper"	317.5 mcs
So France-Italy:	Call "Charlie" or	243.0 mcs
	"Billy" DF	353.8 mcs
North Africa:	Call "Walnut Control"	305.4 mcs
		243.0 mcs

1. HF Communications.

(1) HF Channelization for all routes will be as indicated on page _____.

(2) ICAO position reports will be made by the cell leader. In the event of HF radio malfunction or failure, cell leader will designate a cell aircraft to make ICAO reports for the cell. Cell leader will monitor any delegated ICAO reporting for compliance.

(3) Cell IACO position reports will not include the call sign of aircraft being reported for. If inter-aircraft communications are lost, aircraft become individually responsible for required reporting. Reporting aircraft will monitor enroute frequency at all times.

(4) Initial ICAO position report will be made immediately after end of refueling. This call will be made to Harmon Airways. Primary and secondary route frequencies and reporting schedule will be given to the aircraft by Harmon at this time. ICAO position reports are normally required each ten degrees to 30-00W and each five degrees east of 30-00W. Aircraft must remain under control of a primary guard station at all times. Primary guard change is usually made at OATC boundary and must be acknowledged by both old and new primary guard station. Last position report prior to entering next OATC area will be addressed to both old and new OATC. Primary, Secondary and alternate guard station for each OATC area are as listed on page 34. If contact cannot be established with either

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primary or secondary guard station within ten (10) minutes of scheduled reporting time, aircraft will attempt to contact ICAO guard station direct on ICAO frequency. When in UHF contact with destination ATC facilities, clear with primary HF guard station.

(5) European FIR reporting procedures.

a. FIR position reports in the U. K. are required when entering, every thirty (30) minutes while flying within an FIR boundary more than 10NM from the U. K. coast and within 10NM of the U. K. coast inbound and outbound.

b. FIR reporting in other European FIR's normally requires a report when entering and every thirty (30) minutes while flying within an FIR.

m. Communications security will be observed and no clear text transmissions will be made that would reveal unit designation, location or nature of the mission.

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ICAO POSITION REPORT FORMAT

1. All ICAO reports will include as first words of the text the following:
"ROCKY ( ) RED CAP MISSION - FIVE AIRCRAFT

2. Initial ICAO report to Harmon Airways:
HARMON - THIS IS ROCKY ( ) ON SIX SEVEN POSITION REPORT - OVER
(Harmon will reply and following report will be made.)
HARMON - THIS IS ROCKY ( )-RED CAP MISSION - FIVE AIRCRAFT - RELAY TO TCC HARMON - OAC GANDER - (POSITION) - (TIME) - (ALTITUDE) - (FLIGHT CONDITIONS) (TRACK) - (GROUND SPEED) - ESTIMATE 30-00W) - (DESTINATION) - OVER.
Harmon will repeat back message and assign primary and secondary route frequencies and call-back time.

3. The last position report prior to 30-00W will be addressed as follows:
Relay to TCC Harmon - OAC Gander - OAC Shannon/Prestwick.

4. Upon crossing 30-00W request permission from Harmon to contact Croughton (Primary Guard for Shannon/Prestwick.) Upon contacting Croughton, request Croughton to accept primary guard of your aircraft. Advise Harmon of Croughton's acceptance if Harmon did not copy Croughton's reply and acknowledge same.

5. Messages transmitted to Croughton will be addressed to: TCC Croughton - OAC Shannon/Prestwick.

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COMMUNICATIONS CHECK LIST

OSITION	CONTACT	FREQUENCY	CHANNEL	REMARKS
Prior to start engines	ROCKY	341.4	12	All aircraft contact Rocky.
Prior to Taxi	TOWER	236.6	1	All aircraft contact Tower
All aircraft will remain on Tower Frequency and under Tower Control from start of taxi roll until after take-off				
After Take-off	ROCKY	341.4	12	All aircraft give take-off time to Rocky
	CELL LDR	341.4		All aircraft contact cell leader
HF Monitor periods enroute: 05;08 - 25;28 -,45;48 (all aircraft) ATC reports: Cell Leader ADIZ reports: Cell Leader Canadian CADIZ, Radar Advisory calls and monitor on 364.2 mcs (deputy lead) UHF on TR/G: All aircraft enroute. IFF; Cell Leader Mode 2. All other STANDBY. HF monitor assignments: LDR, HF Ch 6, #2, HF Ch 8, #3, HF Ch 5, #4, HF Ch9 #5, HF Ch 3.				
Enroute to Refuel Area	Cell Leader	341.4	12	All aircraft remain on 341.4 mcs unless directed otherwise by cell leader or for requried reports.
Over Des Moines VOR	Des Moines Radio	255.4	5	Cell leader ATC position report.
[redacted] Lone Rock VOR	Lone Rock Radio	255.4	5	Cell leader ADIZ penetration call. Cell leader ATC position report
er Green Bay OR	Green Bay Radio	255.4 3023.5	5(TRANS) 1(TRANS)	117.0(REC) Cell leader 135.0(REC) ATC position report
46-20N 84-00W	Sault Ste. Marie Radio	255.4	5	Cell leader ATC position report
Entering Canadian CADIZ	RADAR ADVISORY	364.2	10	Deputy Lead contact Canadian ADC Radar Stations upon entering CADIZ and monitor frequency at all times while flying in same.
48-00N 80-00W	Earlton Radio	3023.5 122.2	1(TRANS) (REC)	Cell Leader ATC position report
49-39N 75-00W	Radar Advisory	364.2	10	Cell leader relay ATC position report thru Canadian Radar GCI Station
Crossing 70--00W	Radar Advisory	364.2	10	Cell Ldr relay ATC Pos rept thru Canadian Radar GCI STA.
ntering oose Domestic DIZ	Pine Tree Radar	364.2	10	Deputy Lead contact Pine Tree Radar GCI station and monitor 364.2 when not on refueling frequency.
At Goose Domestic CADIZ: IFF change to, Ldr Squawk 3, all others Squawk 1				

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(Harbor Area)
REFUELING COMMUNICATIONS/RENDEZVOUS

TAC Call	Refuel Call	TANKERS Refuel Call	APN 12 Tanker T	APN 12 Tanker R	APN 76 Receiver T	APN 76 Receiver R	APN 11 or APN-69	Refuel Back-up Common
ROCKY (*)	ROCKY (**) LEADER	HARBOR ANN LEADER	8	6	6	8	1-2-1	311.0
ROCKY (*)	ROCKY (**) TWO	HARBOR ANN TWO	8	6	6	8	1-2-1	311.0
ROCKY (*)	ROCKY (**) THREE	HARBOR ANN THREE	8	6	6	8	1-2-1	311.0
ROCKY (*)	ROCKY (**) FOUR	HARBOR ANN FOUR	8	6	6	8	1-2-1	311.0
ROCKY (*)	ROCKY (**) FIVE	HARBOR ANN FIVE	8	6	6	8	1-2-1	311.0

* Insert appropraite 2 digit call.

Initial Contact and refuel frequency	1st Cell	2nd Cell	3rd Cell
	256.0	240.6	272.8

** Insert appropraite cell color.

Du ng refueling all aircraft monitor 121.5 mcs on Omni receiver. HF back-up, 3067 kc/s HF hannel 3 , will be used only in case of UHF failure.

Note: If alternate refueling areas, Gale Strom or Pepper Box are used, Tanker Call sign will correspond to refueling area designation.

POSITION	CONTACT	FREQUENCY	CHANNEL	REMARKS
Refueling IP	Lead Tanker	( )	9	Cell ldr attempt contact with lead tanker; all other cell acft monitor
Visual and UHF contact with tankers	Lead Tanker	( )	9	Cell ldr contact lead tanker and give time to begin refueling
RECEIVER AIRCRAFT WILL PASS ROCKY CALL TO TANKERS UPON REQUEST				
EN f eling	Cell Leader	341.4	12	All aircraft go to Channel 12 upon direction of cell leader
Boundary ose CADIZ or End of Refueling		ICAO Position reporting on HF will begin at this point for all cells and continue until within FIR boundary and in UHF contact with destinatio ATCC facilities.		

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(END OF REFUELING TO LAKENHEATH ROUTE)

POSITION	CONTACT	FREQUENCY	CHANNEL	REMARKS
5-00W nd of Refuel	Harmon Airways	4724.5 6730.5	5 6	Cell ldr make initial or ICAO reports to Harmon obtain Primary and Secondary route frequencies & reporting schedule enroute
All aircraft turn IFF to Standby. All aircraft rechannel UHF radio according to UHF channelization for UK entry. Cell leader verify this change by all aircraft prior to reaching 30-00W. All aircraft monitor 121.15 mcs while flying overwater.				
55-00W to 30-00W	HF ICAO reports as directed by Harmon Airways - Contact OSV within range			
30-00W	PRIMARY GUARD STATION CHANGE FROM HARMON TO CROUGHTON AIRWAYS			
30-00W to 13-00W	HF ICAO reports as directed by Croughton Airways			250 NM from UK coast -IFF, Ldr Squawk 1, all others Standby
13-00W to -00W	Shannon	2945.0 5641.0	11 12	Entering Shannon FIR at 13-00W, give pos report to Shannon (Advise Croughton leaving freq)
-00W to 08-00W	HF ICAO reports as directed by Croughton Airways			
Enter London FIR	Gloucester ATCC	353.8	3	Leader pass position report to Gloucester ATCC or, if no contact, relay thru BN App Control on 282.4 mcs, UHF Ch 4. Sign off w/Croughton
Cell break up: At cell break-up all aircraft Squawk 1 on IFF. All aircraft responsible for individaul FIR reports each thirty (30) minutes while flying w/in FIR and FIR report when within 10NM of UK coast inbound. All FIR reports will be made to Gloucester ATCC on 353.8mcs or relayed through Brize Norton RAPCON.				
Mawgan VOR (Point ROMEO)	Brize Norton RAPCON	282.4	4	Each aircraft contact Brize Norton
Bristol Range (Point ZULU)	Brize Norton RAPCON	282.4	4	Each aircraft contact Brize Norton
Upper Heyford (Point UNIFORM)	Lakenheath RAPCON	281.0	11	Each aircraft contact Lakenheath
Lakenheath VOR	Lakenheath RAPCON	281.0	11	Each Aircraft contact Lakenheath
Lakenheath	Lakenheatn GCA	272.0 379.4	13 14	Each aircraft contact Lakenheath GCA on channel designated by Lakenheath RAPCON

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(END OF REFUELING TO BEN GUERIR ROUTE)

POSITION	CONTACT	FREQUENCY	CHANNEL	REMARKS
35--00W or End of Refuel	Harmon Airways	4724.5 6730.5	5 6	Cell ldr make initial ICAO report to Harmon obtain primary and secondary route frequencies and reporting schedule enroute.
All aircraft turn IFF to Standby. All aircraft rechannel UHF radio according to UHF channelization for Ben Guerir. Cell leader verify this change by all aircraft prior to reaching 30-00W. All aircraft monitor 121.5 mcs while flying overwater.				
55--00W to 30--00W	HF ICAO reports as directed by Harmon Airways - Contact OSV within range			
30--00W	PRIMARY GUARD STATION CHANGE FROM HARMON TO CROUGHTON AIRWAYS			
30--00W to 16--00W	HF ICAO reports as directed by Croughton Airways			
WITHIN 200NM OF NORTH AFRICAN COAST, IFF OPERATION WILL BE: LDR SQUAWK 3, OTHERS STANDBY				
16--00W to 13--00W	Lajes	(Route frequency in use)		Advise Lajes your position and course. (Time will not permit Guard Change)
13--00W	Lisbon Air	5626.5 13324.5	10 14	Pass FIR position report to Lisbon. If no contact relay thru Sidi Slimane
FIR REPORTS WILL BE MADE EACH 30 MINUTES WHILE IN FIR				
When contact is established with Sidi Slimane, clear with Croughton Airways and maintain monitor on Sidi Slimane frequency.				
30 MIN prior to 07-00W	Sidi Slimane	4724.5 6730.5	5 6	Transmit following position report to Sidi Slimane "FOR UK DEFENSE"- Estimated time of penetration of Casablanca FIR, point of penetration, track, air speed and altitude.
07--00W Casablanca FIR Boundary	Casablanca Control	353.8	10	Position report to Casablanca Control. Clear with Sidi Slimane Airways
CELL BREAK UP, ALL AIRCRAFT TURN IFF TO MODE 1.				
Ben Guerir	Ben Guerir APP Control	363.8	12	
	Ben Guerir Tower	257.8	11	
	GCA Search	344.0	16	
	GCA Final	335.4	15	

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(LAKENHEATH TO BEN GUERIR ROUTE)

POSITION	CONTACT	FREQUENCY	CHANNEL	REMARKS
0 NM from K Coast Outbound	UXBRIDGE ATCC	353.8	3	Cell report by cell ldr if in cell individual aircraft report if not.
Entering Paris FIR	Paris Control	353.8	3	Position report to Paris Control when entering Paris FIR and each 30 minutes while flying in FIR
Entering Bordeaux FIR	Bordeaux Control	353.8	3	Same as Paris Control
Entering Madrid FIR	Madrid Control	5551.5	16	Same as Paris Control. If contact cannot be made on HF, contact Getafe Tower for relay to Madrid Control.
	Getafe Tower	344.6	16	
0NM from African Coast	Sidi Slimane	4724.5 6730.5	5 6	Contact Sidi Slimane and pass following position report to Sidi Slimane "FOR AIR DEFENSE - Establish time of penetration of Casablanca FIR, point of penetration, track, air-speed and altitude.
All aircraft change UHF channelization for Ben Guerir-All aircraft operate IFF as follows: Ldr Mode 3, cell aircraft standby. If single aircraft Mode 1.				
Entering Sevilla FIR	Sevilla ATCC	5551.5	16	Position report when entering FIR and every 30 minutes thereafter, while flying within FIR. If no contact, relay thru Sidi Slimane
Entering Casablanca FIR	Casablanca Control	353.8	12	Position report to Casablanca
CELL BREAK UP: ALL AIRCRAFT TURN IFF TO MODE 1.				
Ben Guerir	Ben Guerir App Control	363.8	12	
	Tower	257.8	11	
	GCA Search	344.0	16	
	GCA Final	385.4	15	

SECRET

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0282

(LAKENHEATH TO WHEELUS ROUTE)

SITION	CONTACT	FREQUENCY	CHANNEL	REMARKS
NM From UK Coast Outbound	UXBRIDGE ATCC	353.8	3	Cell report by cell leader if in cell. Individual aircraft report if not.
Entering Paris FIR	Paris Control	353.8	3	Position report to Paris Control when entering Paris FIR and each 30 minutes while flying in FIR
Entering Marseilles FIR	Marseilles Control	353.8	3	Smae report as Paris FIR Change UHF channelization for Wheelus
Entering Rome FIR	Rome Control	353.8	3	IFF: Ldr Mode 3, all others, Standby. Same report as Paris FIR
Entering lta FIR	Wheelus Airways	3137.0 6730.5	4 5	Position report to Wheelus for Malta Center. Report as directed inbound.
thin UHF ange	Malta Center	233.8	9	Clear with Wheelus Airways when in UHF contact with Malta Center.
Wheelus	Wheelus App Control	362.8	13	
	Tower	257.8	11	
	GCA	255.4	17	
	GCA	335.8	18	

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SECRET

HF CHANNELIZATION (LINCOLN TC DESTINATION)

ANNEL	FREQUENCY	USE
1	3023.5	Tower--BN App Control, Interplane Europe.
2	5710.5	Interplane ZI--Harmon, Goose.
3	3067.0	Harmon, Pepperrell, Goose, Croughton, Lajes.
4	3137.0	Croughton, Lajes, Wheelus, Rhein Main.
5	4724.5	Harmon, Keflavik, Croughton, Lajes, Sidi.
6	6730.5	Harmon, Pepperrell, Goose, Keflavik, Croughton, Lajes Sidi, Wheelus, Andrews.
7	9026.5	Croughton, Lajes, Rhein Main.
8	11228.0	Harmon, Pepperrell, Goose, Croughton, Lajes, Sidi, Wheelus, Andrews.
9	13215.5	Harmon, Goose, Keflavik, Croughton, Lajes, Sidi, Wheelus, Andrews.
10	5626.5	ICAD Station (Lisbon).
11	2945.0	ICAO Stations(Gander, Santa Maria, Shannon).
12	5641.5	ICAO Stations(Gander, Santa Maria, Shannon).
3	8262.5	ICAO Stations(Gander, Santa Maria).
4	13324.5	ICAO Stations(Santa Maria, Lisbon).
15	13264.5	ICAO Stations(Gander, Shannon).
16	5551.5	Casablanca Radio, Madrid Control.
17	5521.5	Casablanca Radio.
18	5000.0	RECEIVE ONLY (WWV Time Signals).
19	15000.0	RECEIVE ONLY (WWV Time Signals).
20	8364.0	EMERGENCY/DISTRESS.

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UHF CHANNELIZATION (LINCOLN TO END OF REFUELING)

CHANNEL	FREQUENCY	USE
1	236.6	Control Tower
2	[illegible]	
3	275.8	Control Tower (primary ground control, secondary local control transient aircraft.)
4	257.8	Control Tower (civil-all Military aircraft.)
5	255.4	INSAC (Airways reporting below 17,200)
6	301.4	CAA Centers (Airways reporting above 17,200)
7	263.0	CAA Terminal Traffic Control.
8	348.6	CAA Terminal Traffic Control.
9	(*) [illegible]	Air Refueling Initial Contact and refuel.
10	364.2	GCI Common.
11	311.0	SAC Common, Air Refuel Common back-up.
12	341.4	ROCKY Control, Interplane.
13	344.6	Pilot-to-forecaster.
14	305.4	UHF/DF
15	363.8	Approach Control.
16	270.6	GCA (AF Aircraft at Navy bases)
17	335.8	GCA (AF Search Control)
18	289.4	GCA (AF Final Approach Control)
GUARD	243.0	Emergency

* 1st Cell 256.0
2nd Cell 240.6
3rd Cell 272.8

SECRET

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0285

SECRET

B-47 UHF CHANNELIZATION FOR UK ENTRY (LAKENHEATH) 30°N Change

CHANNEL	FREQUENCY	USE
1	257.8	Control Tower Common UK - Civil ZI
2	349.5	Lakenheath Tower
3	353.8	GCI/EW/FIR UK
4	282.4	RAPCON Pickup Primary, Brise Norton
5	321.0	ROCKY Control, Lakenheath
6	341.4	Interplane
7	317.5	UHF/DF Working
8	236.6	Control Tower Common ZI, NEAC RAPCON Pickup Secondary, Lakenheath
9	335.8	GCA Search, ZI, NEAC
10	289.4	GCA Final ZI, NEAC
11	281.0	RAPCON Pickup, Lakenheath
12	381.4	RAPCON Feeder, Lakenheath
13	272.0	GCA, Lakenheath
14	379.4	GCA, Lakenheath
15	311.0	LANCER Control
16	344.6	Pilot-to-Forecaster - ZI
17	344.0	Common Feeder/GCA, UK
18	385.4	Common Feeder/GCA, UK
GUARD	243.0	Emergency - UK DF Call-up

SECRET

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SECRET

UHF CHANNELIZATION (DESTINATION BEN GUERIR)

ANNEL	FREQUENCY	USE
1	269.8	Combained Fighter Guard
2	232.2	SAC ADC Common
3	344.6	Pilot-to-Forecaster
4	341.4	Interplane
5	*	Tactical or as required
6	*	Tactical or as required
7	317.5	UHF/DF Common "Walnut Control"
8	311.0	Iceplant and Maypole Control, Sidi Slimane
9	~~321.0~~ 311.0	Sailboat Control (SAC Task Force Ben Guerir
10	353.8	Combained Air Traffic Control
11	257.8	Ben Guerir Tower
12	363.8	Ben Guerir Approach Control
13	362.3	Combained Approach Control
14	257.8	Combained Tower
15	385.4	Combained GCA Final (Primary Ben Guerir)
16	344.0	Combained GCA Search (Primary Ben Guerir)
17	355.8	Secondary GCA Search
18	255.4	Secondary GCA Final
GUARD	243.0	EMRGENCY/DISTRESS

SECRET

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0287

UHF CHANNELIZATION (DESTINATION WHEELUS)

CHANNEL	FREQUENCY	USE
1	269.8	Combained Fighter Guard
2	232.2	SAC ADC Common
3	344.6	Pilot-to-Forecaster
4	341.4	Interplane
5	*	Tactical or as required
6	*	Tactical or as required
7	317.5	UHF/DF Common "Walnut Control"
8	311.0	SAC Common
9	233.8	Malta Center
10	353.8	Combined Air Traffic Control, UHF/DF Common So France - Italy area.
11	257.8	Tower Wheelus
12	362.8	Approach Control, Wheelus
13	362.3	Combined Approach Control
14	257.8	Combined Tower
15	385.4	Combined GCA Final
16	344.0	Combined GCA Search
17	255.4	Wheelus GCA
18	335.8	Wheelus GCA
GUARD	243.0	WMERGENCY/DISTRESS

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0288

SECRET

OCEANIC CONTROL AREAS

(ZI TO LAKENHEATH)

Gander OATC:

55-00W or End of Refueling to 30-00W

Primary Guard:	Harmon Airways
Secondary Guard:	Pepperrell Airways
	Goose Airways
Alternate Guard:	Gander (ICAO Station)

annon/Prestwick OATC:

30-00W to 08-00W

Primary Guard:	Croughton Airways
Secondary Guard:	Sidi Slimane Airways
	Keflavik Airways
	Lajes Airways
Alternate Guard:	Shannon (ICAO Station)

(ZI TO BEN GUERIR)

ander OATC:

55-00W or End of Refueling to 30-00W

(Primary, Secondary and Alternate Guard Stations are the same for Lakenheath Route)

Shannon/Prestwick OATC:

30-00W to 13-00W

(Primary, Secondary and Laternate Guard Stations are the same for Lakenheath Route)

'zores OATC:

16-00W to 13-00W

Primary Guard:	Lajes Airways
Secondary Guard:	Harmon Airways
	Sidi Slimane Airways
	Andrews Airways
Alternate Guard:	Santa Maria (ICAO Station)

SECRET

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0289

STA	ORG Agency	FAC	IDENT OR CALL	FREQ	EMISSION	*HOURS	OCEAN STATION VESSELS REMARKS
[illegible] 60°00'N 3° 00'W	France Netherlands and UK	Air/Ship	4 YA	500	CW	ND	Emergency Channel Gurard at H - 15-18 and 45-48, otherwise on request
		Air/Ship	4 YA	333 2931 5611.5 8947.5 13354.5	CW CW CW CW CW	X N D X X	Guard with Reykjavik OACC
		Air/Ship	Ocean Station ALFA	121.5 127.9 3023.5	Voice Voice Voice	ND X(on UK OSV's)	
		MFD	4 YA	333	CW	X	
		VDF	Ocean Station ALFA	121.5 127.9	Voice Voice	X	Supplementary Facility on UK OSV 's only
		NDB	YA (Plus two position letters)	347	CW	ND X(on UK OSV's)	Transmits on H-05-10, 20-25, 35-40, and 50-55 otherwise on request. May be interrupted between 0200-0300 and 1400-1500
[illegible] 5[illegible]°00'N 19°00'N [illegible]	NETHERLANDS and UK	Air/Ship	4YI	500	CW	ND	Emergency Channel Guard at H-15 -18 and 45-48; otherwise on request.
		Air/Ship	4YI	2931 5611.5 8947.5 13354.5	CW CW CW CW	N D X X	Guard with Scottish ATCC
		Air/Ship	4YI	5695.5 3095	CW CW	SR-SS SS-SR	Emergency Channel Guard for search and Rescue Opers

*E Emergency
X Request
D Day
N Night
T -- Transit
R - Receive

65-2679

0290

S	ORGN AGENCY	FAC	IDENT OR CALL	FREQ	EMMISSION	*HOURS	OCEAN STATION VESSELS REMARKS
		Air/Ship	Ocean STA India	121.5 127.9 3023.5	Voice Voice Voice	ND X(on UK OSV's)	
		MDF VDF	4YI Ocean Station India	500 121.5 127.9	CW Voice Voice	ND X) X)	Supplementary factility on UK OSV's
		MDB	YI (plus two position letters	388	CW	ND	Transmits at H - 05-10, 20-25, 35-40, and 50-55; otherwise on request. May be interrupted between 0200-0300 and 1400-1500
E	USA	Route Communi-cations	4YE	5611.5	CW		Route freq guarded with WSY, NY - 2200Z - 1000Z - 15 Oct; 14 Apr (2400Z - 1200Z 15 Apr - 14 Oct)
				8947.5	CW		Route freq guarded with WSY, NY, 1000Z - 2200Z 15 Oct - 14 Apr (1200Z - 2400Z 15 Apr - 14 Oct)
		Air/Ship	Ocean Station ECHO	3023.5	Voice	DN	Primary HF Air/Ship
		Communi-cations		127.9	Voice	DN	Primary VHF Air/Ship

350
48°

*E - Emergency
X - Request
D - Day
N - Night
T - Transmit
R - Receive

65-2679

0291

STA	ORGN AGENCY	FAC	IDENT OR CALL	FREQ	EMMISSION	*HOURS	OCEAN STATION VESSELS REMARKS
		Emergency and Distress		121.5	Voice	DN	International Aeronautical VHF Emergency freq
				243.0	Voice	DN	U. S. Military UHF emergenecy and distress
				500	CW	DN	International calling and distress
				2182	Voice	DN	International Calling and distress
				8364	CW	E	International HF for survival aircraft. Guarded during distress incidents.
		Radio Beacon	YE	362	CW		H-05, 20, 35, 50 and on request
NOVEMBER	USA	Communications	Ocean Station NECTAR	121.5 3023.5	Voice Voice		Will supply "D" values (Difference between pressure altitude and absolute altitude) for altitudes between 7000' and 23,000' on request.
				243.0	Voice		U.S. Military UHF emergency frequency.
*E - Emergency X - Request D - Day N - Night T - Transmit R - Receive		Distress	4 YN	500	CW		
		Radio Beacon	YN	335	CW	DN	H-05-10, 20-25, 35-40, 50-55 and on request.
		Direction Finder		250-1500	CW		

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SECRET

STA	ORGN AGENCY	FAC	IDENT OR CALL	FREQ	EMISSION	* HOURS	OCEAN STATION VESSELS REMARKS
[illegible] TT 52° 'N [illegible]° 'W	France Netherlands and UK	Air/Ship	4 YJ	500	CW	ND	Emergency Channel guarded at H-15--18 and 45--48; other wise on request.
		Air/Ship	4 YJ	2931	CW	N	Guard with Scottish ATCC
				5611.5	CW	D	
				8947.5	CW	X	
				13354.5	CW	X	
		Air/Ship	4 YJ	5695.5	CW	SR-SS	Emergency Channel Guard for search and rescue operations.
				3095	CW	SS-SR	
		Air/Ship	Ocean Station Juliett	121.5	Voice	ND	
				127.9	Voice	X (on UK	
				3023.5	Voice	OSV'S	
		MDF	4 YJ	500	CW	ND	
		VDF	Ocean Station Juliett	121.5	Voice	X	Supplementary Facilities on UK OSV'S only
				122.9	Voice	X	
		NDB	YJ (Plus two position letters	370	CW	ND	
						X (on French OSV'S	Transmits H-05--10, 20-25 35-40 and 50-55. May be interrupted between 0200--0300 and 1400--1500.

*E - Emergency
X - Request
D - Day
N - Night
T - Transmit
R - Receive

SECRET

65-2679

0293

SECRET

STA	ORGN AGENCY	FAC	IDENT OR CALL	FREQ	EMISSION	HOURS	OCEAN STATION VESSELS REMARKS
BR	USA	Route Communi-cations	4 YB	(2931 (5611.5	CW CW		Route freq guarded with VFG, Gander 000Z-1000Z
		Air/Ship	05 BRAVO	3023.5	Voice	DN	Primary HF, Air/Ship
		Communi-cations	05 BRAVO	127.9	Voice	DN	Primary VHF Air/Ship
		Emergency and Distress		121.5	Voice	DN	International Aeronautical VHF emergency frequency
				243.0	Voice	DN	U.S. Military UHF Emergency and distress
				500	CW	DN	International calling and distress
				2182	Voice	DN	International calling and distress
				8364	CW	E	International HF for survival aircraft. Guarded during distress incidents
		Radio Beacon	YB	391	CW		H plus 05, 20, 35, 50 and on request

*E -- Emergency
X -- Request
D -- Day
N -- Night
T -- Transmit
R -- Receive

65-2674

SECRET

0294

SECRET

STA	ORGN AGENCY	FAC	IDENT OR CALL	FREQ	EMISSION	*HOURS	OCEAN STATION VESSELS REMARKS
OWS IE 52° N 35°30' W	USA	Route Communi-cations	4YC	2931	CW		Route freq guarded with VFG Gander 0000Z-1000Z Route freq guarded with VFG, 1000Z-2400Z
				5611.5	CW		
		Air/Strp	Ocean Station Charlie	3023.5	Voice	DN	Primary HF Air/ Ship
		Communi-cations		127.9	Voice	DN	Primary VHF Air/ Ship
		Emergency and Distress		121.5	Voice	DN	International aeronautical VHF emergency
				243.0	Voice	DN	US Military UHF emergency and distress
				500	CW	DN	International calling and distress
				2182	Voice	DN	International calling and distress
				8364	CW	E	International HF for survival aircraft. Guarded during distress incidents
		Radio Beacon	YC	385	CW		H-05, 20, 35, 50 and request

E - Emergency
X - Request
D - Day
N - Night
T - Transmit
R - Receive

65-2679

SECRET

0295

SECRET

STA	ORGN AGENCY	FAC	IDENT OR CALL	FREQ	EMISSION	*HOURS	OCEAN STATION VESSELS REMARKS
DE 44 N 41°00W	USA	Route Communi-cations	4 YD	2931 5611.5	CW CW		Route freq guarded with VFG, Gander - 0000Z - 1000Z
		Air/Ship	Ocean Station DELTA	3023.5	Voice	DN	Primary HF Air/Ship
		Communi-cations		127.9	Voice	DN	Primary VHF Air/Ship
		Emergency and Distress		121.5	Voice	DN	International aeronautical
				243.0	Voice	DN	US Military UHF emergency and distress
				2182	Voice	DN	International calling and distress
				8364	CW	E	International HF for survival aircraft. Guarded during distress incidents
				500	CW	DN	International calling and distress
		Radio	YD	350	CW		H-05,20,35,50 and on request

*E -- Emergency
X -- Request
D -- Day
N -- Night
T -- Transmit
R -- Receive

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SECRET

0296

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
	SECRET	307TH	B-47E				SECRET

III. PRE-FLIGHT PLAN

FROM: LINCOLN AFB / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	PRED. FUEL REMAIN.	GROSS WEIGHT
															89200	183000
			--				90 °				10	:03	10		4800	10100
CETTO	--	--	--	--	--	--	1200	--	--	--	10	:03	10		84400	172900
40-18N 96-45W			285/15				°				22	:04	22		2500	2500
Beatrice, Neb	CL	190	/2	182	-10	172	8000	96%	360	362	32	:07	32		81900	170400
40-14N 96-40W			285/15				°				06	:01	06		700	700
Level Off	CL	064	-1	063	-9	054	10000	96%	360	370	38	:08	38		81200	169700
41-27N 93-39W			285/15				°				7/152	:29	153		5800	5800
Des Moines	CP	064	-2	062	-8	054	10000	.50	319	329	197	:37	191		75400	163900
[illegible]			280/20				°				105	:15	102		5150	5150
Level Off	CL	052	-2	050	-6	044	21000	96%	408	420	302	:52	293		70250	158750
44-13N 88-00W			285/35				°				204	:27	195		4750	4750
Green Bay, Wisc	CC	052	-4	049	-4	045	32000	.74	434	455	506	1:19	488		65500	154000
			285/35				°				394	:52	374		8700	8700
48-00N 80-00W	CC	057	-3	054	/6	060	33500	.74	432	457	900	2:11	862		56800	145300
			270/40				°				223	:29	208		4700	4700
49-39N 74-00W	CC	063	-2	061	/15	076	34000	.74	429	465	1123	2:40	1070		52100	140600
			280/35				°				206	:27	192		4200	4200
50-51N 70-00W	CC	069	-2	067	/22	089	34900	.74	427	457	1329	3:07	1262		47900	136400
			280/35				°				198	:26	184		3900	3900
51-48N 65-00W	CC	073	-2	071	/28	099	35200	.74	425	457	1527	3:33	1446		44000	132500
52-22N 58-37W			280/35				°				238	:31	220		4500	4500
Refuel IP	CC	080	-2	078	/31	109	35600	.74	425	459	1765	4:04	1666		39500	128000
52-54N 57-28W			265/40				°				50	:07	46		950	950
Desc Point	CC	060	-2	058	/32	090	36100	.74	425	463	1815	4:11	1712		38550	127050
53-30N 55-50W			240/35				°				70	:08	60		450	450
Rendz Point	D	060	-3	057	/34	091	14500	---	[illegible]	470	1885	4:19	1762		38100	126600
54-30N 52-54W			270/20				°				120	:25	113		7500	7500
End Refuel	CP	060	-2	058	/35	093	15000	---	270	289	2005	4:44	1875		30600	119100
							°								49400	49400
On Load															80000	168500
54-36N 50-00W			275/30				°				103	:15	97		4600	4500
Level Off	CL	076	-1	075	/35	110	31000	96%	390	421	2108	4:59	1972		75400	163900
			265/40				°				173	:22	159		4100	4100
55-24N 45-00W	CC	081	0	081	/34	115	31600	.74	434	474	2281	5:21	2131		71300	159800
			265/40				°				171	:22	159		3900	3900
55-37N 40-00W	CC	086	0	086	/33	119	32200	.74	433	473	2452	5:43	2290		67400	155900
			260/40				°				171	:22	159		3800	3800
55-34N 35-00W	CC	091	/1	092	/31	123	32800	.74	432	472	2623	6:05	2449		63600	152100
			260/40				°				171	:22	158		3750	3750
55-16N 30-00W	CC	096	/1	097	/29	126	33200	.74	431	470	2794	6:27	2607		59850	148350
			260/40				°				176	:23	165		3800	3800
54-40N 25-00W	CC	101	/2	103	/25	128	33800	.74	430	469	2970	6:50	2772		56050	144550
			260/40				°				182	:23	164		3700	3700
53-51N 20-00W	CC	106	/3	109	/22	131	34300	.74	428	465	3152	7:13	2936		52350	140850
			275/35				°				192	:25	177		3850	3850
52-42N 15-00W	CC	111	/1	112	/18	130	35000	.74	425	459	3344	7:38	3113		48500	137000
			275/35				°				216	:28	199		1250	1250
51-00N 10-00W	CC	119°	/2	121°	/15	136	35400	.74	425	458	[illegible]	8:06	3312		47250	132750
SECRET (ON [illegible] SEPARATION)							°					:12			5000	5000
												8:18			42250	130750
50-28N 05-00W			275/35				°				108	[illegible]	102		3750	3750
[illegible] VOR	CC	100°	/1	101	/12	[illegible]	36400	.74	425	460	3758	8:[illegible]	3404		38500	127000

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT	82197	
CREW WT	[illegible]	
OIL WT	423	
ATO BTL WEIGHT (Empty)	---	
[illegible]	5000	
OPERATING WT		88500
FUEL WEIGHT: F.M.	18000	
FUEL WEIGHT: C.M.	18000	
FUEL WEIGHT: A.M.	21000	
FUEL WEIGHT: FWD AUX	5126	
FUEL WEIGHT: B.B.	17300	
FUEL WEIGHT: ATO	[illegible]	
FUEL WEIGHT: EXT.	--	
TOTAL		89200
BOMBS WT		--
AMMO WT		--
ADI. FLUID WT		5300
INITIAL GROSS WT		183000
START ENG AND TAXI FUEL ALW		3000
TAKE-OFF GROSS WT		180000

RUNWAY: PRESS. ALT	LENGTH	AIR TEMP.
1200	10000	70° F

CRITICAL FIELD LENGTH: 9400'

TAKE-OFF DISTANCE	TAKE-OFF SPEED
8300'	154.5

SPEED: REFUSAL	EMERG BEST FLARE	LINE
127	120.5	7400' [illegible]

NO. OF ATO BOTTLES REQUIRED	[illegible]
ATO FIRING RELEASE DISTANCE	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	SECRET
ATO FIRING SPEED	

Attachment 1 - [illegible] to Annex B

0297

SECRET

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)

III. PRE-FLIGHT PLAN

FM. Mengen Via / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN PRED. FUEL REMAIN.	FUEL FLIGHT PLAN GROSS WEIGHT
51-32N 02-40W			275/35				°				110	:15	106		38500	127000
Bristol	CC	054	-3	051	+10	061	36800	.74	425	450	3868	8:59	3602		2100	2100
51-56N 01-15W			275/30				°				60	:08	52		36400	124900
Upper Heyford	DS	065	-2	063	+9	072	25000	—	405	432	3928	9:07	3654		450	450
52-23N 00-33E			270/20				°				72	:11	71		35950	124450
Lakenheath	CR	066	-1	065	+9	074	20000	.63	387	405	4000	9:18	3725		2050	2050
							°					:20			33900	122400
Land												9:38			4000	4000
							°									
							WEATHER ALTERNATE									
							°									
Lakenheath											4000	9:18	3725		33,900	122,400
37-08N 03-40W	CR		270/35				°				940	2:17	970		29,800	117,300
Granada	CC	190	+5	195	+9	204	41,400	.74	425	420	4940	11:35	4695		25,600	103,100
32-17N 07-56W			240/15				°				365	52	369		3,800	9,300
Ben Guerir	CC	214	0	214	+10	224	42,000	.74	425	410	5295	12:27	5064		10,800	99,300
							°					:20			4000	4000
												12:47			6,800	95,300
							°									
							WEATHER ALTERNATE									
							°									
Lakenheath											4000	9:18	3725		33,900	122,400
40-00N 09-40W	CR		270/40				°				345	1:58	835		25900	25900
36-50N 12-40W	CC	154	+5	159	+6	165	41100	.74	425	442	7828	11:16	4560		26000	106500
			275/35				°				310	:45	305		3200	3800
Santellonia	CC	150	-3	153	+4	157	41800	.74	425	438	5038	11:45	4765		14800	101200
34-56N 13-15W			275/35				°				245	:34	241		3800	3800
Wheelus	CC	165	+2	168	+3	171		.74	425	434	3283	12:19	5006		11000	99500
							°					:30			4000	4000
Land												12:39			7000	95500

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BYL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT FM.	
CM.	
AM.	
PMS AVA.	
B.B.	
ATO	
EXT.	
TOTAL	
BOMBS WT.	
AMMO WT	
ADI FLUID WT	
INITIAL GROSS WT.	
START ENG AND TAXI FUEL ALW	
TAKE-OFF GROSS WT.	

RUNWAY		
PRESS. ALT	LENGTH	AIR TEMP
CRITICAL FIELD LENGTH		
TAKE-OFF DISTANCE	SPEED	
SPEED REFUSAL	EMERG REST PLANE	LINE
NO. OF ATO BOTTLES REQUIRED		
ATO PROPELLANT WEIGHT		
ADJUSTED TAKE-OFF WEIGHT		
ADJUSTED TAKE-OFF DISTANCE		
ATO FIRING SPEED		

ATTACHMENT 2 TO APP 1 TO ANNEX B

0298

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: SECRET | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade): SECRET

III. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
							°									
ALTERNATE AIR REFUELING AREA												"GALE STORM"				
							°									
COMMON ROUTE																
							°									
							°									
49-39N 75-00W							34000				2123	2:40	1070		52100	140600
53-27N 48-13W			280/35				°				345	:47	333		7200	7200
Refuel IP	CC	048	-4	044	∠25	069	35200	.74	425	446	1478	3:27	1403		44900	133400
			280/35				°				91	:12	85		1800	1800
Descent Pt	CC	060	-3	059	∠31	090	35500	.74	425	451	1569	3:39	1488		43100	134000
54-27N 64-19W			290/30				°				63	:08	60		420	420
Kendz Point	DS	065	-3	062	∠33	095	34500	--	440	471	1632	3:47	1548		40650	131250
55-39N 64-21W			290/30				°				140	:30	135		840	840
End Refuel	CH	065	-4	061	∠35	094	35000	--	270	291	1872	4:17	1683		34650	122750
Ck Load							°								4200	4200
															83650	171150
Level Off	CL	085	290/30	094	∠37	124	30500	9?8	340	419	104	:15	97		4700	4700
			-2								1976	4:32	1790		78950	167450
55-54N 55-00W	CC	085	265/40	085	∠37	122	°	.74	426	472	77	:10	72		1850	1850
							30700				2053	4:42	1862		77100	169300
			265/40				°				169	:23	154		4000	4000
56-01N 50-00W	CC	082	0	091	∠34	124	31200	.74	428	475	2222	5:05	2016		73250	173300
			265/40				°				142	:20	129		4000	4000
57-54N 45-00W	CC	092	-3	093	∠34	129	32400	.74	434	473	2364	5:25	2145		77250	177300
			265/40				°				171	:22	155		2700	2700
58-37N 40-00W	CC	095	-3	094	∠33	128	33000	.74	434	473	2535	5:47	2301		81200	183700
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
SECRET							°									
							°									

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

FUEL WEIGHT: AIR-CRAFT BASIC WT | CREW WT | OIL WT | ATO BTL WEIGHT (Empty) | EXT. TANKS WT (Empty) | OPERATING WT | FM | CM | AM | FWD AUX | B.B. | ATO | EXT. | TOTAL

BOMBS WT | AMMO WT | ADJ. FLUID WT | INITIAL GROSS WT | START END AND TAXI FUEL ALW | TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: REFUSAL | EMERG REST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED | ATO PROPELLANT WEIGHT | ADJUSTED TAKE-OFF WEIGHT | ADJUSTED TAKE-OFF DISTANCE | ATO FIRING SPEED

SECRET

* Control 3 - Item 3 to Annex B

0299

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
SECRET					SECRET	

I. PRE-FLIGHT PLAN

TERTIARY AIR REFUELING AREA — "PEPPER BOX"

COMMON ROUTE

FROM / ROUTE	FLT COND	T.C.	WIND D/V / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	PRED. FUEL REMAIN.	GROSS WEIGHT
49-39N 75-00W							34000				1123	2:40	1070		52100	140600
Refuel IP 49-10N 70-20W	CC	100	280/35 / 0	10[illegible]	+21	121	34700	.74	425	460	184 / 1307	:24 / 3:04	170 / 1240		3700 / 48400	3700 / 136900
Descent Point	CC	044	280/35 / -4	040	+24	064	35000	.74	425	445	84 / 1391	:11 / 3:15	78 / 1318		1700 / 46700	1700 / 135200
Rendz Point 50-55N 67-42W	DS	045	290/30 / -4	041	+26	067	14500	--	450	463	62 / 1453	:08 / 3:23	60 / 1378		450 / 46250	450 / 134750
End Refuel	CR	045	290/30 / -6	039	+29	068	15000	--	270	283	123 / 1576	:26 / 3:49	117 / 1495		7800 / 38450	7800 / 126950
On Load															49400 / 87850	49400 / 176350
Level Off	CL	073	290/30 / -3	070	+32	102	30000	96%	390	415	104 / 1680	:15 / 4:04	97 / 1592		4700 / 83150	4700 / 171650
54-30N 52-54W	CC	076	280/35 / -2	074	+34	108	31000	.74	435	468	359 / 2039	:46 / 4:50	333 / 1925		8650 / 74500	8650 / 163000
[illegible]-56N 50-00W	CC	076	280/35 / -2	074	+35	109	32000	.74	434	467	103 / 2142	:13 / 5:03	96 / 2021		2450 / 72050	2450 / 160550
55-24N 45-00W	CC	081	265/40 / 0	081	+34	115	32000	.74	434	474	173 / 2315	:22 / 5:25	159 / 2180		4000 / 68050	4000 / 156550
55-[illegible]N 40-00W	CC	086	265/40 / 0	086	+33	119	32200	.74	433	473	171 / 2486	:22 / 5:47	159 / 2339		3750 / 64300	3750 / 152800

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT
CREW WT
OIL WT
ATO BTL WEIGHT (Empty)
EXT. TANKS WT (Empty)
OPERATING WT
FUEL WEIGHT: FM. / CM. / AM. / FWD AUX / B.B. / ATO / EXT. / TOTAL
BOMBS WT
AMMO WT
ADI. FLUID WT
INITIAL GROSS WT
START ENG AND TAXI FUEL ALW
TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED
ATO PROPELLANT WEIGHT
ADJUSTED TAKE-OFF WEIGHT
ADJUSTED TAKE-OFF DISTANCE
ATO FIRING SPEED

SECRET SECRET

Attachment 4 - App 1 To Annex B

0300

SECRET

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		307TH	B-47E				

III. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
				ALTERNATE			°		BEN GUERIR							
				COMEN ROUTE			°									
End Refuel							°				2005	4:14	1875		30,600	119,100
							°								49,400	49,400
On Load															80,000	168,500
54-07N 50-00W			275/30				°				95	:13½	88		2600	2600
Level Off		104	0	104	235	139	31000	96%	390	420	2100	4:57½	1963		77,400	165,900
			265/10				°				184	:23½	170		4400	4400
53-15N 45-00W		106	28	108	234	142	31500	.74	434	470	2284	5:21	2133		73,000	161,500
			265/10				°				193	:24½	177		4400	4400
52-05N 40-00W		110	28	112	232	144	32300	.74	433	470	2477	5:45½	2310		68,600	157,100
			260/10				°				206	:27	194		4600	4600
50-36N 35-00W		115	23	118	229	147	32900	.74	431	463	2683	6:12½	2504		64,000	152,500
			260/10				°				225	:29½	210		5,000	5,000
48-35N 30-00W		121	23	124	226	150	33200	.74	428	458	2908	6:42	2714		59,000	147,500
			275/10				°				250	:33	234		5,400	5,400
46-15N 25-00W		125	23	128	222	150	34000	.74	425	457	3158	7:15	2948		53,600	142,100
			275/10				°				285	:37½	265		5,800	5,800
42-22N 20-00W		130	23	133	218	151	34800	.74	425	454	3443	7:52½	3213		47,800	136,300
			280/35				°				325	:43	305		6,400	6,400
39-49N 15-00W		134	23	137	215	152	35700	.74	425	451	3768	8:35½	3518		41,400	129,900
			280/25				°				395	:54	383		7,600	7,600
34-40N 10-00W		140	23	143	213	156	36700	.74	425	437	4163	9:29½	3901		33800	122,300
Ben Guerir			280/35				°				188	:26	184		3,400	3,400
33-17N 07-56W		145	23	145	211	159	37800	.74	425		4351	9:55½	4085		30,400	118,900
							°					:20			4,000	4,000
												10:15½			26,400	114,900
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
WEIGHT OF FUEL: FWD	
WEIGHT OF FUEL: AUX	
WEIGHT OF FUEL: C.G.	
WEIGHT OF FUEL: ATO	
WEIGHT OF FUEL: EXT.	
WEIGHT OF FUEL: TOTAL	
BOMBS WT	
AMMO WT	
ADI. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALT	
TAKE-OFF GROSS WT	

RUNWAY: PRESS. ALT | LENGTH | AI

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: REFUSAL | EMERG REST PLANE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

Attachment 5 (to App 1 to Annex B)

0301

SECRET

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | (Pilot) | CO-PILOT (Name and Grade)

III. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND DIR. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	PRED. FUEL REMAIN.	LAN. GROSS WEIGHT
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
				BEYOND		ALTERNATE	To [illegible] OUTER									
							°									
54-37N 00-00W							°									
[illegible]							°				1486	5:50	[illegible]		67,400	[illegible]
53-41N 35-00W	119		284/40 +3	122	+29	151	32900 °	.79	431	462	20 26	1:26	[illegible]		[illegible]	6,600 [illegible]
51-34N 30-00W	124		260/40 +3	127	+26	153	33200 °	.74	428	456	[illegible]	6:45	[illegible]		[illegible]	4,800
48-50N 25-00W	130		275/40 +3	133	+22	155	34000 °	.74	425	455	2:55	7:17	[illegible]		5,200	2,600
45-28N 20-00W	135		275/40 +3	138	+18	156	34800 °	.74	425	452	288 3443	1:38 7:56	674 3433		5,200 46,200	5,900 135,400
40-52N 15-00W	140		280/35 +3	143	+15	158	35700 °	.74	425	449	345 3788	:46 8:42	345 3458		6,800 40,200	6,800 128,600
35-10N 10-00W	146		260/25 +3	146	+13	159	36700 °	.74	425	435	420 4208	:58 9:40	410 3868		8,000 32,200	8,000 120,600
32-17N 07-56W			260/25				°				205	:30	232		4,000	4,000
BEN GUIRRE	149		+3	149	+11	160	37800 °	.74	425	433	4423	10:10	4080		28,200	116,600
LAND							°					:40			4,000	4,000
							°					10:30			[illegible]	112,600
							°									
							°									
							°									
ATTACHMENT 5A				APPENDIX	1		° TO	ANNEX B								
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

FUEL WEIGHT

AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
A/C BYL WEIGHT (Equip)	
F.P. TANKS WT (Empty)	
OPERAT. LOAD WT	
T.M.	
T.M.	
T.O.	
A.N.T.	
B.B.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADJ. FLUID WT	
INITIAL GROSS WT	
START END AND TAXI	
FUEL LOAD	
TAKE-OFF GROSS WT	

RUNWAY

PRESS. ALT | LENGTH | AIR TEMP.

CRITICAL FIELD LENGTH

TAKE-OFF

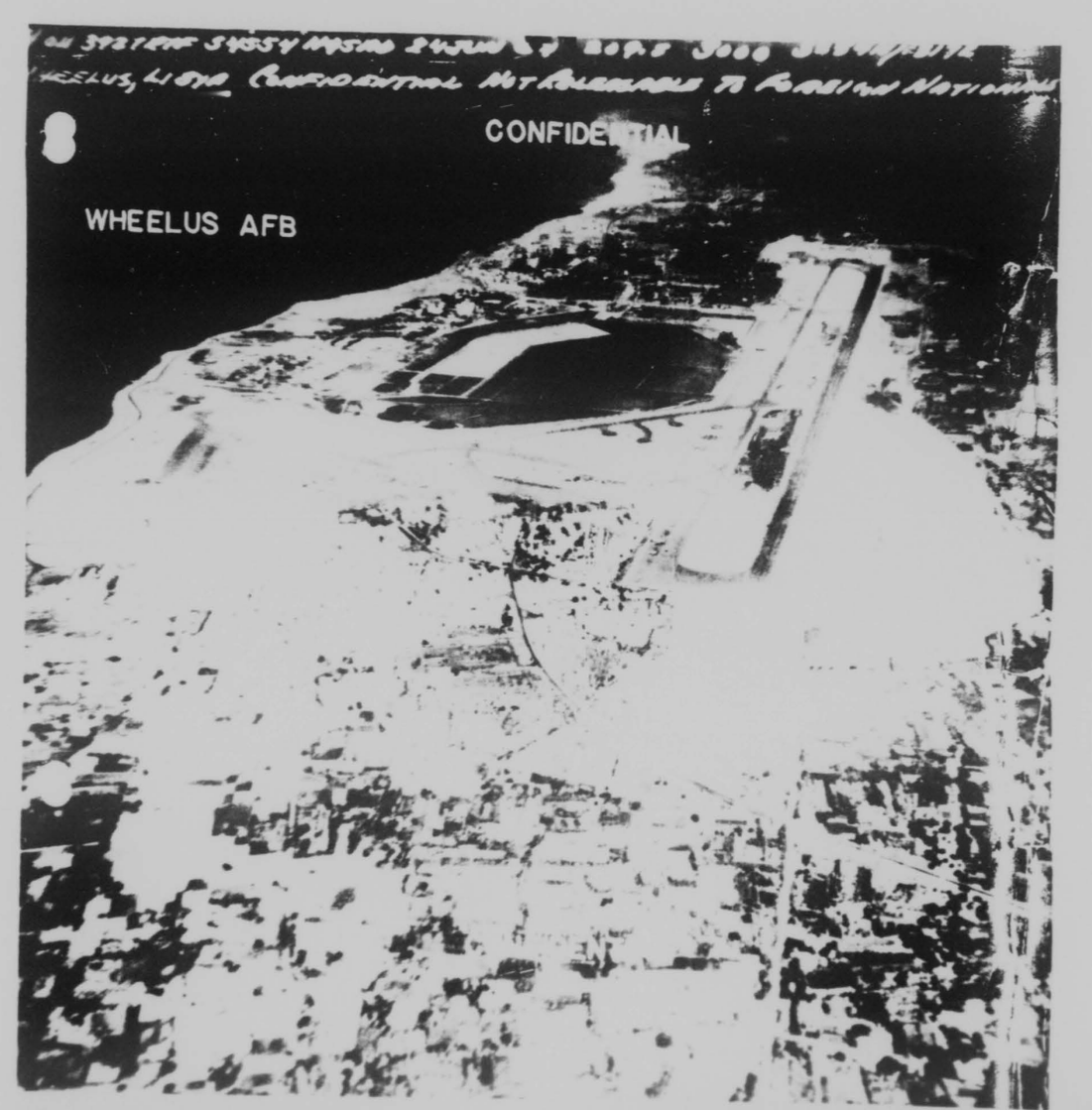
DISTANCE | SPEED

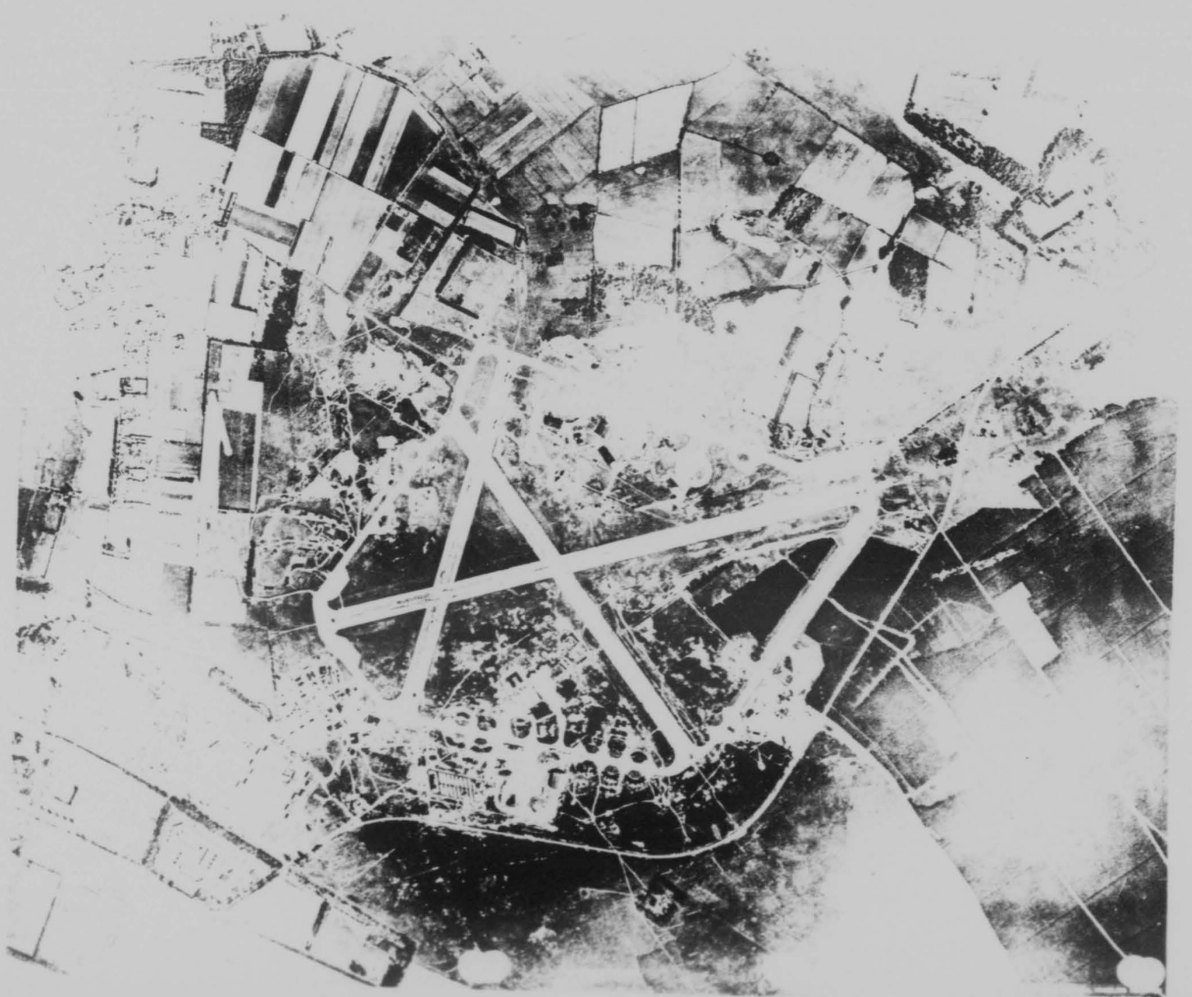
SPEED

REFUSAL | EMERG REST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PRO PELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

0302





SECRET

COLONEL CHRISTY

307th Bombardment Wing

CONFIDENTIAL

CREW FLIMSY

BEE STING

CONFIDENTIAL

SECRET

T 351A

0306

1. MISSION: BTE STING

a. General Briefing 0900 7 July in Building 157, Room 24 (307th Bomb Wing Briefing Room).

b. Specialized Briefing: Following General Briefing.

c. Pre-take off meeting: See Schedule on page 13.

d. Take-off times: See page 13.

e. Interrogation: Wing Briefing Room immediately after landing.

2. GENERAL MISSION OUTLINE: Aircraft will take-off at fifteen (15) minute intervals in four (4) waves on four (4) consecutive days and fly the routes and altitudes as indicated on the inclosed Route Sheets. One (1) navigation mission (celestal, radar or grid), one (1) camera attack, two (2) RBS, two (2) controlled EIA's one (1) hour depressurized flying (combat position), and two (2) strike reports will be completed on this mission. A detailed flight plan is outlined in the observers information, paragraph 4. In addition to the above each crew will excute a jet penetration and GCA at Upper Heyford and Lakenheath.

3. PROCEDURES:

a. Mission planning and fuel reserves: Each crew will prepare its own clearance, weight and balance and SAC Form 1. Flight will be planned to arrive over Lakenheath VOR with not less than 15,000 pounds of fuel. Altitudes will be in accordance with those indicated on the inclosed Route Sheets.

b. Weather Minimums: Take-off minimums will be 500 foot ceiling and one (1) mile visibility and landing minimums will be 1000 foot ceiling and two (2) miles visibility for ready crews. Non-ready crew take-off minimums are 700 foot ceiling and two (2) miles visibility with landing minimums of 1500 foot ceiling and two (2) miles visibility.

c. Climb and level off:

(1) Runway 07: Left turn after take-off and climb to assigned altitude on course.

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0307

(2) Runway 25: Right turn after take-off and climb to assigned altitude on course.

d. Ground Operations and take-off times: See page 13.

e. Alternates: Alternates will be briefed by the Weather Officer at the pre-take-off meeting.

f. Flying Safety considerations are paramount and will take priority over all training accomplishments.

g. Aircraft Commanders of aborting aircraft will:

(1) Obtain an ARTC clearance prior to departing the Bomber Stream (Conditions Permitting).

(2) Depart the Bomber Stream to the right.

(3) Not cross the Bomber Stream unless at least 3,000 feet below the lowest aircraft in the stream at the points of crossing.

(4) Insure that the route of flight does not cross any danger areas or control areas unless proper permission has been granted.

(5) Not attempt any low approaches except in an emergency unless gross weight is below 125,000 pounds.

h. Emergency landing fields will be in accordance with the operations order.

4. OBSERVER INFORMATION:

a. Navigation.

(1) A navigation leg (day celestal, celestal grid or radar grid as crew requirement dictate) will be flown from 54-19N, 02-43W to 58-18N, 03-20W with a turning point at 60-30N, 09-00W.

(2) All available aids to navigation will be used to maintain course and position, except when flying the navigation leg.

(3) All observers will practice radar navigation to the maximum extent possible when not participating in bomb runs, bombing equipment checks, or navigation leg.

(4) Two controlled ETA's will be accomplished to insure proper spacing for RBS Runs.

a. Controlled ETA #1 - 52-30N, 00-50E. This Controlled ETA will be accomplished by deviating to the west.

b. Controlled ETA #2 - 48-40N, 02-20W. This Controlled ETA will be accomplished be deviating to the south.

(5) Each observer will make a radar beacon check against each of the racon stations listed below. The results, reception, and distance, will be reported at de-briefing.

BRIZE NORTON	2-2-1	51-45N 01-35W
BURTONWOOD	1-1-1	53-25N 02-39W
LAKENHEATH	2-2-2	52-24N 00-33E

(6) Observers will insure the following danger area is avoided:

AREA	CENTER	ALTITUDE RESTRICTION
BB3	51-16N, 02-40E	45,000

(7) Each aircraft will work a UHF/DF fixer not problem at some point below 52 degrees north latitude. The observer will report the degree of success of the DF Fix.

(8) A Planning E.C Form 1 is enclosed for planning purposes.

b. Bombing:

(1) A bomb equipment check will be accomplished prior to the first RBS Run.

(2) A fixed radio camera attack will be accomplished at Edinburgh, Scotland.

(3) RBS Runs will be accomplished at Paris, France and London, England. The RBS Run at London will be identified to the RBS Site and on the photo log as an evaluation run.

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(4) Ballistics will be cross checked by co-pilot for each bomb run.

(5) Optic clum shell door will be closed on all bomb runs. O-23 camera will be set in alternate position on all bomb runs.

(6) Offset data for the London bomb run will be set after departing Paris and prior to accomplishing the controlled ETA. Offset data will be checked as required by the checklist during bomb run procedures.

(7) Combat-ready and above crews will accomplish record RBS Runs. Non-Combat ready and 5X crews may accomplish practice RBS Runs.

(8) Target Information:

(a) Camera attack, fixed angle

1 Target: Edinburgh V-3

2 Location: 55-59N, 03-12W

3 Elevation: Zero

4 Time after 10 NM Mark: 20.5 seconds

5 IP: Aberdeen

(b) Paris RBS Run:

1 Radar RBS Run, Offset

2 Target: "Coco"

3 Elevation: 288'

4 Offset #1: N-3210; W-4540

5 Offset #2: N-19,130; W-9550

6 IP: Dunkerque

7 MACH: .74

(c) London RBS Run (Evaluation Run):

1 Radar RBS Run, Offset #1 = 288

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2 Target: "Ocea"

3 Elevation: 2192'

4 Offset #1: S-29,450; W-9,610

5 Offset #2: N-12,920; E-1,790

6 IP: Bournemouth

7 M.CH: .81

8 Tactics: HI JINKS

(9) Bomb doors will be opened on all RBS Runs by placing the K-2 Auto switch in "Auto" at 20 seconds TG as required by the Observers Checklist. A thorough inspection of the bomb bay will be made before take-off to insure opening of the bomb doors will not result in the release of any object. Automatic operation of the K-38 camera will not be effected unless bomb doors are open. CAUTION: Salvo switches will not be energized on bomb runs. All pilots will be so informed.

c. Photography:

(1) O-15, O-23 and K-38 photography will be exposed on all bomb runs. Special emphasis will be placed on quality of K-38 photography.

(2) If an aircrew fails to obtain O-15 or K-38 photography on any bomb run, the crew will investigate and report to the Bomb-Nav Section the reason for failure, in writing, within twenty-four (24) hours after notification of incomplete photography.

(3) A checklist for IBDA photography is attached hereto. This checklist outlines procedures for IBDA with the PMG "ON". In case of PMG failure, IBDA will be accomplished as outlined in Chapter 14, SAC Manual 50-38.

(4) The AMA-2 switches in the O-217 will be placed in the following positions throughout the entire mission.

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SWITCH	POSITION
Auto-Bomb	Auto
Norm-Man	Norm
HiAlt-LoAlt	Hi-Alt

(5) Observers will insure accuracy and completeness of photo logs. Photo logs will be left in the aircraft upon completion of the mission.

d. Forms

(1) The following forms will be completed by the observer at De-Briefing:

(a) Observer Critique - Bee Sting

(b) Observer Critque - Flash Report

(2) The following forms will be turned in by the observer at De-Briefing:

(a) SAC Form

(b) SAC Form 22

(c) SAC Form 30 (if applicable)

(d) Maps and charts used for the mission.

(e) SAC Form 57

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e. Bombing and Navigation Time:

Position	Controlled ETA #1	Paris Bomb Release Time	Controlled ETA #2	London Bomb Release Time
1	0925Z	1000Z	1035Z	1100Z
2	0940Z	1015Z	1050Z	1115Z
3	0955Z	1030Z	1105Z	1130Z
4	1010Z	1045Z	1120Z	1145Z
5	1025Z	1100Z	1135Z	1200Z
6	1040Z	1115Z	1150Z	1215Z
7	1055Z	1130Z	1205Z	1230Z
8	1110Z	1145Z	1220Z	1245Z
9	1125Z	1200Z	1235Z	1300Z
10	1140Z	1215Z	1250Z	1315Z
11	1155Z	1230Z	1305Z	1330Z
12	1210Z	1245Z	1320Z	1345Z
13	1225Z	1300Z	1335Z	1400Z
14	1240Z	1315Z	1350Z	1415Z
15	1255Z	1330Z	1405Z	1430Z
16	1310Z	1345Z	1420Z	1445Z
17	1325Z	1400Z	1435Z	1500Z
18	1340Z	1415Z	1450Z	1515Z
19	1355Z	1430Z	1505Z	1530Z
20	1410Z	1445Z	1520Z	1545Z
21	1425Z	1500Z	1532Z*	1600Z

NOTE: If position 21 is used, a control time of 1532Z at Control Point #2 must be made good in order to arrive over London Bomb Plot at 1600Z.

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5. COMMUNICATIONS INFORMATION:

a. Pre-take-off and take-off:

(1) Before starting engines all aircraft contact ROCKY CONTROL.

(2) Start of taxi until after take-off all aircraft will be under tower control.

(3) RAPCON will control aircraft to a distance of 25 miles outbound from Lakenheath. All aircraft will make a position report departing 25 miles.

b. UHF:

(1) All aircraft will have UHF radio on TR/Guard position at all times except when actually communicating on another frequency.

(2) Flight Information Region (FIR) Reporting, U.K.

(a) United Kingdom FIR's are served by the following ATCC's on 355.6mcs.

1 Scottish Prestwick ATCC

2 Northern FIR - Preston and Patnall ATCC

3 South Western FIR - Gloucester ATCC

4 South Eastern FIR - Uxbridge ATCC

(The UHF facilities at the above ATCC's are on request and will be alerted by Lancer Control for this mission.)

(3) Position reports are required by an Air Traffic Control Center in the United Kingdom in whose flight information region a flight is taking place, in the following circumstances:

(a) When deviation from a flight plan is necessary.

(b) At thirty (30) minute intervals when flying over the sea more than ten (10) NM from the coast.

(c) On entering United Kingdom Flight Information Region from seaward.

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(d) When crossing United Kingdom coast, inbound on flights which have extended ten (10) NM from coast, but within boundary of a United Kingdom FIR.

(e) When crossing United Kingdom coast outbound on flights extending more than ten (10) NM from the coast.

(f) Prior to entering or crossing a controlled air space.

(4) Position reports are not required when flying outside a controlled air space over the land of the United Kingdom or the sea within ten (10) NM of the coast.

(5) Flight Information Region Reporting, Brussels - Paris FIR.

(a) Position reports are required when entering, each 30 minutes while flying within and when departing the Paris FIR. Position reports will be made to "Paris Control" on 339.8mcs.

(b) Position reports are required when entering, each 30 minutes while flying within and when departing the Brussels FIR. Position reports will be made to "Brussels Military" on 353.8 mcs.

(6) UHF/DF Fixer Service, U.K.

(a) Each aircraft is required to work a UHF/DF fixer net problem at some point below 53 degrees latitude. The Lakenheath Fixer Net will be used for this purpose and the following procedures apply:

1. Call "LAKENHEATH FIXER" on 243.0mcs and request a test fix. Lakenheath will acknowledge the call, alert the net and advise the aircraft to change to 317.5mcs and transmit for a fix.

(7) UHF/DF Fixer Service, France.

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(c) [illegible] UHF is available in the Paris area. Aircraft desiring this service will contact "BOOKKEEPER" on 317.5mcs.

(8) UHF Channelization.

(a) B-47 aircraft will be channelized as follows:

CHANNEL	FREQUENCY	USE
1	257.8	Common Tower
✓2	349.5	Lakenheath Tower
✓3	353.8	FIR/GCI
4	311.0	LANCER Control
✓5	321.0	ROCKY Control/Interplane
6	266.2	LONDON RBS
7	284.5	PARIS RBS
8	282.4	Brize RAPCON Pickup
9	296.4	Upper Heyford Feeder
10	301.6	Upper Heyford GCA
11	317.1	Upper Heyford GCA
✓12	281.0	Lakenheath RAPCON Pickup
13	362.3	Combined Approach Control Lakenheath GCA
14	272.0	Lakenheath GCA
15	379.4	Lakenheath GCA
16	304.8	Fairford Feeder
17	344.0	Common Feeder/GCA
18	385.4	Common Feeder/GCA
GUARD	243.0	Distress/DF Call Up
MANUAL*	317.5	DF Working

*UHF Frequency 317.5 will normally be set up in UHF channel 6 or 7 when required.

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(b) HF Communications

1 HF will be used under the following circumstances only:

a. Required ICAO/NIC reporting where facilities are not available.

b. PIR reporting when UHF contact cannot be established.

c. HF Strike Report

d. Back-up for RBS communication in case of UHF failure.

e. Emergency.

2 S.C Monitoring Procedure ALFA is prescribed for this mission. All aircraft will monitor Croughton Airways on HF during the periods of 05:03 - 25:28 - 45:48 minutes past the hour for possible recall or other instructions for aircraft in flight. This monitoring may be interrupted during RBS Runs.

3 HF channelization will be contained in crew communication flimsy.

4 HF tactical position reports (M-19) will not be made.

5 Normal HF Strike Reports will be transmitted after each bombs away to Croughton on 6730.5.

address

(c) RBS frequencies and call in procedure:

STN:	UHF	HF
Paris	264.9	
London	266.2	3023.5

The RBS Run on London will be identified to the RBS Site as an evaluation run. Observers serial number and crew number will not be transmitted to the RBS Site.

RBS Call

No count on Observer

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RBS Identification numbers assigned to observers will be transmitted in lieu of the serial number and crew number.

(d) IFF Operations will be briefed in the specialized briefing.

(e) Emergency Communication Procedures will be in accordance with ACP 130 and ACP 135, Radio Facility Chart Europe and Supplementary Flight Information Document Europe, Africa and Middle East.

(f) Identification and Recognition - AFSAL 510A.

(h) Call Signs.

1 Air to Air - ROCKY.

2 Air to Ground - ROCKY.

(i) Recall code word for this mission is "SHOP WORN".

(j) Communications security will be observed and no clear text transmissions will be made that would reveal unit designation, location or the nature of the mission.

6. REPORTS:

a. "The Aircraft Commander is responsible for submitting the following reports in the event a landing is made at other than the scheduled post-strike base:

(1) B-17 Aircraft Commanders Report

(2) B-51 IBDA Report

(3) M-10 Departure Report

(4) M-12 Hot News

(5) M-17 Delay

b. Each crew has been issued a Mission Reports Folder which contains necessary instructions for submission of these reports.

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CREW SCHEDULING ALL WAVES
NOTE: All Times "ZULU"

POSITION	STATION TIME	PRE T.O. BRIEFING	START ENGINES	TAXI	T.O. TIME	TIME OVER LAKENHEATH
1	0310	0440	0545	0555	0610	1135
2	0325	0440	0600	0610	0625	1150
3	0340	0440	0615	0625	0640	1205
4	0355	0525	0630	0640	0655	1220
5	0410	0525	0645	0655	0710	1235
6	0425	0525	0700	0710	0725	1250
7	0440	0610	0715	0725	0740	1305
8	0455	0610	0730	0740	0755	1320
9	0510	0610	0745	0755	0810	1335
10	0525	0655	0800	0810	0825	1350
11	0540	0655	0815	0825	0840	1405
12	0555	0655	0830	0840	0855	1420
13	0610	0740	0845	0855	0910	1435
14	0625	0740	0900	0910	0925	1450
15	0640	0740	0915	0925	0940	1505
16	0655	0825	0930	0940	0955	1520
17	0710	0825	0945	0955	1010	1535
18	0725	0825	1000	1010	1025	1550
19	0740	0910	1015	1025	1040	1605
20	0755	0910	1030	1040	1055	1620
21	0810	0910	1045	1055	1110	1635

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CREW ASSIGNMENT
FIRST WAVE 9 JULY 1956

POSITION	ROCKY	AIRCRAFT COMDR	CREW NO.	SQDN
1		Hoover	R-34	371st
2		Bifford	R-37	371st
3		Webber	R-33	371st
4		Roth	R-49	371st
5		Schelberger	R-16	370th
6		Sullivan	R-92	370th
7		Biggs	R-11	370th
8		Crook	R-06	370th
9		Ouderkirk	R-09	370th
10		Clark	R-13	370th
11		Nordstrom	L-60	372nd
12		Gieker	R-66	372nd
13		Boudreaux	R-65	372nd
14		Heller	R-77	372nd
15		Ridley	R-74	372nd
16				
17				
18				
19				
20				
21				

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CREW ASSIGNMENT
SECOND WAVE 10 JULY-1956

POSITION	ROCKY	AIRCRAFT COMDR	CREW NO.	SQDN
1		McCrary	R-05	370th
2		Peebles	R-08	370th
3		Brooks	R-08	370th
4		Dance	R-12	370th
5		Mills	R-14	370th
6		Kohlscheen	R-71	372nd
7		Hull	R-62	372nd
8		Wheeler	R-69	372nd
9		Dodge	R-75	372nd
10		Terry	R-73	372nd
11		Darden	R-36	371st
12		Hall	R-35	371st
13		Ames	R-31	371st
14		Hofman	R-39	371st
15		Bowling	R-38	371st
16				
17				
18				
19				
20				
21				

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CREW ASSIGNMENT
THIRD WAVE 11 JULY 1956

POSITION	ROCKY	AIRCRAFT COMDR	CREW NO.	SQDN
1		Holden	R-71	372nd
2		Mann	R-67	372nd
3		Meyers	N-79	372nd
4		Phillips	R-68	372nd
5		Morrison	R-70	372nd
6		Mattick	R-32	371st
7		Guy	R-40	371st
8		Hilton	N-42	371st
9		Peterson	R-41	371st
10		Behan	R-45	371st
11		Hermann	L-01	370th
12		Shaver	L-10	370th
13		Koulski	R-03	370th
14		Williams	N-12	371st
15		Thudeau	N-15	370th
16				
17				
18				
19				
20				
21				

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CREW ASSIGNMENT
FOURTH WAVE 12 JULY 1956

POSITION	ROCKY	AIRCRAFT COMDR	CREW NO.	SQDN
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				

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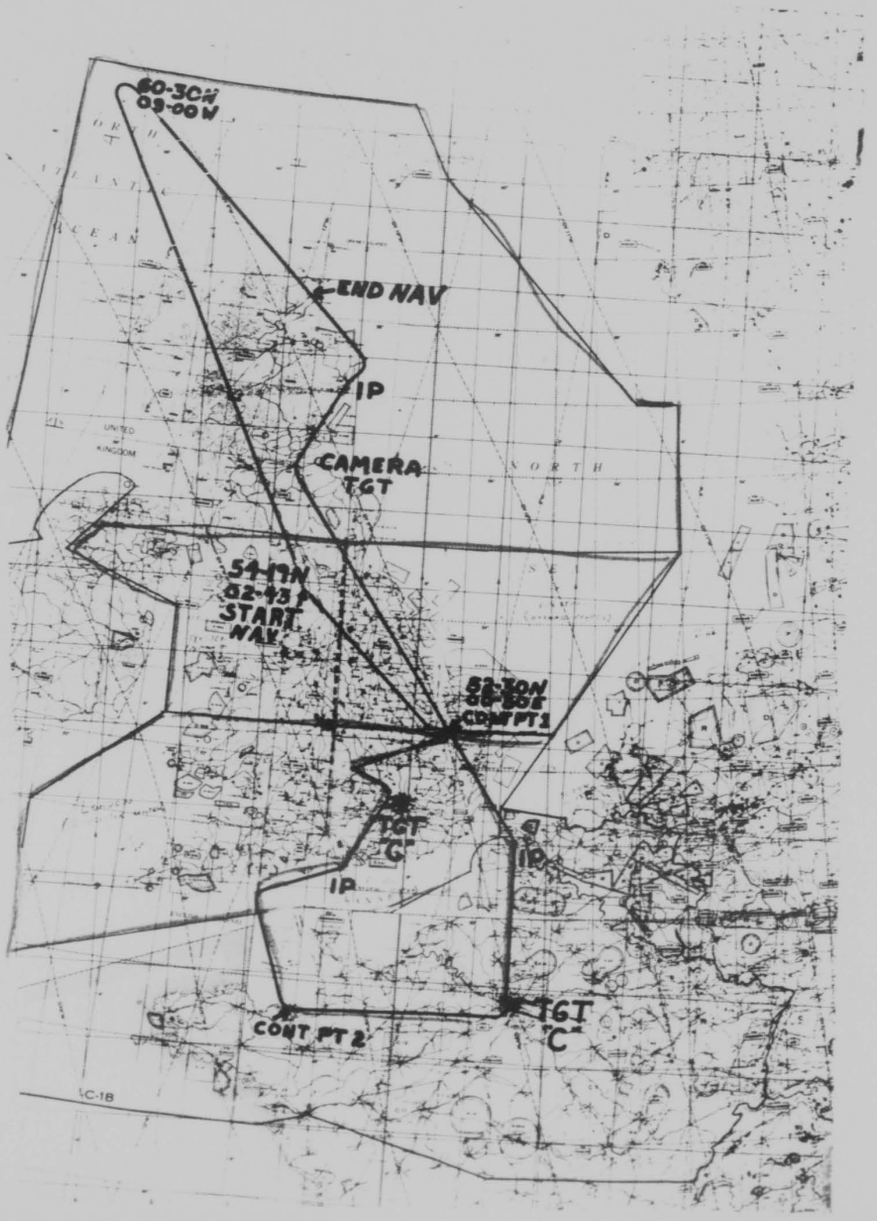

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING: 307 | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

III. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
							°				10	03	10		84200	168000
RTT & ACC											10	03	10		4800	4800
							°								79400	163200
LEVEL OFF		313	260/20 / -2	311	+10	321	32M		390	380	130 / 140	21 / 24	136 / 146		7900 / 71500	7900 / 155300
START NAV 54-19N 02-43W		313	270/30 / -3	310	-11	321	° X	.74	425	405	37 / 177	5½ / 29½	39 / 185		975 / 70525	975 / 154325
			-3				°				426	1:02½	442		10575	10575
60-30N 09-00W		332	-3	329	+13	342	34.5M	X	X	410	603	1:32	627		59950	143750
KNL NAV LEG 58-18N 03-20W		133	-3	136	+13	149	° 35M	X	X	447	14+220 / 837	2+02 / 2:03	220 / 842		5850 / 55160	5850 / 138900
PIP 57-30N 01-48W		133	-3	136	+13	149	° 35.2M	X	X	447	70 / 907	10 / 2:13	70 / 917		1500 / 53660	1500 / 137400
IP 57-08N 02-07W		222	-3	225	+11	236	° X	X	X	405	17+8 / 932	03+1 / 2:17	29 / 946		700 / 52900	700 / 136700
CAMERA TGT MUNSTERGE		206	- -	210	+11	221	° X	X	X	410	78 / 1010	11¼ / 2:28¼	81 / 1027		1700 / 51200	1700 / 135000
C PT PT 1 52-30N 00-50E		146	-3	149	+9	158	° 36M	X	X	440	7+240 / 1257	32+02 / 3:12	238 / 1265		5000 / 46200	5000 / 130000
1. DUNKERQUE		146	-3	149	+8	157	° 36M	X	X	440	106 / 1363	14 / 3:28	99 / 1364		2000 / 44200	2000 / 128000
TGT "C" PARIS RBS		181	-4	185	+7	192	° 36M	X	X	425	130 / 1493	18¼ / 3:46	131 / 1495		2700 / 41500	2700 / 125300
CONT PT 2 49-40N 02-20W		268	0	268	+8	276	° 39M	X	X	395	176 / 1669	22 / 4:23¾	191 / 1686		3700 / 37800	3700 / 121600
PIP 50-00N 03-00W		341	-3	338	+9	347	° 40M	.81	467	457	7+82 / 1758	11+1 / 4:35¼	93 / 1779		1600 / 36200	1600 / 120000
IP 50-34N 01-18W		070	-2	068	+9	077	° 40M	X	X	487	4+65 / 1822	08+¾ / 4:44	65 / 1844		1100 / 35100	1100 / 118900
TGT "C" LONDON RBS		029	-3	026	+9	035	° 40M	X	X	472	4+64 / 1890	08+¾ / 4:52¾	65 / 1909		1100 / 34000	1100 / 117800
UPPER HEYFORD		293	-3	292	+9	301	° 40M	.74	425	400	8-30 / 1928	4+1 / 4:58	39 / 1948		700 / 33300	700 / 117100
APP-GCA		-		-	-	-	°	-	-	-	- / 1928	20 / 5:18	- / 1948		4000 / 29300	4000 / 113100
LEVEL OFF		066	260/20 / -1	065	+9	074	° 20M		370	390	39 / 1967	06 / 5:24	37 / 1985		2500 / 26800	2500 / 110600
LAKENHEATH		066	X / -1	065	+9	074	° 20M	.62	380	400	43 / 2010	06 / 5:30	41 / 2026		1050 / 27550	1050 / 109550
GCA & LAND		-		-	-	-	°	-	-	-		20 / 5:50			4000 / 21750	4000 / 105550
							°									
							°									
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT: 5:50

AIRCRAFT BASIC WT	82200	
CREW WT	1020	
OIL WT	423	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)	157	
OPERATING WT		83800
FUEL WEIGHT: FWD	18905	
FUEL WEIGHT: CWL	18394	
FUEL WEIGHT: AWL	21037	
FUEL WEIGHT: FWD AUX.	6336	
FUEL WEIGHT: C.G.	11464	
FUEL WEIGHT: ATO	8064	
FUEL WEIGHT: EXT.		
FUEL WEIGHT: TOTAL		84200
BOMBS WT		
AMMO WT		
ADI. FLUID WT		
INITIAL GROSS WT		169000
START ENG AND TAXI FUEL ALW		3000
TAKE-OFF GROSS WT		165000

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
670	9000	72°

CRITICAL FIELD LENGTH: 9000

TAKE-OFF

DISTANCE	SPEED
7300	146.5

SPEED

REFUSAL	EMERG REDY FLARE	LINE
118	162	101

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

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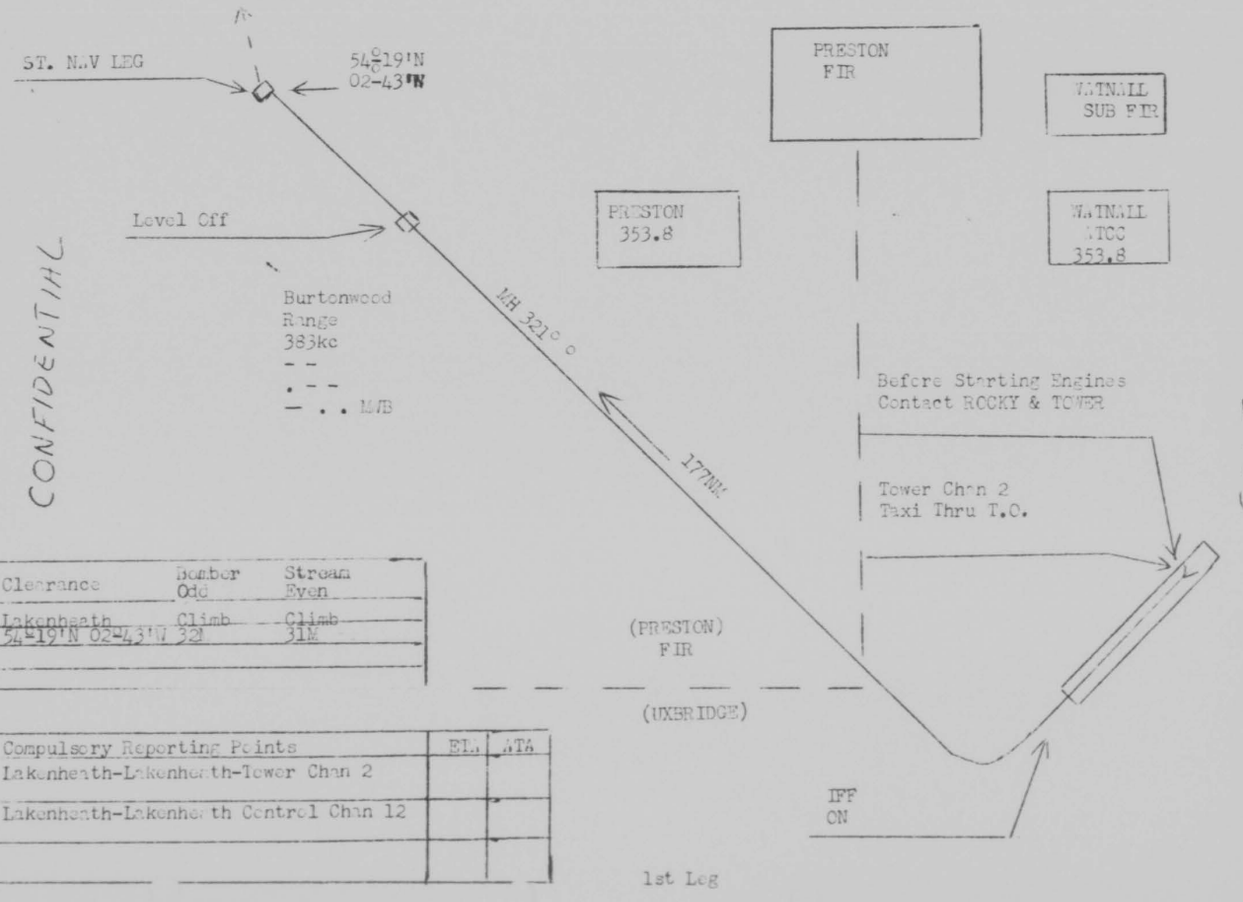
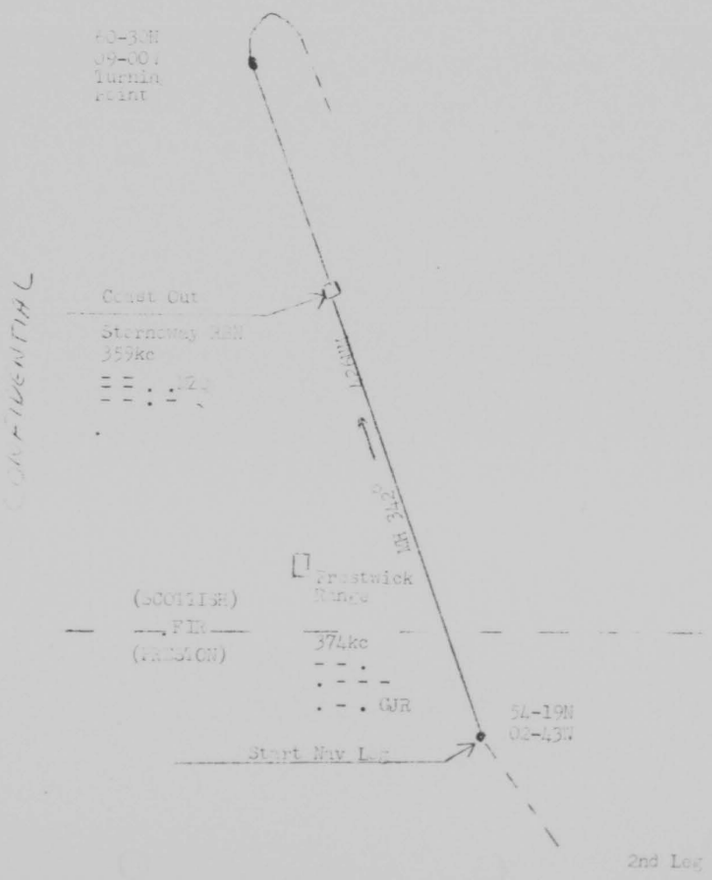


Clearance	Bomber Odd	Stream Even
Lakenheath 54-19'N 02-43'W 321	Climb 31M	Climb

Compulsory Reporting Points	EL.	ATA
Lakenheath-Lakenheath-Tower Chan 2		
Lakenheath-Lakenheath Control Chan 12		

Clearance	Bomber Ofd	Stream Vcn
54°12'N 02°43'W	32M	31M
60°34'N 09°00'W	34.5M	33.5M

Compulsory Reporting Points
58°N 06°30'W - Scottish Contrl Chan
30 Min Out - Scottish Contrl Chan 3



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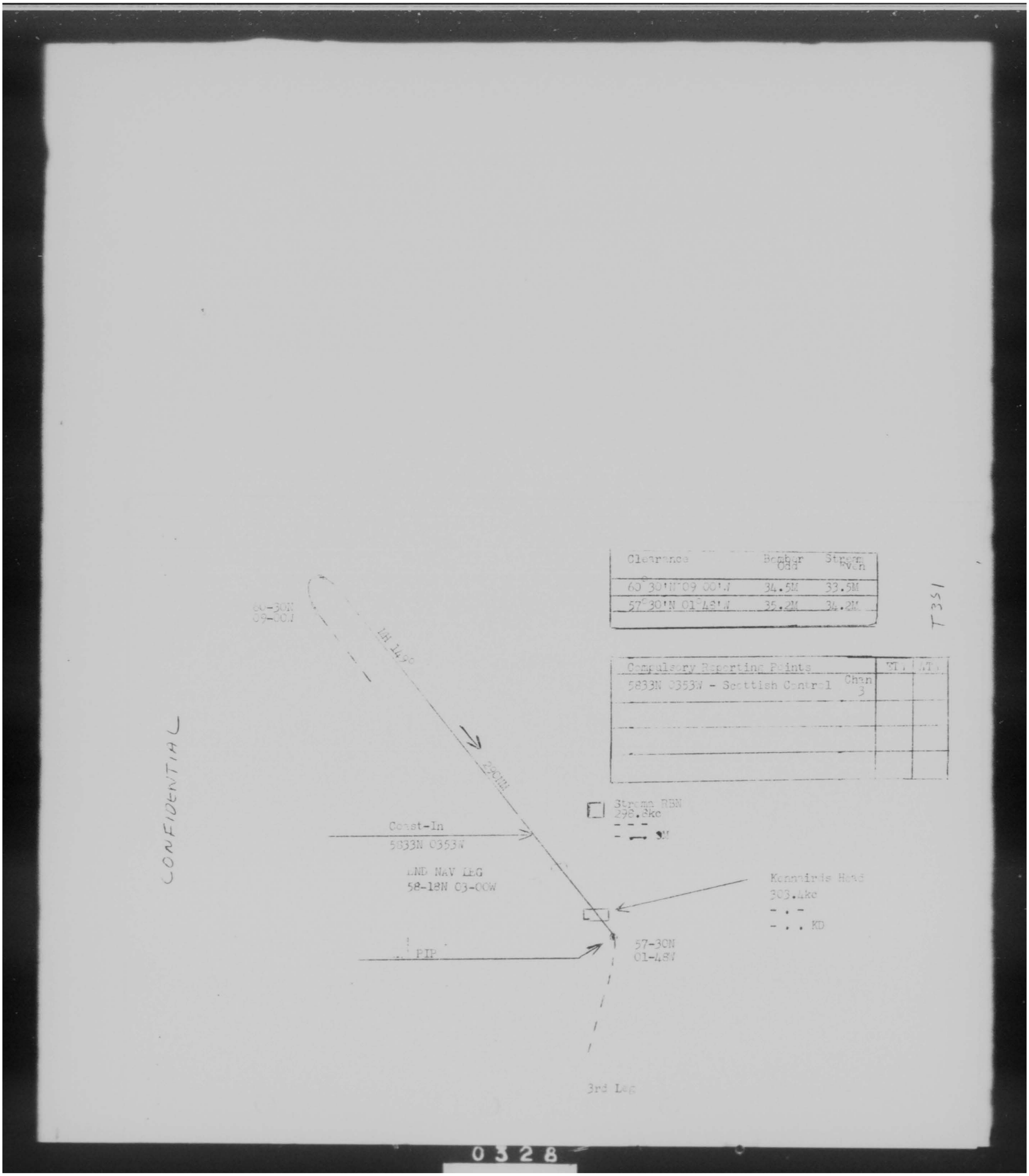

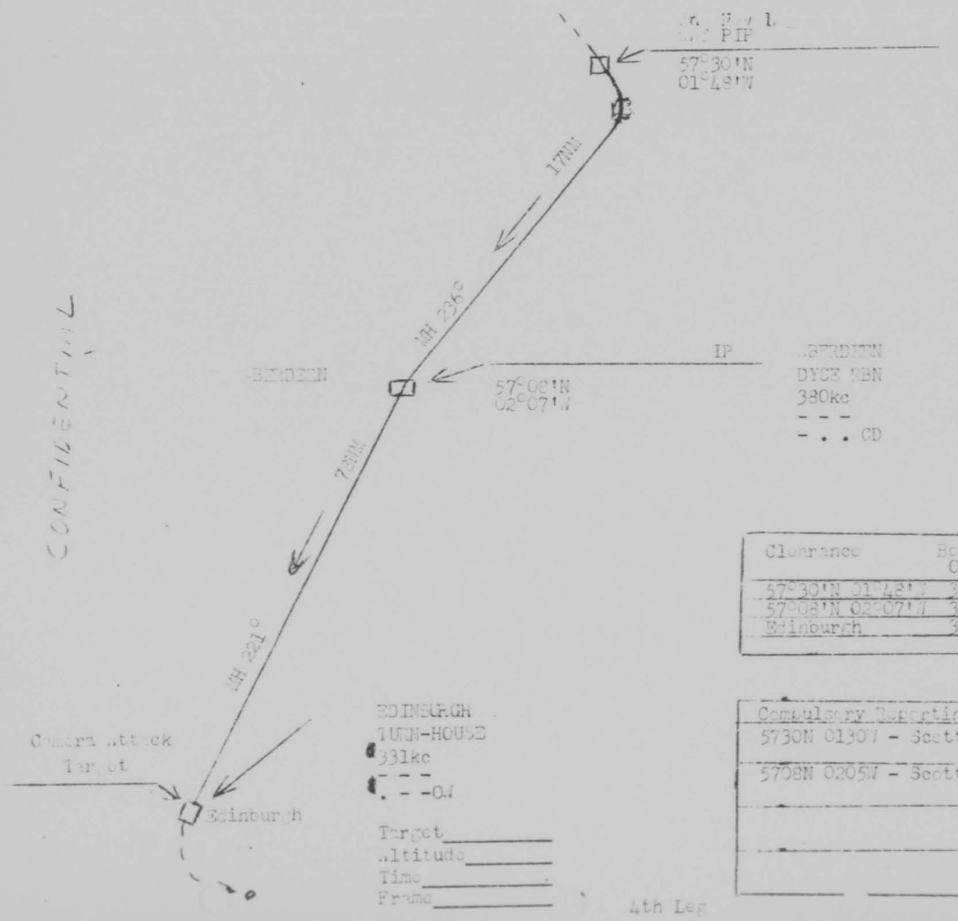

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Clearance	Bomber Ord	Stream Even
57°30'N 01°48'W	35.2W	34.2W
57°08'N 02°07'W	35.2W	34.2W
Edinburgh	35.2W	34.2W

Compulsory Reporting Points	PT	ATA
5730N 01307 - Scottishh Control Chan 3		
5708N 0205W - Scottish Control Chan 3		

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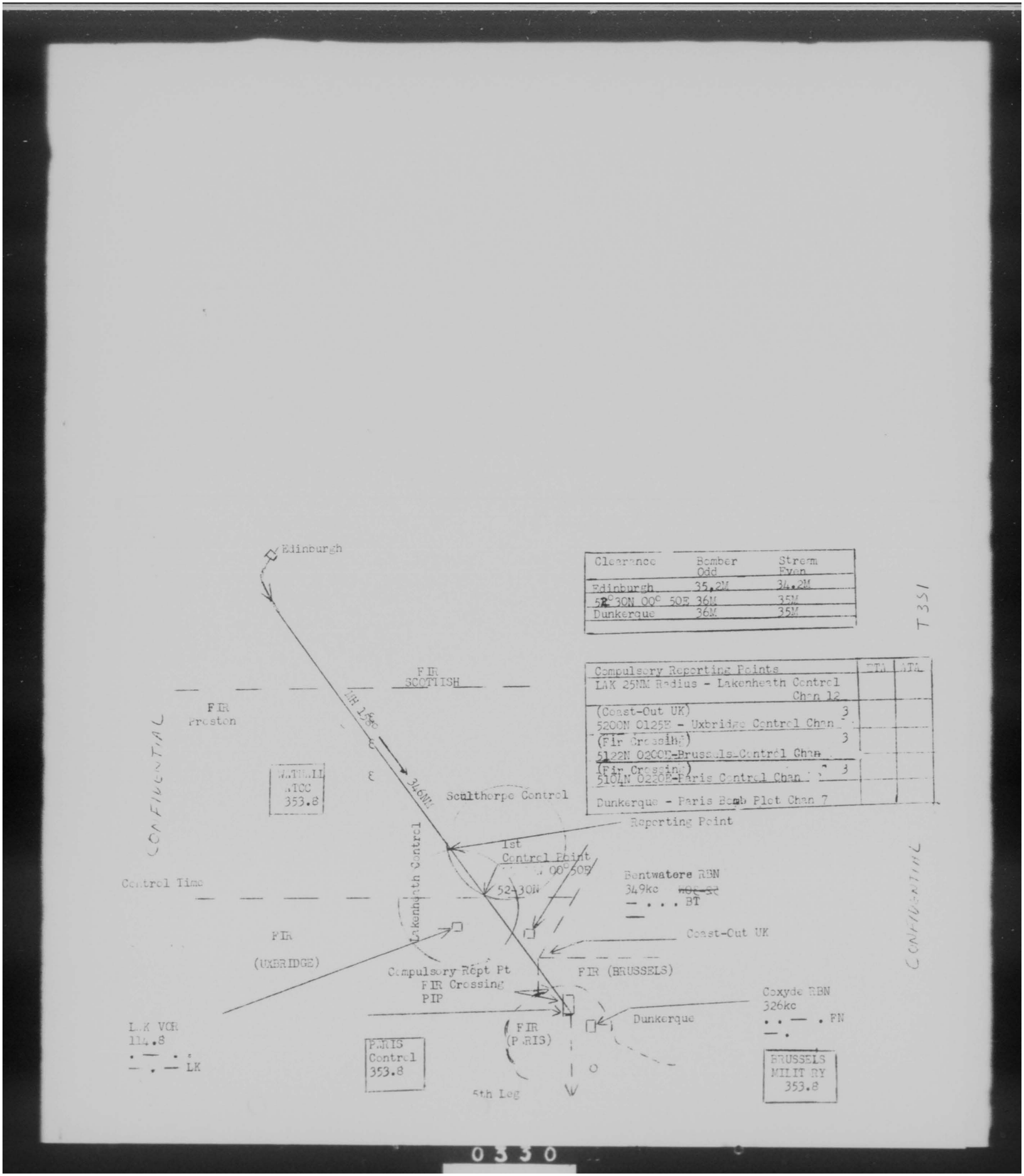
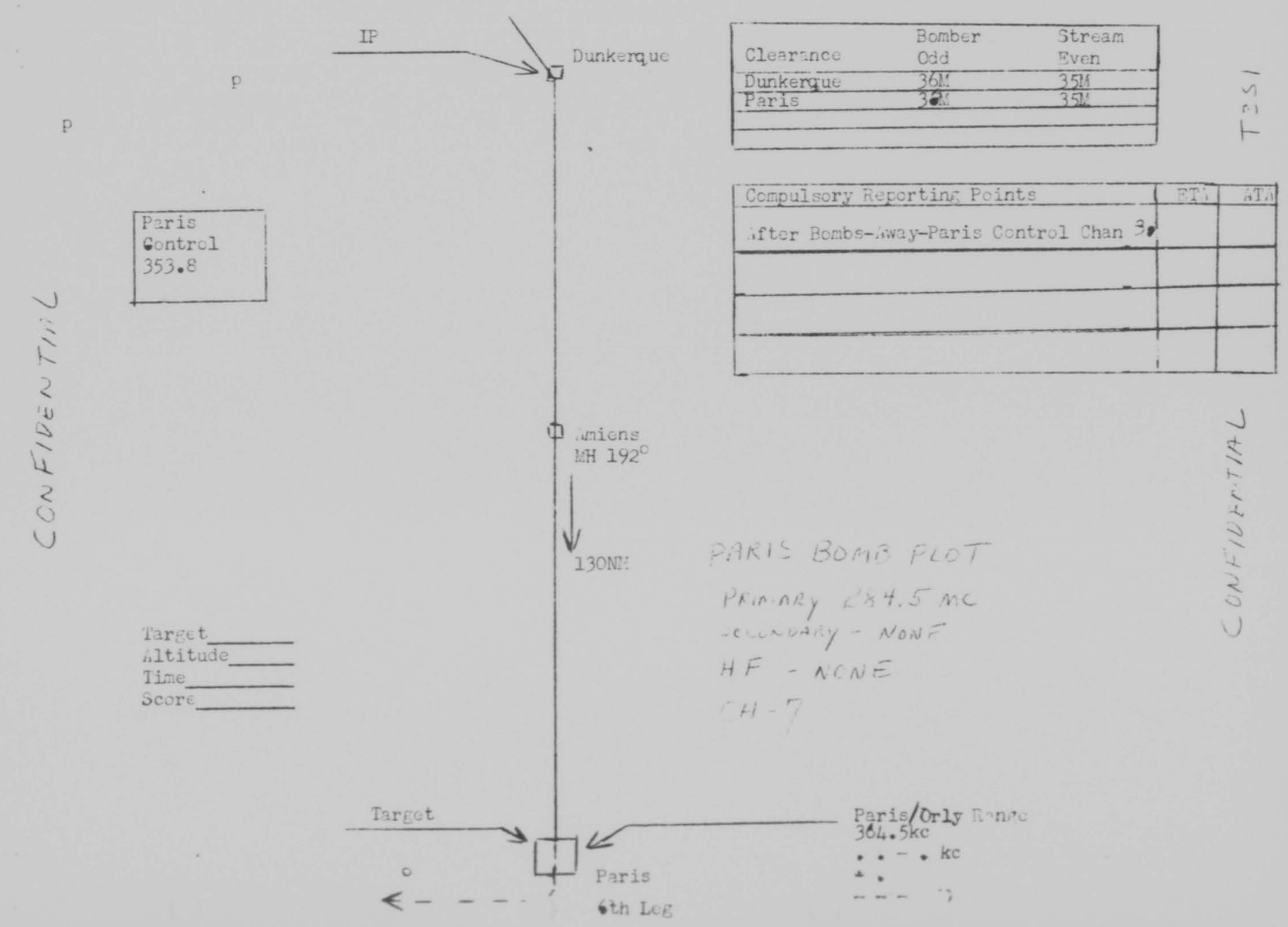


Clearance	Bomber Odd	Strom Even
Edinburgh	35.2M	34.2M
52°30N 00° 50E	36M	35M
Dunkerque	36M	35M

Compulsory Reporting Points	ETD	ATA
LAK 25NM Radius - Lakenheath Control Chan 12		
(Coast-Out UK) 3 5200N 0125E - Uxbridge Control Chan		
(FIR Crossing) 3 5122N 02COE-Brussels Control Chan		
(Fir Crossing) 3 510LN 0220E-Paris Control Chan		
Dunkerque - Paris Bomb Plot Chan 7		

0330



Clearance	Bomber Odd	Stream Even
Dunkerque	36M	35M
Paris	36M	35M

Compulsory Reporting Points	ETA	ATA
After Bombs-Away-Paris Control Chan 3		

T251

CONFIDENTIAL

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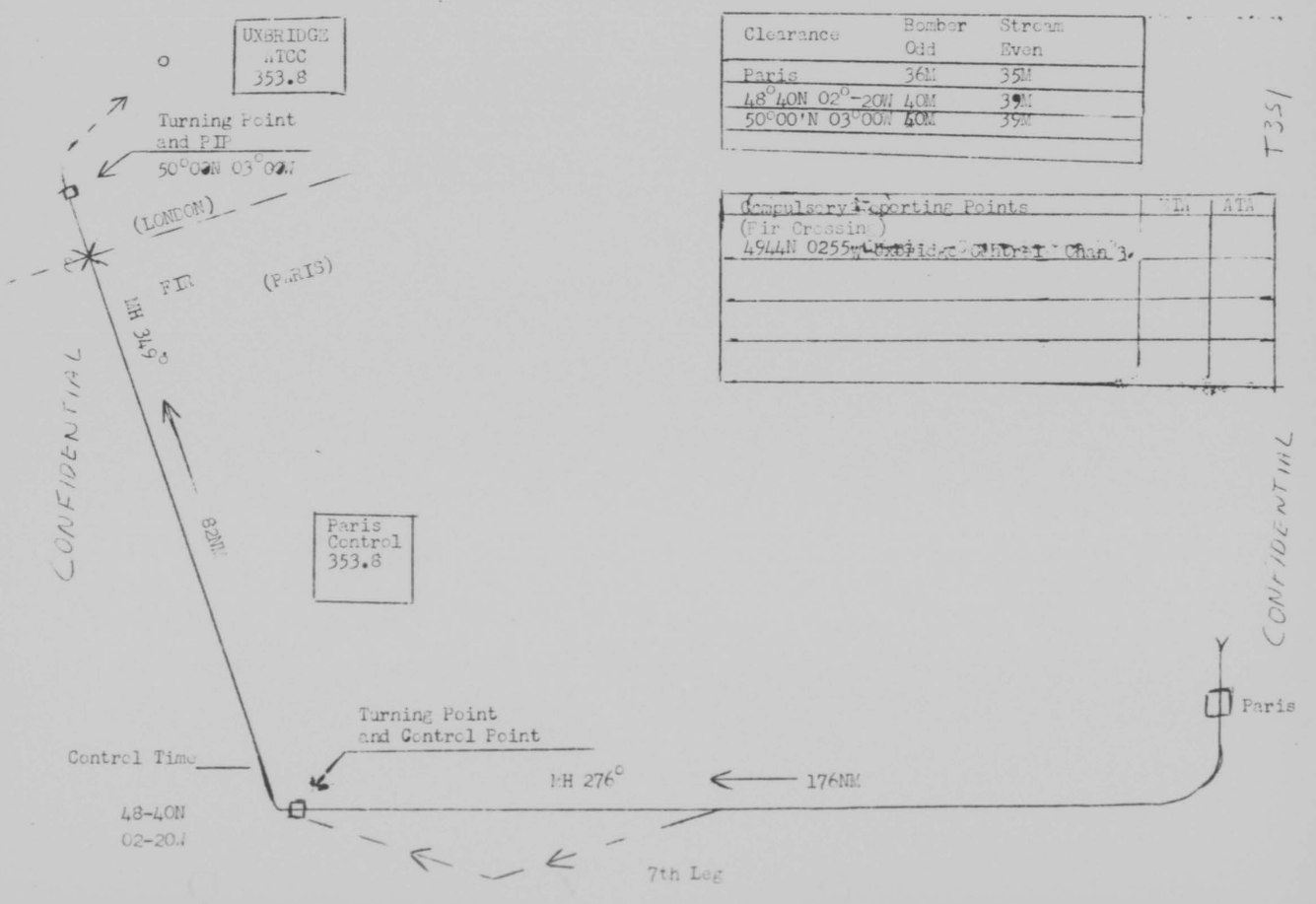
PARIS BOMB PLOT
PRIMARY 2X4.5 MC
SECONDARY - NONE
HF - NONE
CH-7

0331



Clearance	Bomber Odd	Stream Even
Paris	36M	35M
48°40N 02°-20W	40M	39M
50°00'N 03°00W	40M	39M

T351

Compulsory Reporting Points (Fir Crossing)	MTM	ATM
4944N 0255W Uxbridge Control Chan 3.		

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Clearance	Bomber Odd	Stream Even
50°00N 03°00W	40M	39M
50°34N 01°18W	40M	39M
London	40M	39M

(Compulsory) Reporting Points (Coast-In UK)	ETA	ATA
Isle of Wight-Uxbridge Control Chan 3		
Isle of Wight-London Bomb Plot-Chan 6		

CONFIDENTIAL

LONDON BOMB PLOT
PRIMARY 264.2 MC
SECONDARY - NONE
HF - 3023.5 KC
CH-C

Target IBDA

London

Target
Altitude
Time
Score

T331

CONFIDENTIAL

Gloucester ATCC 353.8

IP
ST Catherine RBN
291.8kc
Recp

50-34N
01-18W

MH 038°

UXBRIDGE ATCC 353.8

53NM

072°

PIP

50°00'N
03°00'W

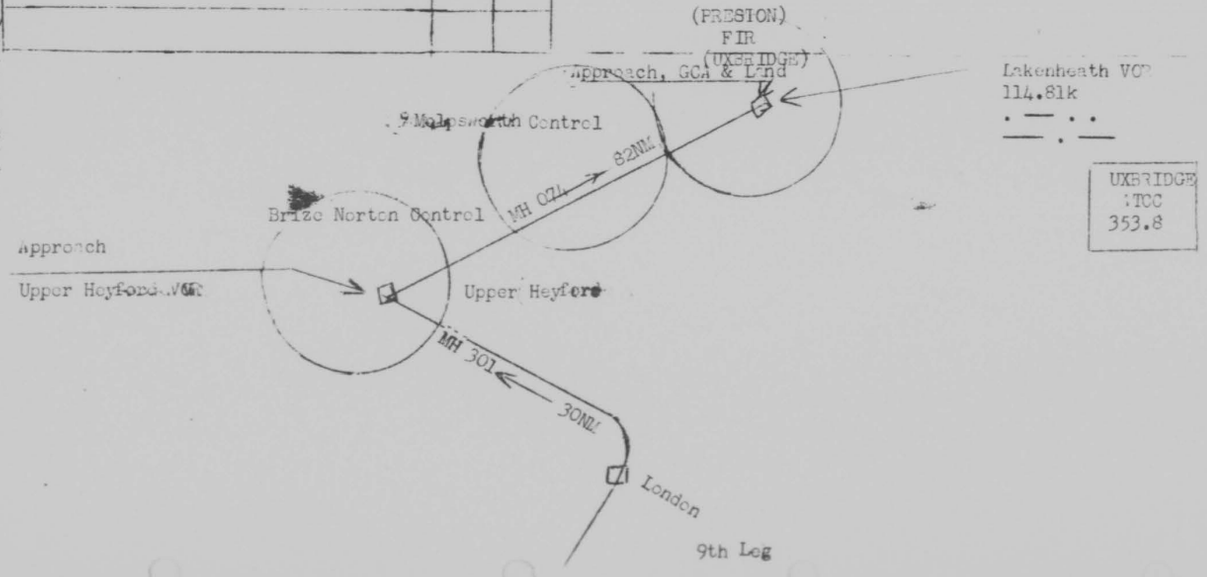
8th Leg

0333

Clearance	Bomber Odd	Stream Even
London	40M	39M
Upper Heyford (arrivial)	40M	39M
Lakenheath	20M	19M

Compulsory Reporting Points	ETA	ATA
25NM Radius-Brize Norton-Brize Control Chan 12		
25NM Radius of LAK-Lakenheath Chan 12		

CONFIDENTIAL



9th Log

CONFIDENTIAL

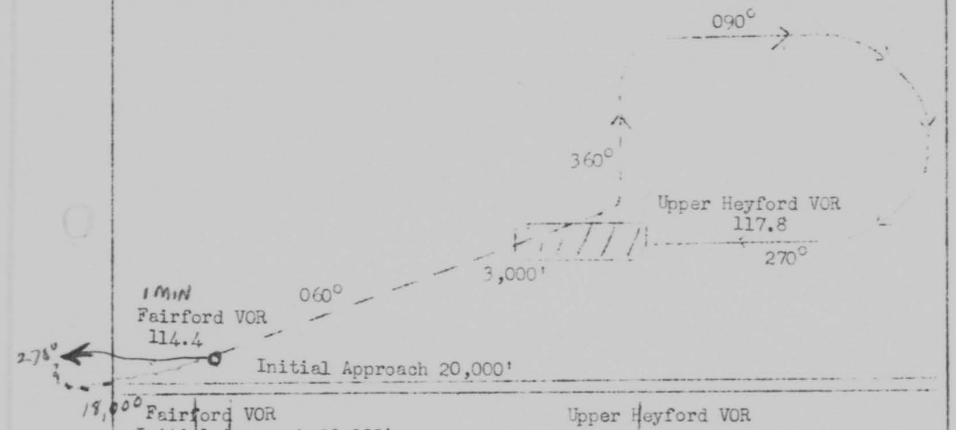
T351

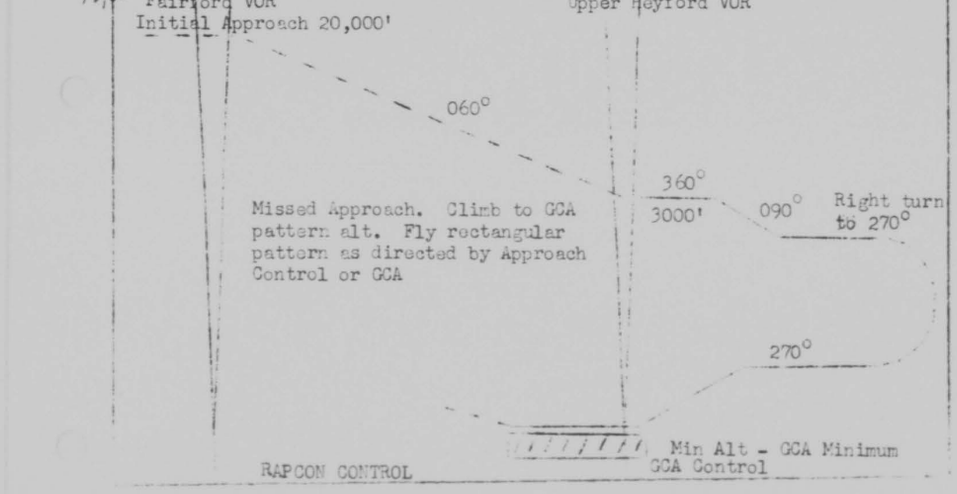
UPPER HEYFORD
(from Fairford VOR)

BRIZE NORTON APPROACH CONTROL	UPPER HEYFORD FIELD ELEV	UPPER HEYFORD TOWER FREQ:
FREQ: 282.4 304.8	453	355.5 257.8 317.5

All turns will be directed by Brize Norton Approach Control or GCA . Min Alt 3,000' unless in positive radar contact.

UPPER HEYFORD GCA
FREQ: 257.8 282.4 311.0 362.3
355.5 317.1 296.4 272.0
301.6 353.8 281.0 379.4





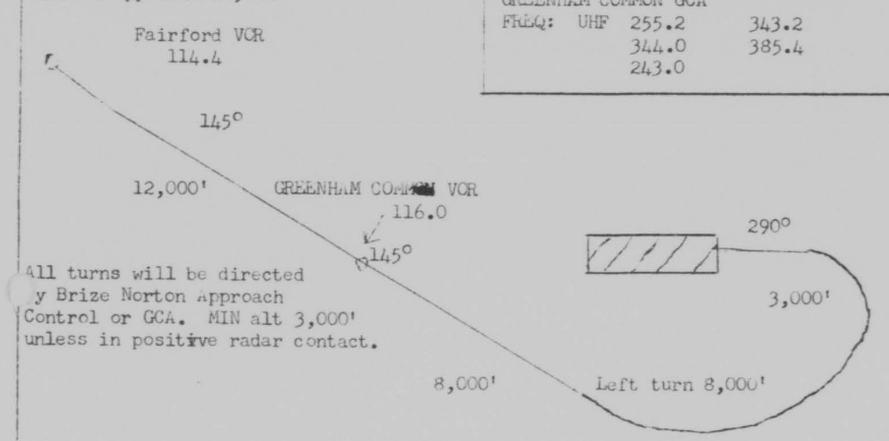
0335

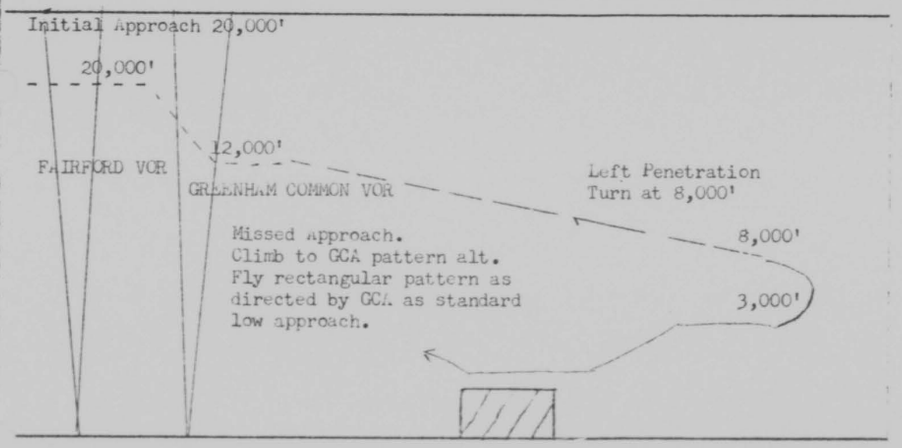
GREENHAM COMMON
(From Fairford VOR)

BRIZE NORTON APPROACH CONTROL	GREENHAM COMMON	GREENHAM COMMON TOWER
FREQ: 282.4 304.8	FIELD ELEV 398'	FREQ: UHF 257.8 243.0 352.4

GREENHAM COMMON GCA
FREQ: UHF 255.2 343.2
344.0 385.4
243.0

Initial approach 20,000'



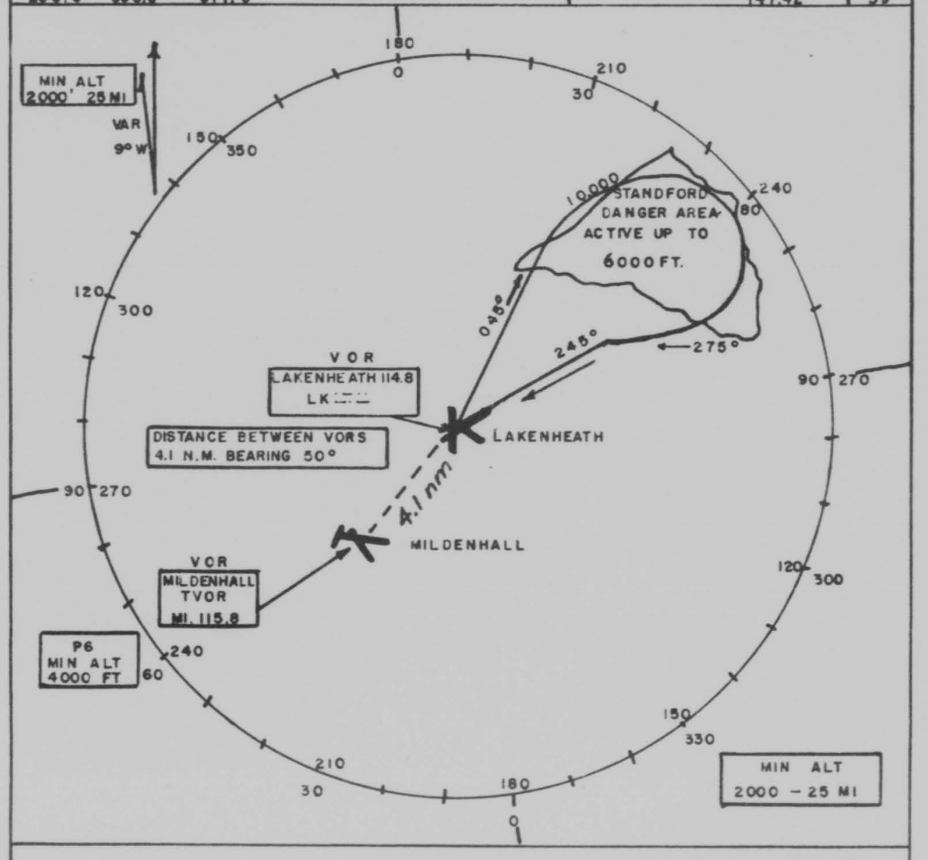


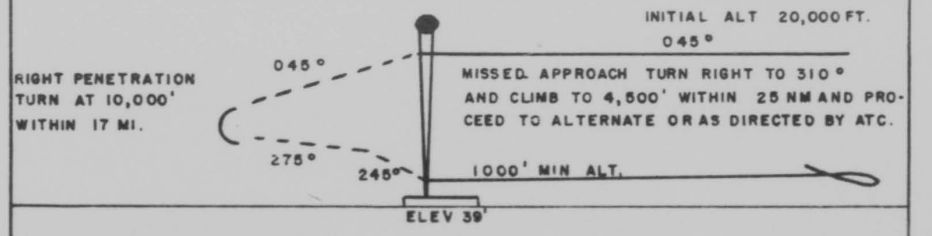
0336

ET INSTRUMENT VOR
APPROACH CHART TO RUNWAY 25

LAKENHEATH AERODROME
LAKENHEATH ENGLAND, UK

LAKENHEATH CONTROL			LAKENHEATH	LAKENHEATH TOWER			FIELD
243.0	362.3	135.0 344.0	114.8 MCLK	117.9	257.8	349.8	ELEV
281.0	381 ON REQUEST				147.42		39
236.6	398.0	317.5					





MIN	DAY OR NIGHT
WITHOUT GCA	1,000'/1 MI.
WITH PAR GCA	250'/½ MI.
WITH ASR GCA	500'/1 MI.

0337

CONFIDENTIAL

50-8 170-1

① Approach chutes
② Firing on Evaluation
③ Boost servo
④ STRIKE REPORTS

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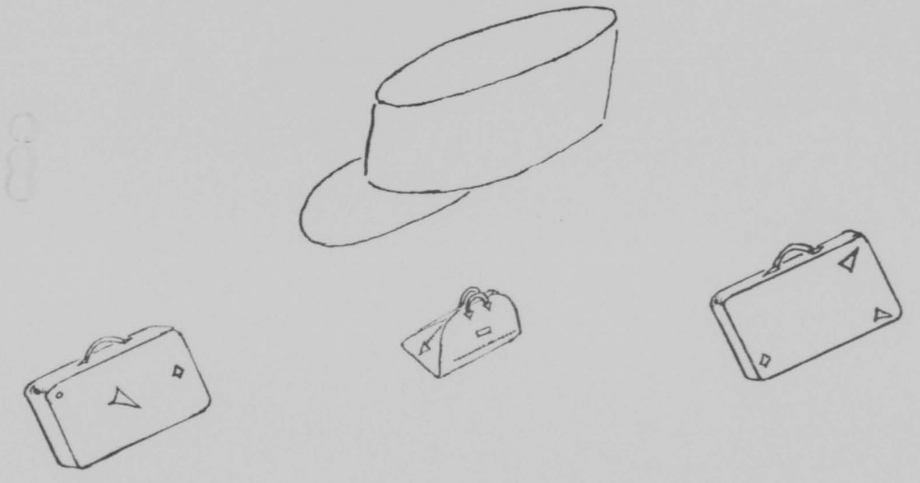
SECRET

307TH

BOMBARDMENT WING

OPS ORDER 74-56

"RED CAP"



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SECRET

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 June 1956

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SERIAL NUMBER 74-56

307 BOMWG OPORD 74-56
68-2769

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Lincoln Air Force Base, Nebraska
1 June 1956

OPERATIONS ORDER

SERIAL NUMBER 74-56

"RED CAP"

This document consists of 6 pages.

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SECRET

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 June 1956

OPERATIONS ORDER NUMBER: 74-56

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATION:

370th Bombardment Squadron	Lt Col Roy R. Showalter, Jr.
371st Bombardment Squadron	Lt Col Delos E. Richard
372nd Bombardment Squadron	Lt Col Karl Y. Benson, Jr.
307th Air Refueling Squadron	Lt Col Everett B. Thurlow
307th Armament & Electronics Squadron	Lt Col Raleigh D. Smith
307th Field Maintenance Squadron	Lt Col Arthur E. Aenchbacher
307th Periodic Maintenance Squadron	Lt Col Albert W. Lambert
307th Tactical Hospital Squadron	Capt Donald C. Niederluecke
307th Headquarters Squadron	Capt Peter G. Samuels

1. GENERAL SITUATION: A requirement exists for the 307th Bombardment Wing, Medium to rotate (TDY) to the United Kingdom. The unclassified nickname for this operation is "RED CAP". X-Day is 3 July 1956. (S)

a. Enemy Forces: Omitted.

b. Friendly Forces:

GOOSE TANKER TASK FORCE.

818TH AIR BASE GROUP.

1911-2 AACS DETACHMENT.

2ND WEATHER SQUADRON, DETACHMENT 8

MATS (ATLANTIC DIVISION)

2. MISSION:

a. To accomplish rotation of the 307th Bombardment Wing and the 307th Air Refueling Squadron to Lakenheath and Greenham Common respectively, for approximately ninety (90) days TDY. (S)

b. Conduct evaluated Special Weapons Exercise at Lincoln Air Force Base prior to deployment. See Appendix 2 to Annex B. (C)

3. TASKS FOR SUBORDINATE UNITS:

a. 370th, 371st and 372nd Bombardment Squadrons:

(1) Deploy assigned B-47 aircraft, crews and support personnel to United Kingdom in accordance with Annexes B and E. (C)

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

(3) Insure all crews and support personnel meet all schedules as contained herein. (U)

b. 307th Air Refueling Squadron:

(1) Deploy assigned KC-97 aircraft, crews and support personnel to United Kingdom in accordance with Annexes B and E. (C)

c. 307th Armament and Electronics Squadron:

(1) Deploy support personnel and equipment in accordance with Annex E. (U)

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(2) Provide necessary maintenance and support to insure operation of all bombing and navigation equipment. (U)

d. 307th Field Maintenance Squadron:

(1) Deploy support personnel and equipment in accordance with Annex E. (U)

(2) Insure that all aircraft are operational for participation in this mission. (U)

e. 307th Periodic Maintenance Squadron:

(1) Deploy support personnel and equipment in accordance with Annex E. (U)

f. 307th Headquarters Squadron:

(1) Deploy support personnel and equipment in accordance with Annex E. (U)

g. 307th Tactical Hospital Squadron:

(1) Deploy support personnel and equipment in accordance with Annex E. (U)

3X. GENERAL INSTRUCTIONS:

(1) Eighth Air Force Headquarters will issue execution orders for each day of deployment. (U)

(2) Operational Responsibility:

a. Eighth Air Force will retain operational responsibility for all receiver and tanker aircraft until landing is accomplished at an assigned 7th Air Division Base.

Upon landing at an assigned 7th Air Division Base, the operational responsibility will be assumed by 7th Air Division. (U)

(3) Support Responsibility:

a. Eighth Air Force will maintain support responsibility west of 35° west longitude. (U)

b. 7th Air Division will assume support responsibility east of 35° west longitude above 45° north latitude. (U)

c. Second Air Force through 5th Air Division will assume support responsibility east of 35° west longitude below 45° north latitude. (U)

(4) B-47 aircraft will take off from Lincoln Air Force Base, accomplish air refueling in the NEAC area and land at Lakenheath. KC-97 aircraft will take off from Lincoln Air Force Base and make an en route stop at Harmon Air Force Base. Destination is Greenham Common. All aircraft will arrive at destination between the period of 1200 and 1600 hours local standard time. (S)

(5) United Kingdom entries will be in accordance with 7th Air Division Regulation 55-28. (U)

a. B-47 Route Charlie. (C)

b. KC-97 Route Alfa. (C)

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(6) Debriefing of crews will be accomplished by Air Base Group personnel at deployment bases in accordance with their local directives. EWP folders will be turned in to Top Secret Control Officer at destination. (U)

4. ADMINISTRATION AND LOGISTICAL MATTERS: See Annex E. (U)

5. COMMAND AND SIGNAL MATTERS:

a. Command - normal channels. (U)

b. Communications - See Annex C. (U)

OFFICIAL:

Robert W Christy

ROBERT W. CHRISTY
Colonel, USAF
Director of Operations

Distribution:
CINCSAC - 3 cys
COMAF 8 - 5 cys
COM GOOSE TANKERTASK FORCE - 2 cys
COMADIV 818 - 2 cys
COMADIV 7 - 2 cys
COMABGU - 8 cys (4 to Historian, 2 BMT)
COMBW 98 - 1 cy
1911 AACS SET 2 - 1 cy
DET 8, WEATHER SQ - 1 cy

307BW Distribution:

307C - 2 cys	307DOB - 2 cys
307DO - 2 cys	370BS - 3 cys
307DM - 2 cys	371BS - 3 cys
307DCO - 1 cy	372BS - 3 cys
307DS - 1 cy	307AREFS - 3 cys
307DOP - 4 cys	307FMS - 2 cys
307DOI - 2 cys	307PMS - 1 cy
307DOC - 1 cy	307AYES - 2 cys
307DOT - 2 cys	307HS - 1 cy
	307TH - 1 cy

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 June 1956

ANNEX A

TO

307TH BOMBARDMENT WING (M)

OPERATIONS ORDER 74-56

INTELLIGENCE

This Annex Consists of 5 Pages

ANNEX A
307BW OPS ORDER 74-56
6S-2769

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 June 1956

1. INTELLIGENCE SUMMARY.

a. General Situation

(1) Although the present regime in Russia has substituted propaganda and economic aid for civil war and revolution as the means of spreading Communism to other lands, there has been no diversion from their goal of bringing the entire world under Communism. How to bring it about has undergone some changes; the threat of war is turned on and off according to the scheme of things. Russia hopes to buy time and accomplish more conquests through infiltration, subversion, diplomacy, and promises of arms and economic aid. If nations can be taken into the Communist orbit by these means, eventually the United States and her western allies will be isolated. The Russians aspire to be militarily so strong that they too can be added to the orbit without a struggle. (C)

(2) Therefore, while the Communist emphasis appears to be on the new look, it must be borne in mind that apparent changes in Russian approaches are simple expediencies in their relentless drive for world domination. If these

ANNEX A
307BW OPS ORDER 74-56
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tactics fail, the use of the Russian military machine may well be the ultimate step to achieve their objective. (C)

b. Enemy Order of Battle: Reference Volume I, BIPG and SAC Orders of Battle. (U)

c. Enemy Capabilities: Reference Volume I, BIPG. (U)

2. INTELLIGENCE REQUIREMENTS.

a. Essential Elements of Information: As required by 8AF ICP, 1 July 1955. (U)

b. Means of Obtaining Information: In accordance with instructions in 8AF ICP. (U)

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

3. INTELLIGENCE ACTIVITIES.

a. Maps and Target Materials:

(1) Navigation maps for deployment will be obtained at Squadron Operations. (U)

(2) No target material required for deployment mission. (U)

(3) Sufficient navigational maps covering ZI and territory between ZI and UK will be taken for redeployment and possibility of two (2) missions while TDY involving overflying ZI. UK map stock does not include ZI coverage or coverage of area between ZI and UK. (C)

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(4) EWP Mission Folders.

(a) Each EWP crew will deploy with the following folders:

1. TPF on primary target.

2. CMF on primary target.

3. CMF on secondary target.

4. Bomb Commander's folder. (C)

(b) These folders will be picked up from the vault in Headquarters Building in accordance with schedules in flimsies. (C)

(c) These folders will be picked up in the Lakenheath processing line by Intelligence personnel. (C)

(d) In the event it is necessary to make an unscheduled landing at another base, notify the tower that you have TOP SECRET material aboard. The Airdrome Officer, Officer of the Day, Flight Planning and Briefing Officer or the Base Operations Officer, depending upon the hour of the day, will make the necessary arrangements with the local TOP SECRET Control Officer to secure the material. Each folder has an 8th AF Form 309 Courier Receipt provided. They are unsigned and have blank spaces for receipting by such authorized personnel in the event of

an unscheduled landing. In the event no properly authorized officer relieves the courier of the TOP SECRET material, the courier will retain the material on his person at all times. He will remain armed throughout this period. (C)

b. Evasion and Escape:

(1) All personnel will be familiar with SAC Regulation 200-8, Subj: Forced Landing Procedures in Foreign Countries and Instructions for the Conduct of Air Crew Personnel. (C)

4. COMBAT MISSION REPORTS.

a. The following reports will be submitted in accordance with SAC Manual 55-8M: M-2, M-9, M-10, M-15, M-17, M-36, and M-27. (U)

b. Reports will be submitted in accordance with paragraph 6a(1), SAC Manual 55-8. (U)

ANNEX A
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
1 June 1956

ANNEX B

TO

OPERATIONS ORDER 74-56

AIR OPERATIONS

This Annex consists of 5 pages

ANNEX B
307BW OPORD 74-56
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SECRET

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 June 1956

ANNEX B TO OPERATIONS ORDER 74-56 - AIR OPERATIONS

1. GENERAL: All times are GMT (Zulu). (U)

a. Schedule: (S)

X, X/1, X/2 - Deploy B-47 aircraft from Lincoln to Lakenheath.

~~X-5~~ X-4 - Deploy one (1) KC-97 aircraft to Harmon, crew rest, then to Greenham Common.

X/5, X/6 - Deploy KC-97 Aircraft from Lincoln to Harmon.

X/6, X/7 - Deploy KC-97 aircraft from Harmon to Greenham Common.

b. Timing: B-47 aircraft will deploy in three (3) waves of fifteen (15) aircraft per wave, five (5) aircraft per cell with twenty-four (24) hours between waves and one (1) hour between cells. KC-97 aircraft will deploy in two (2) increments of ten (10) aircraft each with twenty-four (24) hours between increments. (U)

c. Details of B-47 cell composition, take-off times, routes, and altitudes are in Appendix I to this Annex. KC-97 details are in Annex 3. (U)

d. B-47 primary refueling area is "Harbor" on track of 060°, secondary is "Gale Storm" on track of 065°, and tertiary is "Pepper Box" on track of 045°. (C)

2. DETAILED FLIGHT PLANNING MEETINGS will be conducted in accordance with SAC Manual 50-12 on 27 and 28 June 1956. (U)

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307BOMWG OPLAN 74-56
6S-2769
1 [illegible]

SECRET

0354

3. TACTICS:

a. B-47 aircraft will take-off and join up in accordance with SAC Tactical Doctrine and fly standard route cell to refueling area, refuel in accordance with SAC Manual 55-10 as amended. After cruise altitude has been reached, visual formation will be assumed for a two (2) hour period, and then resume cell to 51-00N, 10-00W. During the overwater portion a gunnery mission will be accomplished by each aircraft. At 51-00N, 10-00W a separation fan will be initiated to the right of course so that the time interval over St. Mawgan VOR is three (3) minutes between aircraft. Approach at landing station will be monitored by airborne radar. (S)

b. KC-97 aircraft will deploy in stream with fifteen (15) minute interval and two (2) thousand feet separation between aircraft. Approach to landing station will be monitored by airborne radar. (U)

4. ABORTS:

a. B-47 aircraft aborting initial scheduled formation will be replaced by ground spares. A minimum of two (2) ground spares will be available for each cell. (S)

b. B-47 aircraft that do not accomplish a successful refueling will use Goose Bay as first alternate, Loring Air Force Base as a second alternate. Harmon Air Force Base will be used only in an emergency. (S)

ANNEX B
307BOMWG OPLAN 74-56
6S-2769

5. B-47 Weather Alternates are Sidi Slimane, Ben Guerir, and Wheelus AFB.(S)
KC-97 Weather Alternates for U. K. are Burtonwood and Rhein Main. (S)

6. Fuel Reserve:

a. All B-47 approaches at Lakenheath will be planned so as to land with not more than 105,000 lbs gross weight in event of a wet runway, and not more than 115,000 lbs gross weight in event of a dry runway. (S)

b. It it is necessary to burn off excess fuel, the following method will be used: (U)

(1) If weather condications are above 5,000 feet and five miles, clearance will be obtained for descent to pattern altitude, and fuel burned off at pattern altitude. (U)

(2) If above procedure is not practical, aircraft will be stacked from 12,000 feet up, with two thousand feet separation until fuel on board permits landing in accordance with paragraph 6a.

7. PERSONAL EQUIPMENT: All applicable items specified in SAC Regulation 60-8 will be aboard the aircraft deploying with the exception of Mark IV exposure sutis for B-47 aircraft. R-1A exposure suits will be aboard B-47's. (U)

8. WEATHER MINIMA: The following minima apply for Red Cap: (C)

a. B-47 - Lakenheath will have not less than fifteen hundred (1500) foot ceiling and three (3) miles visibility with an alternate airfield minima of three thousand (3000) foot ceiling and five (5) miles visibility.

b. KC-97 - As specified by AFR 60-16.

9. SAC REGULATION 50-8 ACCOMPLISHMENTS: (U)

a. B-47 CREWS:

(1) Night Cell Tactics - 1 hour.

(2) Radar Refueling Rendezvous - 1 (lead aircraft).

(3) One (1) day refueling - (20 minutes).

ANNEX B
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(4) Day Celestial Navigation - 1 each.

(5) Pressure Pattern Navigation - 1 each.

(6) Visual Formation - 2 hours.

(7) Gunnery - (Air to Air) - 1 each.

(8) Night Celestial Navigation (1st and 2nd wave).

b. KC-97 CREWS:

(1) Night Celestial Navigation - 1 each.

(2) Radar Navigation - 1 each.

(3) Pressure Pattern Navigation - 1 each.

(4) Day Celestial Navigation - 1 each.

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 June 1956

APPENDIX 1

TO

ANNEX "B"

TO

OPERATIONS ORDER 74-56

B-47 NAVIGATION

This Appendix consists of 7 Pages

APP 1 TO ANNEX B
307BOMWC OPORD 74-56
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SECRET

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1 June 1956

APPENDIX 1 TO ANNEX B TO 307TH BOMBARDMENT WING OPERATIONS ORDER 74-56 - B-47 NAVIGATION AND BOMBING

1. DEPLOYMENT: The 307th Bombardment Wing will deploy in three (3) waves. X-Day is 3 July 1956. Each wave is composed of three (3) cells of five (5) aircraft each. Cell spacing will be one (1) hour between cells. (S)

WAVE 1 - (X-DAY)

First Cell (Red)

371st Bombardment Squadron

POS	CREW	A/C	STATION TIME	ST ENGINE	TAXI	TAKE-OFF
*1		Hoover (Thorup)	0032Z	0302Z	0317Z	0332Z
2		Bifford	0032Z	0303Z	0318Z	0333Z
3		Webber	0032Z	0304Z	0319Z	0334Z
4		Hofman	0032Z	0305Z	0320Z	0335Z
5		Williams	0032Z	0306Z	0321Z	0336Z

*Airborne Commander

Second Cell (White)

370th Bombardment Squadron

1		Sullivan	0132Z	0402Z	0417Z	0432Z
2		Biggs	0132Z	0403Z	0418Z	0433Z
3		Crook	0132Z	0404Z	0419Z	0434Z
4		Ouderkirk	0132Z	0405Z	0420Z	0435Z
5		Clark	0132Z	0406Z	0421Z	0436Z

APP 1 TO ANNEX B
307BOMWG OPORD 74-56
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WAVE 1 - (X-DAY) (Cont'd)

Third Cell (Blue)

372nd Bombardment Squadron

POS	CREW	A/C	STATION TIME	ST ENGINE	TAXI	TAKE-OFF
1		Nordstrom	0232Z	0502Z	0517Z	0532Z
2		Gieker	0232Z	0503Z	0518Z	0533Z
3		Boudreaux	0232Z	0504Z	0519Z	0534Z
4		Heller	0232Z	0505Z	0520Z	0535Z
5		Terry	0232Z	0506Z	0521Z	0536Z

SECOND WAVE (X/1)

First Cell (Green)

370th Bombardment Squadron

*1	McCrary (Christy)	0032Z	0302Z	0317Z	0332Z
2	Peebles	0032Z	0303Z	0318Z	0333Z
3	Brooks	0032Z	0304Z	0319Z	0334Z
4	Ecelbarger	0032Z	0305Z	0320Z	0335Z
5	Mills	0032Z	0306Z	0321Z	0336Z

*Airborne Commander

Second Cell (Yellow)

372nd Bombardment Squadron

1	Kohlscheen	0132Z	0402Z	0417Z	0432Z
2	Hull	0132Z	0403Z	0418Z	0433Z
3	Wheeler	0132Z	0404Z	0419Z	0434Z
4	Dodge	0132Z	0405Z	0420Z	0435Z
5	Reilly	0132Z	0406Z	0421Z	0436Z

APP 1 TO ANNEX B
307BOMWG OPORD 74-56
6S-2769

SECOND WAVE (X/1) (Cont'd)

Third Cell (Amber)

371st Bombardment Squadron

POS	CREW	A/C	STATION TIME	ST ENGINE	TAXI	TAKE-OFF
1		Darden	0232Z	0502Z	0517Z	0532Z
2		Guy	0232Z	0503Z	0518Z	0533Z
3		Ames	0232Z	0504Z	0519Z	0534Z
4		Bath	0232Z	0505Z	0520Z	0535Z
5		Hibdon	0232Z	0506Z	0521Z	0536Z

THIRD WAVE (X/2)

First Cell (Pink)

372nd Bombardment Squadron

*1		Holden (Hardin)	0032Z	0302Z	0317Z	0332Z
2		Mann	0032Z	0303Z	0318Z	0333Z
3		Meyers (Burford)	0032Z	0304Z	0319Z	0334Z
4		Phillips	0032Z	0305Z	0320Z	0335Z
5		Morrison	0032Z	0306Z	0321Z	0336Z

*Airborne Commander

Second Cell (Orange)

371st Bombardment Squadron

1		Mattick	0132Z	0402Z	0417Z	0432Z
2		Hall	0132Z	0403Z	0418Z	0433Z
3		Bowling	0132Z	0404Z	0419Z	0434Z
4		Peterson	0132Z	0405Z	0420Z	0435Z
5		Behan	0132Z	0406Z	0421Z	0436Z

THIRD WAVE (X/2) (Cont'd)

Third Cell (Black)

370th Bombardment Squadron

POS.	CREW	A/C	STATION TIME	ST ENGINE	TAXI	TAKE-OFF
1		Hermann	0232Z	0502Z	0517Z	0532Z
2		Shaver	0232Z	0503Z	0518Z	0533Z
3		Koudsi	0232Z	0504Z	0519Z	0534Z
4		Dance	0232Z	0505Z	0520Z	0535Z
5		Trudeau	0232Z	0506Z	0521Z	0536Z

2. GENERAL ROUTE OF FLIGHT: Specific details on route are shown on attached Form I's (Attachments 1 through 5) and Route Overlay Attachment 6. (U)

a. Primary: (S)

(1) Aircraft within cells will take-off at one (1) minute intervals and proceed as follows:

FROM: Lincoln AFB

TO: Beatrice

Des Moines (Start Celestial)

Greenbay, Wisconsin

Chihougamau Lake (End Celestial 49°55'N 73°01'W)

Refueling IP

APP 1 TO ANNEX B
307BOMWG OPORD 74-56
6S-2769

Refueling Area

UK Separation Point

51°00'N 10°00'W

Lakenheath (route shown on attached Form 1, Attachment 1 and 2)

Alternate #1

FROM: End Refueling TO: Ben Guerir

Alternate #2

FROM: End Refueling TO: Lakenheath

Ben Guerir or Wheelus AFB, Tripoli

(2) Attachment 2 and 5 of this Annex is the Form 1 covering the above listed primary and alternate routes. (U)

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

a. Prior to Refueling: (S)

(1) Navigation requirements will vary depending on the refueling area to be used. Requirements are as follows: (S)

(a) Primary Refueling Route

1. Cells #1 and #2

Night Celestial

Start: Des Moines VOR 41°30'N 92°40'W

Terminate: NE Corner Chihougamau Lake

49°55'N 73°01'W

APP 1 TO ANNEX B
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b. Post Refueling: (S)

(1) All cells will fly a Pressure Pattern mission in conjunction with a Day Celestial Navigation Leg as follows:

Start Nav Leg: 55°14'N 47°00'W

Terminate Nav Leg: 51°00'N 10°00'W

(2) In the event a requirement exists to fly direct to Ben Guerir from the end of refueling, the following route will be flown for the Pressure Pattern Mission:

Start Nav Leg: 53°58'N 47°00'W

Terminate Nav Leg: Mazagan 33° 13N 08-31W

APP 1 TO ANNEX B
307BOMWG OPORD 74-56
6S-2769

0364

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON SECRET	WING 30	AIRCRAFT TYPE AND SERIAL NO. [illegible]-47E	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade) SECRET

III. PRE-FLIGHT PLAN

FROM [illegible] AFB / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	PRED. FUEL REMAIN.	GROSS WEIGHT
															89200	18[illegible]
[illegible]	--	--	-- / --	--	--	--	90° / 1200	--	--	--	10 / 10	:03 / :03	10 / 10		4300 / [illegible]	1[illegible] / 17[illegible]
[illegible] / Beatrice, Neb	[illegible]	1[illegible]	2[illegible]/1[illegible] / -2	1[illegible]	-10	172	8000	.64	360	362	22 / 32	:04 / :07	22 / 32		2500 / 8[illegible]	25[illegible] / [illegible]
[illegible]	[illegible]	[illegible]	2[illegible]/1[illegible] / -1	[illegible]	-9	054	10000	.64	360	370	[illegible] / 38	:01 / :0[illegible]	[illegible] / 38		700 / 81[illegible]	700 / 16[illegible]
[illegible]	[illegible]	[illegible]	28[illegible]/15 / -2	[illegible]	-9	054	10000	.50	319	329	7+152 / 197	:29 / :37	153 / 191		58[illegible] / 75[illegible]	3800 / 163[illegible]
[illegible]	[illegible]	[illegible]	[illegible] / -2	040	-6	044	31000	.68	408	420	[illegible] / 312	:15 / :52	[illegible] / 2[illegible]		51[illegible] / 70250	5[illegible] / [illegible]
[illegible]	[illegible]	[illegible]	[illegible] / -4	[illegible]	-4	[illegible]	32000	.74	[illegible]	45[illegible]	[illegible] / 90[illegible]	:27 / 1:19	19[illegible] / 4[illegible]		4750 / 6[illegible]	4[illegible] / [illegible]
[illegible]	[illegible]	[illegible]	[illegible] / -2	[illegible]	[illegible]	[illegible]	[illegible]	.74	432	457	[illegible]	:52 / 2:11	3[illegible]		[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible] / -2	061	[illegible]	[illegible]	31000	.74	[illegible]	455	[illegible]	:29 / [illegible]	[illegible]		4[illegible]00 / [illegible]	4[illegible] / [illegible]
[illegible]	[illegible]	[illegible]	[illegible] / -2	[illegible]	[illegible]	[illegible]	[illegible]	.74	427	462	[illegible]	:27 / 3:[illegible]	192 / [illegible]		[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]/35 / -2	071	[illegible]	[illegible]	[illegible]	.74	425	4[illegible]	199 / [illegible]	:[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible] / -2	[illegible]	[illegible]	[illegible]	[illegible]	.74	425	[illegible]	2[illegible] / 1765	:31 / 4:0[illegible]	[illegible] / 1666		[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible] / -2	[illegible]	[illegible]	[illegible]	[illegible]	.74	425	4[illegible]	50 / 1815	:07 / 4:11	46 / 17[illegible]		9[illegible] / [illegible]	7[illegible] / [illegible]
[illegible] / [illegible] Point	[illegible]	[illegible]	[illegible] / -2	[illegible]	[illegible]	091	[illegible]	---	[illegible]	470	70 / [illegible]	:08 / 4:19	60 / [illegible]		[illegible]	[illegible]
[illegible] / [illegible]	[illegible]	[illegible]	2[illegible] / -2	[illegible]	[illegible]	093	[illegible]	---	[illegible]	[illegible]	120 / [illegible]	:25 / 4:44	[illegible]		[illegible]	[illegible]
[illegible] Load															494[illegible] / [illegible]	4[illegible] / 16[illegible]
[illegible] / Level [illegible]	[illegible]	[illegible]	2[illegible]/3[illegible] / -1	[illegible]	435	110	31[illegible]	.68	[illegible]	[illegible]1	103 / 2108	:15 / 4:59	97 / 1972		4[illegible] / 75[illegible]	4[illegible] / 163[illegible]
55-24N 45-00W	CC	081	26[illegible]/40 / 0	081	434	115	31[illegible]	.74	434	474	173 / 2281	:22 / 5:21	1[illegible] / 21[illegible]		4100 / 71[illegible]	41[illegible] / 15[illegible]
55-37N 40-00W	CC	08[illegible]	265/40 / 0	08[illegible]	433	119	32[illegible]	.74	433	473	171 / 2452	:22 / 5:43	159 / 22[illegible]		3900 / 67[illegible]00	3900 / 1559[illegible]
55-34N 35-00W	CC	091	260/40 / 41	092	431	123	32[illegible]	.74	432	472	171 / [illegible]	:22 / 6:05	1[illegible] / 24[illegible]		3800 / [illegible]	38[illegible] / 152[illegible]
55-16N 30-00W	CC	096	260/40 / 41	097	42[illegible]	126	33200	.74	431	470	171 / 27[illegible]	:22 / 6:27	158 / [illegible]		3750 / 59850	3750 / 1[illegible]
54-40N 25-00W	CC	101	260/40 / 42	103	425	128	33[illegible]	.74	430	469	176 / [illegible]	:23 / 6:5[illegible]	1[illegible] / [illegible]		3[illegible] / 5[illegible]	3[illegible] / [illegible]
53-51N 20-00W	CC	1[illegible]	260/40 / 43	10[illegible]	422	[illegible]	3[illegible]	.74	428	465	1[illegible] / 3152	:23 / 7:13	164 / 2[illegible]		3700 / 52350	3700 / [illegible]0550
52-42N 15-00W	CC	111	275/35 / 41	112	41[illegible]	13[illegible]	[illegible]	.7[illegible]	425	459	192 / [illegible]	:25 / 7:38	177 / [illegible]		3850 / [illegible]500	[illegible] / 147[illegible]
51-00N 10-00W	CC	119°	275/35 / +2	121°	415	136	35[illegible]00	.74	425	458	[illegible]	:28 / 8:06	[illegible] / 3[illegible]		[illegible]	[illegible] / 130750
SECRET												:12 / 8:18			[illegible]	130750
50-28N 05-00W Mangoes VOR	CC	[illegible]°	[illegible]/35 / -1	1[illegible]	4[illegible]	113	35[illegible]	.74	425	[illegible]	[illegible]	:[illegible] / [illegible]	[illegible]		37[illegible] / 38500	37.50 / 127000

DATE OF TAKE-OFF		
ENGINE START	TAKE-OFF TIME	
LANDING TIME	DURATION OF FLT	
AIRCRAFT BASIC WT	[illegible]	
CREW WT	[illegible]	
OIL WT	[illegible]	
ATO BTL WEIGHT (EMPTY)	---	
OPERATING WT	[illegible]	
FUEL WEIGHT: F.W. / C.W. / A.W. / FUS. / B.B. / ATO / EXT.	[illegible]	
TOTAL	[illegible]	
BOMBS WT		--
AMMO WT		--
ADI FLUID WT		[illegible]
INITIAL GROSS WT		[illegible]
START ENG AND TAXI FUEL ALW		
TAKE-OFF GROSS WT		[illegible]
RUNWAY: PRESS ALT	LENGTH	AIR TEMP
1200	[illegible]	[illegible]
CRITICAL FIELD LENGTH	[illegible]	
TAKE-OFF: DISTANCE	SPEED	
8300'	[illegible]	
SPEED: REFUSAL	EMERG BEST FLARE	LINE
[illegible]	[illegible]	[illegible]
40,000 ATO BOTTLES REQUIRED / ATO RELEASE RELEASE REQUIRED	[illegible]	
ADJUSTED TAKE-OFF WEIGHT		
ADJUSTED TAKE-OFF DISTANCE	SECRET	
ATO FIRING SPEED		

Attachment 2 - [illegible]

0365

SECRET

MEDIUM [illegible] AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WING | AIRCRAFT T. SERIAL NO. | CA NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

III. PRE-FLIGHT PLAN

Fr. Pattern Via / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
51-32N 02-40W Bristol	CC	054	275/35 -3	051	+10	061	36800	.74	425	450	110 / 3868	:15 / 8:59	106 / 3602		38500 / 2100	127000 / 2100
51-56N 01-15W Upper Heyford	DS	065	275/30 -2	063	+9	072	25000	—	405	432	60 / 3928	:08 / 9:07	52 / 3654		36400 / 450	124900 / 450
52-23N 00-33E Lakenheath	CR	066	270/20 -1	065	+9	074	20000	.63	387	405	72 / 4000	:11 / 9:18	71 / 3725		35950 / 2050	124450 / 2050
Land												:20 / 9:38			33900 / 4000	122400 / 4000
							WEATHER ALTERNATE									
Lakenheath											4000	9:18	3725		33,900	122,400
37-08N 03-40W Granada	CL / CC	190	270/35 +5	195	+9	204	41,600	.74	425	420	940 / 4940	2:17 / 11:35	970 / 4695		32,300 / 15,500	121,300 / 105,100
32-17N 07-56W Ben Guerir	CC	214	240/15 0	214	+10	224	42,000	.74	425	410	355 / 5295	52 / 12:27	369 / 5064		5,800 / 10,800	5,800 / 99,300
												:20 / 12:47			4000 / 6,800	4000 / 95,300
							WEATHER ALTERNATE									
Lakenheath											4000	9:18	3725		33,900	122,400
40-00N 07-20W [illegible]	CL / CC	164	270/40 +5	159	+6	165	41100	.74	425	442	820 / 4828	1:58 / 11:16	835 / 4560		15900 / 18000	15900 / 106500
36-58N 12-20W Gentalleria	CC	150	275/35 +2	153	+4	157	41800	.74	425	438	210 / 5038	:49 / 12:45	205 / 4765		3300 / 14,300	3600 / 102,100
32-59N 13-16W Wheelus	CC	165	275/35 +2	168	+3	171		.74	425	438	245 / 5283	:34 / 13:19	201 / 5006		3800 / 11000	3800 / 99500
Land												:20 / 13:39			4000 / 7000	4000 / 95500

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT	
CREW WT	
OIL WT	
A/C BYL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FWL	
CWL	
AWL	
FWD AUX	
R.B.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADD. FLUID WT	
INITIAL GROSS WT	
START & TAXI FUEL ALW	
TAKE-OFF GROSS WT	

RUNWAY

PRESS. ALT | LENGTH | AIR TEMP

CRITICAL FIELD LENGTH

TAKE-OFF

DISTANCE | SPEED

SPEED

REFUSAL | ENROUTE SEPT FLAME | LINE

NO. OF ATO BOTTLES REQ'RED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

ATTACHMENT 2 TO APP 1 TO ANNEX B

0366

BOMBARDMENT / RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: SECRET | WING | AIRCRAFT SERIAL | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade): SECRET

III. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
				ALTERNATE AIR REFUELING AREA			0				"GALE ST. A"					
							0									
							COMMON ROUTE									
							0									
							0									
49-39N 75-00W							34000				1123	2:40	1070		52100	140600
53-27N 68-13W			220/35				0				345	1:47	333		7200	7200
Refuel IP	CO	048	-4	044	425	049	35200	.74	425	416	1478	3:27	1403		45500	133400
			220/35				0				91	:22	85		1200	1200
Descent IP	CO	040	-3	059	431	090	24500	.74	425	451	1569	3:34	1488		43100	43100
54-47N 64-19W			220/30				0				63	:08	60		420	420
Penetr Point	DS	065	-3	062	433	095	24500	--	450	471	1632	3:47	1548		41050	41420
55-39N 61-21W			220/30				0				360	:36	325		8440	8440
End Refuel	CL	045	-4	041	435	096	35000	--	370	391	1992	4:17	1683		34250	122750
							0								47400	47400
Gr Load							0								82650	170050
			290/30				0				104	:15	97		4700	4700
Level Off	CL	085	-2	084	439	12	30600	.78	340	439	2096	4:32	1780		78750	167450
			265/4				0				99	:20	92		1650	1650
55-54N 55-00W	CO	086	0	084	439	123	30700	.74	425	416	2153	4:42	1872		77100	169100
			265/4				0				169	1:03	158		4200	4200
56-01N 50-01W	CO	082	0	087	436	104	31000	.74	425	416	2322	5:13	2030		73350	173300
			265/4				0				124	:22	114		3000	3000
56-47N 46-00W	CO	092	-3	093	436	129	31400	.74	430	423	2446	5:35	2144		69250	176300
			265/4				0				114	:22	108		2700	2700
56-37N 40-00W	CO	095	-3	094	433	118	31300	.74	434	423	2560	5:57	2252		64300	179000
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									
							0									
SECRET							0									
							0									

FUEL WEIGHT: FM. | CM. | AM. | TND AUX | B.B. | ATO | ENT. | TOTAL

DATE OF TAKE-OFF | ENGINE START | TAKE-OFF TIME | LANDING TIME | DURATION OF FLT

AIRCRAFT BASIC WT | CREW WT | OIL WT | ATO WT | WEIGHT (Empty) | EXT. TANKS WT (Empty) | OPERATING WT | BOMBS WT | AMMO WT | ADJ. FLUID WT | INITIAL GROSS WT | START ENG. AND TAXI FUEL ALW | TAKE-OFF GROSS WT

RUNWAY: PRESS. ALT | LENGTH | AIR TEMP

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: REFUSAL | ENGRG REST FLARE | LIFT

NO. OF ATO BOTTLES REQUIRED | ATO PROPELLANT WEIGHT | ADJUSTED TAKE-OFF WEIGHT | ADJUSTED TAKE-OFF DISTANCE | ATO KIKING SPEED

SECRET

0367

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
	SECRET					SECRET	

1. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC. AIR DIS	ETA	PRED. FUEL REMAIN.	GROSS WEIGHT
TERTIARY AIR REFUELING AREA — "PEPPER BOX"																
COMMON ROUTE																
49-39N 75-00W							34000				1123	2:40	1070		52100	140600
Refuel IP			280/35								184	:24	170		3700	3700
49-10N 70-20W	CC	100	0	100	/21	121	34700	.74	425	460	1307	3:04	1240		48400	136900
			280/35								84	:11	78		1700	1700
Descent Point	CC	044	-4	040	/24	064	35000	.74	425	445	1391	3:15	1318		46700	135200
Rendz Point			290/30								62	:08	60		450	450
50-55N 67-42W	DS	045	-4	041	/26	067	14500	--	450	463	1453	3:23	1378		46250	134750
			290/30								123	:26	117		7800	7800
End Refuel	CR	045	-6	039	/29	068	15000	--	270	283	1576	3:49	1495		38450	126950
															49400	49400
On Load															87850	176350
			290/30								104	:15	97		4700	4700
Level Off	CL	073	-3	070	/32	102	30000	96%	390	415	1680	4:04	1592		83150	171650
			280/35								359	:46	333		8650	8650
54-30N 52-54W	CC	075	-2	074	/34	108	31000	.74	435	468	2039	4:50	1925		74500	163000
			280/35								103	:13	96		2450	2450
54-56N 50-00W	CC	076	-2	074	/35	109	32000	.74	434	467	2142	5:03	2021		72050	160550
			265/40								173	:22	159		4000	4000
55-24N 45-00W	CC	081	0	081	/34	115	32000	.74	434	474	2315	5:25	2180		68050	156550
			265/40								171	:22	159		3750	3750
55-[illegible]N 40-00W	CC	086	0	085	/33	113	32200	.74	433	473	2486	5:47	2339		64300	152800

DATE OF TAKE-OFF
ENGINE START | TAKE-OFF TIME
LANDING TIME | DURATION OF FLT
AIRCRAFT BASIC WT
CREW WT
OIL WT
ATO BTL WEIGHT (Empty)
EXT. TANKS WT (Empty)
OPERATING WT
FUEL WEIGHT: FM. / CM. / AM. / FWD AUX / B.B. / ATO / EXT. / TOTAL
BOMBS WT
AMMO WT
ADI. FLUID WT
INITIAL GROSS WT
START ENG AND TAXI FUEL ALW
TAKE-OFF GROSS WT
RUNWAY: PRESS. ALT | LENGTH | AIR TEMP
CRITICAL FIELD LENGTH
TAKE-OFF: DISTANCE | SPEED
SPEED: CRITICAL ENG FAILURE | EMERG BEST FLARE | LINE
NO. OF ATO BOTTLES REQUIRED
ATO PROPELLANT WEIGHT
ADJUSTED TAKE-OFF WEIGHT
ADJUSTED TAKE-OFF DISTANCE
ATO FIRING SPEED

SECRET

SECRET

Attachment 4 - App 1 To Annex B

0368

SECRE

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
		307TH	B-47E				

III. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
				ALTURNATE			°		DEN GUER							
				COMBAT ROUTE			°									
End Refuel							°				2005	4:14	1875		30,600	119,100
							°								49,400	49,400
On Load															80,000	168,500
52-07N 50-00W			275/30				°				95	:13½	88		2600	2600
Level Off		104	0	104	-35	139	31000	.96	390	420	2100	4:57½	1963		77,400	165,900
			265/40				°				184	:23½	170		4400	4400
53-15W 45-00W		106	+2	108	-34	142	31600	.74	434	470	2284	5:21	2133		73,000	161,500
			265/10				°				193	:24½	177		4400	4400
52-05N 40-00W		110	+2	112	-32	144	32300	.74	433	470	2477	5:45½	2310		68,600	157,100
			280/10				°				206	:27	194		4500	4600
50-36N 35-00W		115	+3	118	-29	147	32900	.74	431	463	2683	6:12½	2504		64,000	152,500
			280/40				°				225	:29½	210		5,000	5,000
48-35N 30-00W		121	+3	124	-26	150	33200	.74	428	458	2908	6:42	2714		59,000	147,500
			275/10				°				250	:33	234		5,400	5,400
46-15N 25-00W		125	+3	128	-22	150	34000	.74	425	457	3158	7:15	2948		53,600	142,100
			275/40				°				285	:37½	265		5,800	5,800
43-22N 20-00W		130	+3	133	-18	151	34800	.74	425	454	3443	7:52½	3213		47,800	136,300
			280/35				°				325	:43	305		6,400	6,400
39-49N 15-00W		134	+3	137	-15	152	35700	.74	425	451	3768	8:35½	3518		41,400	129,900
			260/25				°				395	:54	383		7,600	7,600
36-40N 10-00W		140	+3	143	-13	156	36700	.74	425	437	4163	9:29½	3901		33800	122,300
Ben Guerir			260/35				°				188	:26	184		3,400	3,400
33-17N 07-56W		145	+3	145	-11	159	37600	.74	425		4351	9:55½	4085		30,400	118,900
							°					:20			4,000	4,000
												10:15½			26,400	114,900
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR-CRAFT BASIC WT	
CREW WT	
OIL WT	
ATO BTL WEIGHT (Empty)	
EXT. TANKS WT (Empty)	
OPERATING WT	
FUEL WEIGHT: FM.	
CM.	
AM.	
FWD AUX.	
B.B.	
ATO	
EXT.	
TOTAL	
BOMBS WT	
AMMO WT	
ADD. FLUID WT	
INITIAL GROSS WT	
START ENG AND TAXI FUEL ALT	
TAKE-OFF GROSS WT	

RUNWAY: PRESS. ALT | LENGTH | AT

CRITICAL FIELD LENGTH

TAKE-OFF: DISTANCE | SPEED

SPEED: REFUSAL | EMERG BRK FLARE | LINE

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

Attachment 5 to App 1 to Annex B

0369

SECRET

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON | WIND | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and Grade) | PILOT | CO-PILOT (Name and Grade)

III. PRE-FLIGHT PLAN

FROM / ROUTE	FLT COND	T.C	WIND DIR. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	PRED. F. REMAIN	LAN. WEIGHT
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									
44-37N [illegible]							°				5486	5:54	[illegible]		67,400	[illegible]
			260/40				°				20	:26	[illegible]		[illegible]	64,600
43-43N 35-00W		119	+1	122	+29	151	32900	.79	421	442	26	6:26	1774		62,500	62,300
			260/40				°				4803	:47	207		41,800	41,600
51-34N 30-00W		124	+3	127	+26	153	33200	.74	428	456	5009	6:45	1031		[illegible]	40,500
			265/40				°				206	:24	230		5,200	2,600
48-50N 25-00W		130	+1	133	+22	155	34000	.74	425	452	5215	7:17	[illegible]		[illegible]	[illegible]
			265/40				°				288	:32	314		2,700	2,700
45-28N 20-00W		135	+3	138	+18	156	34800	.74	425	452	5443	7:56	1233		46,700	39,400
			280/35				°				345	:46	365		8,800	8,800
40-52N 25-00W		190	+3	143	+15	158	35700	.74	405	449	3788	8:42	3458		40,100	268,800
			260/25				°				420	:58	410		8,400	8,400
35-10N 10-00W		146	+3	146	+13	159	36700	.74	425	435	4208	9:40	3868		32,400	260,400
32-17N 09-55W			260/25				°				205	:30	212		4,000	4,000
BEN GUIRRE		149	+3	149	+11	160	37800	.74	425	433	4423	10:10	4080		28,400	256,400
												120			4,000	4,000
LAND							°					10:30			24,400	252,400
							°									
							°									
							°									
ATTACHMENT 5A				APPENDIX	1		TO	ANNEX B								
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF

ENGINE START | TAKE-OFF TIME

LANDING TIME | DURATION OF FLT

AIR-CRAFT BASIC WT
CREW WT
OIL WT
ATO BTL WT (Full)
EXP. TANK WT (Empty)
OPERAT. (Inc. Wt)

FUEL WEIGHT
B.R.
ATO
EXT.
TOTAL

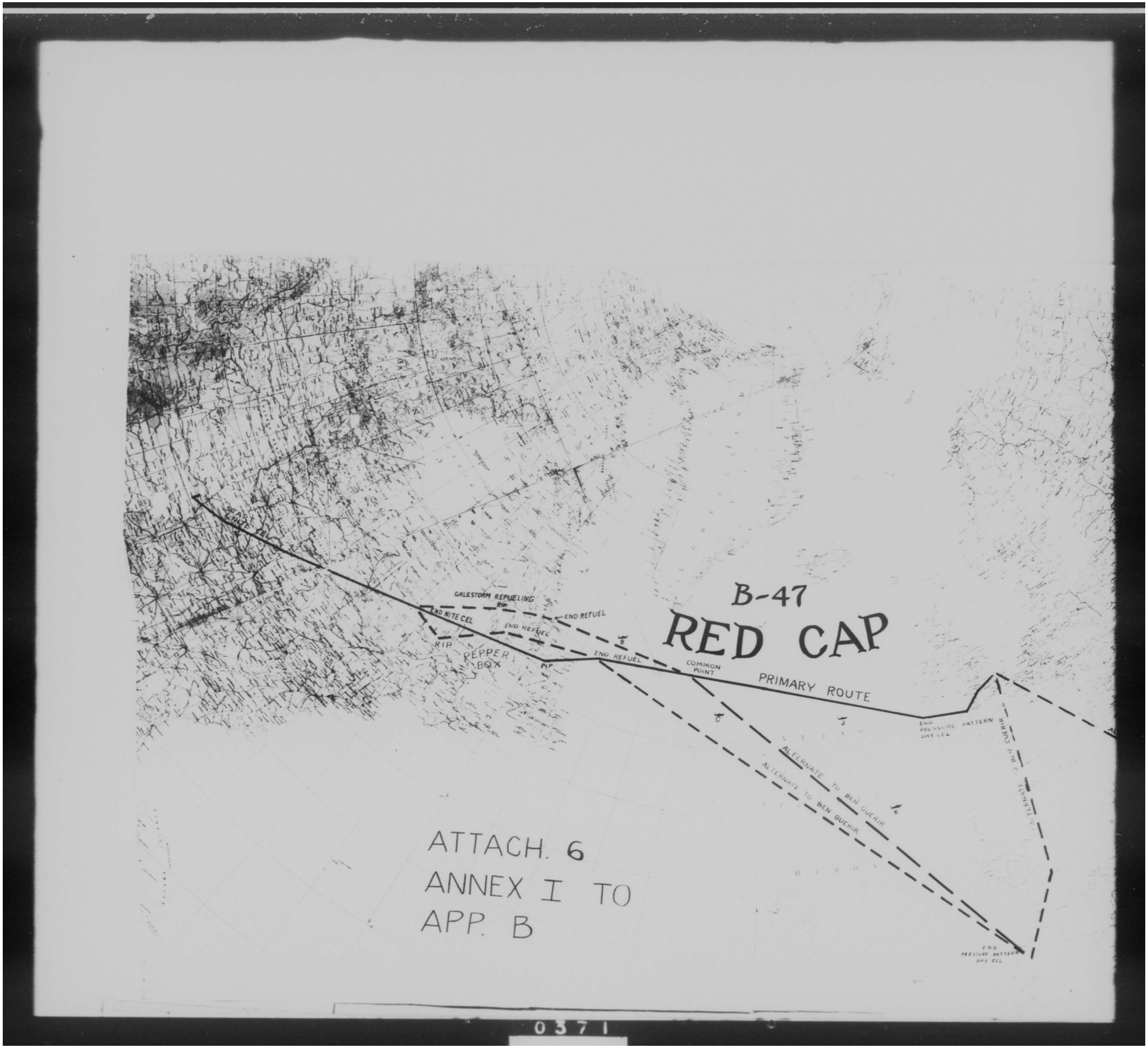
BOMBS WT
AMMO WT
ADJ. FLUID WT
INITIAL GROSS WT
START, TAXI AND TAKE-OFF
TAKE-OFF GROSS WT

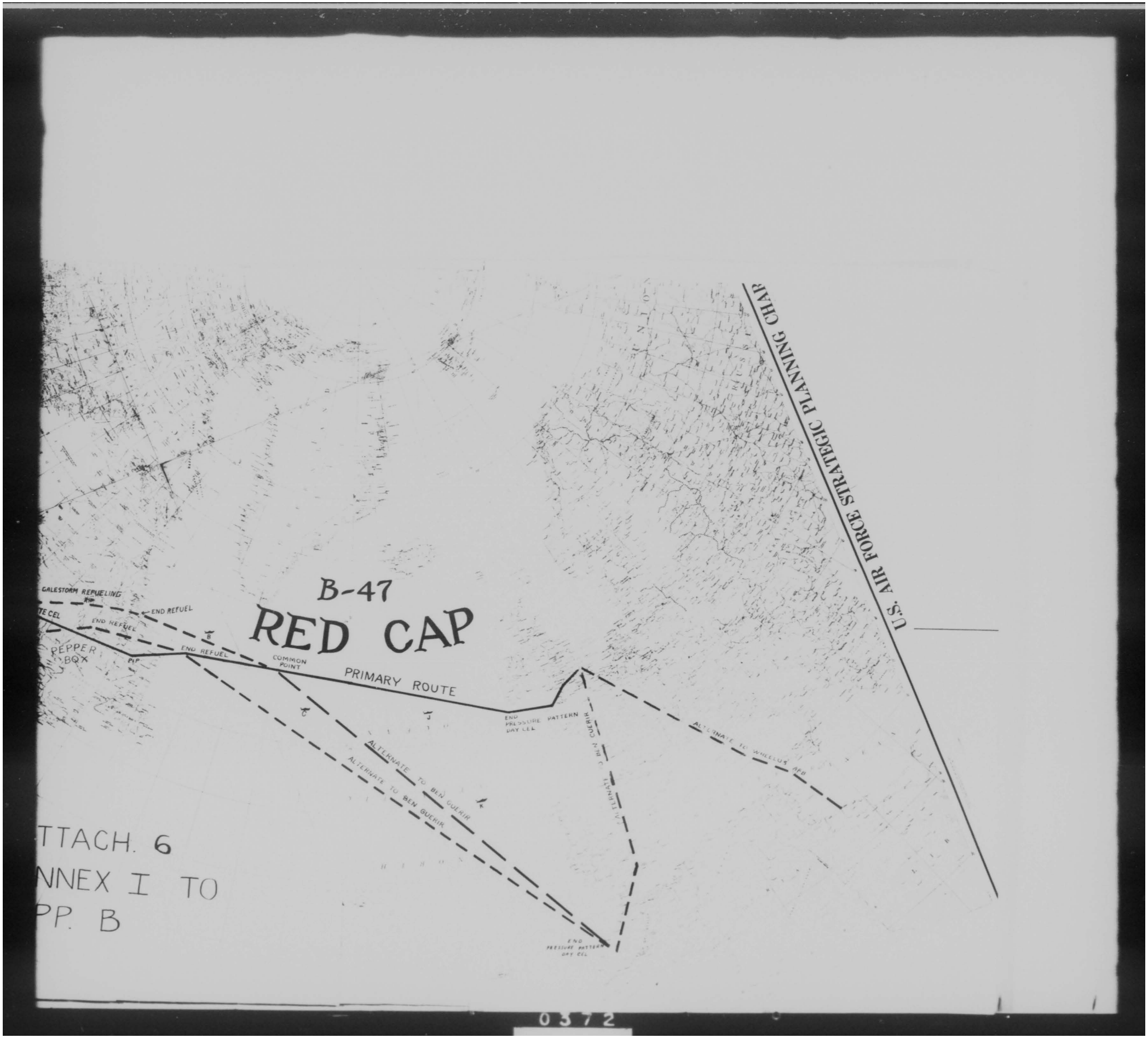
RUNWAY
PRESS. ALT | LENGTH | AIR TEMP.
CRITICAL FIELD LENGTH

TAKE-OFF
DISTANCE | SPEED
SPEED
REFUSAL | EMERG BEST FLARE | LINE

NO. OF ATO BOTTLES REQUIRED
ATO PROPELLANT WEIGHT
ADJUSTED TAKE-OFF WEIGHT
ADJUSTED TAKE-OFF DISTANCE
ATO FIRING SPEED

0370





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HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 June 1956

APPENDIX II

TO

ANNEX "B"

TO

OPERATIONS ORDER

NO. 74-56

SPECIAL WEAPONS

This Appendix Consists of 20 Pages

APPENDIX II TO ANNEX "B"
307TH BOMB WING ORDER 74-56
1 June 1956

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SECRET

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
1 June 1956

1. SPECIAL WEAPONS SUMMARY:

a. GENERAL SITUATION: The 307th Bombardment Wing (M) will participate in the Special Weapons portion of a Unit Simulated Combat Mission to determine the proficiency of the unit in this area. A Weapons Checking Team consisting of four (4) umpires will score this mission. (U)

b. ENEMY FORCES: Omitted.

c. FRIENDLY FORCES:

(1) 3908th Strategic Evaluation Group:

(a) Will furnish the Chief Umpire to score the Special Weapons portion of the USCM. (U)

(2) 802nd Air Division:

(a) Provide one (1) umpire to assist the Chief Umpire. (U)

(3) 817th Air Division:

(a) Provide one (1) umpire to assist the Chief Umpire. (U)

(4) 340th Bombardment Wing:

(a) Provide one (1) umpire to assist the Chief Umpire. (U)

(5) 818th Air Base Group:

(a) Provide necessary support for this exercise. (U)

2. MISSION: The mission of the 307th Bombardment Wing (M) is to complete the following: (U)

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a. Prepare thirty-two (32) B-47 type aircraft for loading the MK-6, 6 weapon that are to be scored as "Effective Aircraft" on the USCM. (C)

b. Assign one (1) flight crew to each aircraft to prepare the aircraft and the weapon for evaluation. (U)

c. Each crew will place the aircraft and weapon in the exact condition that should exist at weapons release time. (C)

d. Provide support as required by paragraphs 3, 4 and 5 of this Appendix. (U)

3. TASKS FOR SUBORDINATE UNITS:

a. 370th, 371st and 372nd Bomb Squadrons:

(1) Assign flight crews to this portion of the USCM by wave as indicated in the simulated flight orders. (U) See Att III

(2) Provide the Chief Umpire with one copy of simulated flight orders for each crew which is to participate in the USCM. Flight Orders will be forwarded to the Wing Special Weapons Officer in the Special Weapons Training Building no later than 1600 hours, 22 June so that he may give them to the Chief Umpire. (U)

(3) Insure that the crew chief is present at the aircraft during the entire period his aircraft is involved in the exercise. See Attachment #2. (U)

(4) Insure that the aircraft is properly grounded and that ground power is attached at weapons loading time. (U)

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(5) Insure that combat crews report to their aircraft in accordance with time schedule in Attachment #3 to this Appendix. (U)

b. 307th Armament and Electronics Squadron:

(1) Insure that all aircraft participating in the Special Weapons USCM have the complete MK-6 configuration installed and checked for proper operation prior to 2400 hours, 24 June 1956. (C)

(2) Insure that each aircraft to be loaded has a "Ring-out" and "Release" check within seventy-two (72) hours prior to loading. See Attachment #1. (U)

(3) Dispatch the following personnel and spare equipment to the munitions control point so as to meet the loading time schedule in Attachment #1 to this Appendix. (C)

(a) Nine (9) loading monitors.

(b) One (1) set of C-9 Bomb hoists complete.

(c) One (1) set door cables or braces.

(d) One (1) radio equipped vehicle.

(e) One (1) set of hand tools.

(4) Insure that all "Ring-outs" and "Release" checks have been signed off in Aircraft Form 781 prior to loading time. (C)

APPENDIX II TO ANNEX "B"
307TH BOMB WING ORDER 74-56
1 June 1956

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c. 307th Maintenance Control:

(1) Keep 307th A&E informed on availability of aircraft so that MK-6 configuration kits may be installed and aircraft may be rung out during specified period of time. (C)

(2) Insure that an adequate number of ground power units are available with one (1) spare power unit standing by. (U)

(3) Provide parking location, by tail number, of aircraft to be loaded, the last working day prior to the starting date of the USCM to the following agencies: (U)

(a) 307th Wing Special Weapons Officer - Ext 8235.

(b) 307th A&E Squadron - Ext 8118.

(c) Base Munitions Control - Ext 8190.

(4) Call 307th Wing Control Room as preparation for loading is completed and give the following message: "Aircraft number ____ located at _____ is ready for loading; ring-out and release check completed". (U)

3X. GENERAL INSTRUCTIONS:

a. Timing, numbers of aircraft per wave, and integrity of waves must be maintained throughout the exercise. (U)

b. A weapons checking team consisting of four (4) umpires will accomplish the Special Weapons evaluation on this USCM. This team will determine the state of effectiveness of the aircraft bombing system

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and weapon after the weapon has been placed in the drop configuration by the crew. Drop configuration is defined as that configuration of aircraft bombing system and weapon that exists the instant before the bomb is released except that:

(1) Manual locking pin will be left in the U-2 release.

(2) Radar Bombing system need not be in operation.

(3) Bomb doors will be closed.

(4) Loading lugs may be left on bomb. Otherwise, the aircraft will assume identical configuration it would have if it were to take off on an EWP mission. (U)

c. The Chief Umpire will be located in the Wing Control Room. As soon as the flight crew has prepared the weapon for drop the Aircraft Commander will call the following message to Rocky Control, "Aircraft number ____ located at _____ is ready for checking". The Chief Umpire will then dispatch one of the assistant umpires to the aircraft. (U)

d. At the completion of the check by the evaluator, the flight crew will turn the check sheet over to the umpire. The flight crew will then return the weapon to the original configuration by: (S)

(1) Safing arming control and safety switch on T-35.

(2) Removing charges and placing them in revolver.

(3) Removing capsule and stowing.

APPENDIX II TO ANNEX "B"
307TH BOMB WING ORDER 74-56
1 June 1956

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(4) Replacing mandrels and closing access door.

(5) Replacing flexible nose cover.

e. The Special Weapons Training Section will furnish each crew with two (2) copies of the check list at crew briefing. (U)

f. Timing for each phase of the operation will be listed in Attachment #1 to this Appendix. (C)

g. Special Weapons briefing for flight crews and Staff will be in the 307th Bomb Wing Briefing Room at 1030 hours, 23 June 1956. (U)

4. ADMINISTRATIVE AND LOGISTICS:

a. The 370th, 371st and 372nd Bomb Squadrons will submit to the Wing Special Weapons one (1) set of Simulated Flight Orders for each crew on or before 22 June 1956. (U)

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal. (U)

b. Reports: (To be submitted by Special Weapons Section)

(1) Within twenty-four (24) hours after completion of the Special Weapons portion of the exercise, forward a brief narrative report covering any delays, discrepancies or unusual events to Headquarters, Eighth Air Force. (U)

(2) Within ten (10) working days after completion of the exercise, forward to Headquarters, Eighth Air Force by letter, a report to include: (U)

APPENDIX II TO ANNEX "B"
307TH BOMB WING ORDER 74-56
1 June 1956

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(a) Exercise as planned.

(b) Exercise as executed.

(c) Reasons for deviations from planned exercise (if any).

(d) Difficulties encountered.

(e) Remarks and recommendations.

APPENDIX II TO ANNEX "B"
307TH BOMB WING ORDER 74-56
1 June 1956

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ATTACHMENT I

TO

APPENDIX II TO ANNEX "B"

307TH BOMBARDMENT WING OPERATIONS ORDER

74-56

SPECIAL WEAPONS LOADING SCHEDULE

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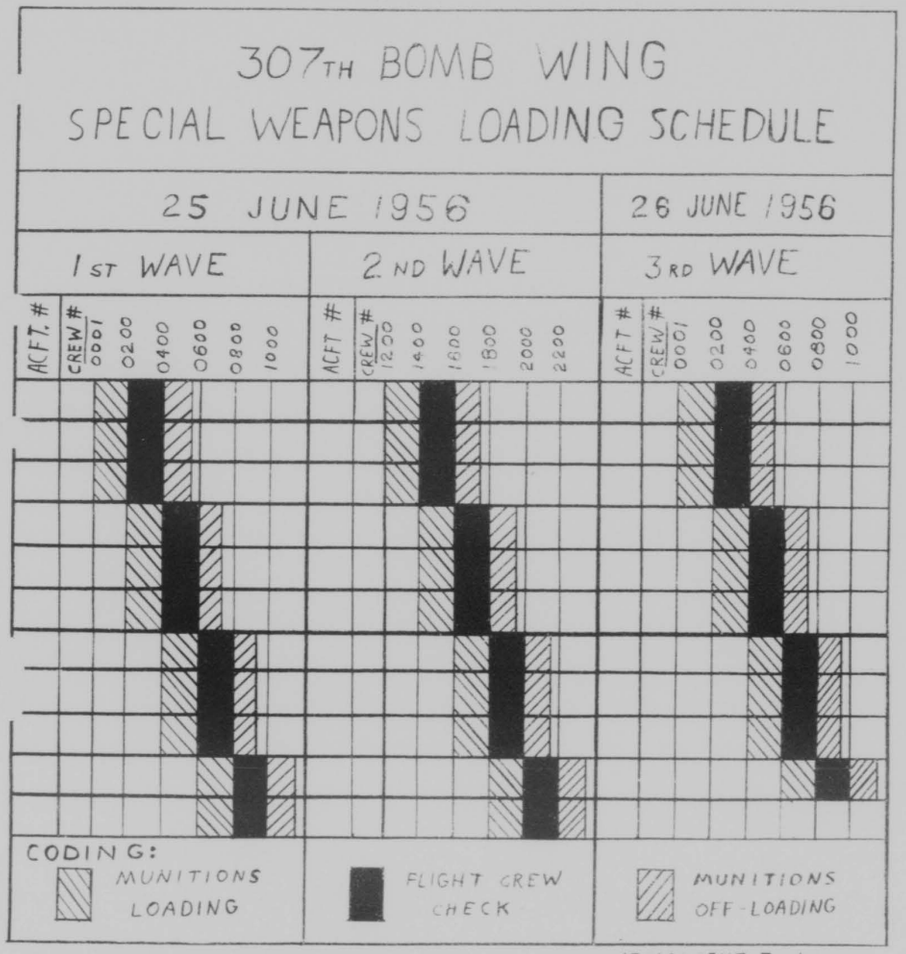
307TH BOMB WING
SPECIAL WEAPONS LOADING SCHEDULE



ATTACHMENT I to
APPENDIX II to ANNEX "B"
307th BOMB WING ORDER 74-56
1 JUNE 1956

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SECRET

AIRCRAFT AND CREW CHIEF SCHEDULE FOR WEAPONS LOADING

FLIMSY

TO

SPECIAL WEAPONS

ATTACHMENT II

APPENDIX II TO ANNEX "B"

OPERATIONS ORDER 74-56

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SPECIAL WEAPONS FLIMSY

TO ATTACHMENT II APPENDIX II TO ANNEX B, OPERATIONS ORDER 74-56

1. Aircraft and Crew Chief schedule for Weapons loading:

FIRST WAVE

CREW CHIEF	ACFT NO	STARTING TIME	COMPLETION TIME
Owensby	224	0001C - 25 June 56	0530C - 25 June 56
Harding	902	0001C - 25 June 56	0530C - 25 June 56
Otten	220	0001C - 25 June 56	0530C - 25 June 56
Lauk	139	0200C - 25 June 56	0730C - 25 June 56
White	912	0200C - 25 June 56	0730C - 25 June 56
Mosser	141	0200C - 25 June 56	0730C - 25 June 56
Lechot	236	0400C - 25 June 56	0930C - 25 June 56
Vensky	134	0400C - 25 June 56	0930C - 25 June 56
Wright	413	0400C - 25 June 56	0930C - 25 June 56
Holmes	232	0600C - 25 June 56	1130C - 25 June 56
DeWitt	911	0600C - 25 June 56	1130C - 25 June 56

SECOND WAVE

Lovett	227	1200C - 25 June 56	1730C - 25 June 56
Filpula	909	1200C - 25 June 56	1730C - 25 June 56
Wilson	143	1200C - 25 June 56	1730C - 25 June 56
Rosario	917	1400C - 25 June 56	1930C - 25 June 56
Pepper	223	1400C - 25 June 56	1930C - 25 June 56
Issacson	228	1400C - 25 June 56	1930C - 25 June 56
Trucksess	918	1600C - 25 June 56	2130C - 25 June 56
Nieman	416	1600C - 25 June 56	2130C - 25 June 56

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Special Weapons Flimsy to ATTII APP II to ANNEX B, OPS ORDER 74-56

SECOND WAVE (Continued)

CREW CHIEF	ACFT NO	STARTING TIME	COMPLETION TIME
Alexander	226	1600C - 25 June 56	2130C - 25 June 56
Mowry	144	1800C - 25 June 56	2330C - 25 June 56
Lancaster	222	1800C - 25 June 56	2330C - 25 June 56
		THIRD WAVE	
Martin	417	0001C - 26 June 56	0530C - 26 June 56
St Louis	916	0001C - 26 June 56	0530C - 26 June 56
D'Eustachio	241	0001C - 26 June 56	0530C - 26 June 56
Finfinger	128	0200C - 26 June 56	0730C - 26 June 56
Johnston	219	0200C - 26 June 56	0730C - 26 June 56
Nigh	140	0200C - 26 June 56	0730C - 26 June 56
Stanton	230	0400C - 26 June 56	0930C - 26 June 56
Koski	214	0400C - 26 June 56	0930C - 26 June 56
Arsenault	900	0400C - 26 June 56	0930C - 26 June 56
Noland	915	0600C - 26 June 56	1130C - 26 June 56

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FLIGHT CREW SCHEDULE

FLIMSY

TO

SPECIAL WEAPONS

ATTACHMENT III

APPENDIX II TO ANNEX "B"

OPERATIONS ORDER 74-56

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SPECIAL WEAPONS FLIMSY

TO

ATTACHMENT III TO APPENDIX II TO ANNEX B, OPERATIONS ORDER 74-56

FLIGHT CREW SCHEDULE

CREW	ACFT NR	STATION TIME	COMPLETION TIME
		FIRST WAVE	
HERMAN	224	0200C - 25 June 56	0400C - 25 June 56
BIFFORD	902	0200C - 25 June 56	0400C - 25 June 56
WEBBER	220	0200C - 25 June 56	0400C - 25 June 56
PEEBLES	139	0400C - 25 June 56	0600C - 25 June 56
HALL	912	0400C - 25 June 56	0600C - 25 June 56
MORRISON	141	0400C - 25 June 56	0600C - 25 June 56
BROOKS	236	0600C - 25 June 56	0800C - 25 June 56
HULL	134	0600C - 25 June 56	0800C - 25 June 56
GIEKER	413	0600C - 25 June 56	0800C - 25 June 56
BIGGS	232	0800C - 25 June 56	1000C - 25 June 56
BOWLING	911	0800C - 25 June 56	1000C - 25 June 56
		SECOND WAVE	
MATTICK	227	1400C - 25 June 56	1600C - 25 June 56
SULLIVAN	909	1400C - 25 June 56	1600C - 25 June 56
MILLS	143	1400C - 25 June 56	1600C - 25 June 56
WHEELER	917	1600C - 25 June 56	1800C - 25 June 56
NORDSTROM	223	1600C - 25 June 56	1800C - 25 June 56
HOOVER	228	1600C - 25 June 56	1800C - 25 June 56

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CREW	ACFT NR	STATION TIME	COMPLETION TIME
		SECOND WAVE (CONT'D)	
GUY	918	1800C - 25 June 56	2000C - 25 June 56
KOHLSCHEEN	416	1800C - 25 June 56	2000C - 25 June 56
HOFMAN	226	1800C - 25 June 56	2000C - 25 June 56
MANN	144	2000C - 25 June 56	2200C - 25 June 56
KOUDSI	222	2000C - 25 June 56	2200C - 25 June 56
		THIRD WAVE	
BOUDREAUX	417	0200C- 26 June 56	0400C - 26 June 56
SHAVER	916	0200C - 26 June 56	0400C - 26 June 56
MCCRARY	241	0200C - 26 June 56	0400C - 26 June 56
HOLDEN	128	0400C - 26 June 56	0600C - 26 June 56
HIBDON	219	0400C - 26 June 56	0600C - 26 June 56
ECHELBARGER	140	0400C - 26 June 56	0600C - 26 June 56
DARDEN	230	0600C - 26 June 56	0800C - 26 June 56
CROOK	214	0600C - 26 June 56	0800C - 26 June 56
PHILLIPS	900	0600C - 26 June 56	0800C - 26 June 56
BATH	915	0800C - 26 June 56	1000C - 26 June 56

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SECRET

A&E RING OUT AND RELEASE CHECK SCHEDULE

FLIMSY

TO

SPECIAL WEAPONS

ATTACHMENT IV

APPENDIX II TO ANNEX "B"

OPERATIONS ORDER 74-56

SECRET

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SECRET

FLIMSY

A&E RING-OUT AND RELEASE CHECK SCHEDULE

1. Ring-out and release checks will be performed on each aircraft during the period listed opposite each aircraft number.

CREW	ACFT NR	FROM	TO
		FIRST WAVE	
01	224	0001C - 22 June 56	0001C - 25 June 56
37	902	0001C - 22 June 56	0001C - 25 June 56
33	220	0001C - 22 June 56	0001C - 25 June 56
04	139	0200C - 22 June 56	0200C - 25 June 56
35	912	0200C - 22 June 56	0200C - 25 June 56
70	141	0200C - 22 June 56	0200C - 25 June 56
08	236	0400C - 22 June 56	0400C - 25 June 56
62	134	0400C - 22 June 56	0400C - 25 June 56
66	413	0400C - 22 June 56	0400C - 25 June 56
11	232	0600C - 22 June 56	0600C - 25 June 56
38	911	0600C - 22 June 56	0600C - 25 June 56
		SECOND WAVE	
32	227	1200C - 22 June 56	1200C - 25 June 56
02	909	1200C - 22 June 56	1200C - 25 June 56
14	143	1200C - 22 June 56	1200C - 25 June 56
69	917	1200C - 22 June 56	1400C - 25 June 56
60	223	1400C - 22 June 56	1400C - 25 June 56
34	228	1400C - 22 June 56	1400C - 25 June 56
40	918	1600C - 22 June 56	1600C - 25 June 56

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CREW	ACFT NR	FROM	TO
		SECOND WAVE (CONT'D)	
71	416	1600C - 22 June 56	1600C - 25 June 56
39	226	1600C - 22 June 56	1600C - 25 June 56
67	144	1800C - 22 June 56	1800C - 25 June 56
03	222	1800C - 22 June 56	1800C - 25 June 56
		THIRD WAVE	
65	417	0001C - 23 June 56	0001C - 26 June 56
10	916	0001C - 23 June 56	0001C - 26 June 56
05	241	0001C - 23 June 56	0001C - 26 June 56
61	128	0200C - 23 June 56	0200C - 26 June 56
42	219	0200C - 23 June 56	0200C - 26 June 56
16	140	0200C - 23 June 56	0200C - 26 June 56
36	230	0400C - 23 June 56	0400C - 26 June 56
06	214	0400C - 23 June 56	0400C - 26 June 56
68	900	0400C - 23 June 56	0400C - 26 June 56
49	915	0600C - 23 June 56	0600C - 26 June 56

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 June 1956

APPENDIX 3

TO

ANNEX B

TO

OPERATIONS ORDER 74-56

AIR REFUELING SQUADRON OPERATIONS

This Appendix consists of 5 pages

APP 3 ANNEX B
307BW OPORD 74-56
6S-2769

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

PPENDIX 3 TO ANNEX B OPERATIONS ORDER 74-56, AIR REFUELING SQUADRON OPERATIONS

1. DEPLOYMENT: The 307th Air Refueling Squadron will deploy in two increments of ten (10) aircraft each, with one (1) KC-97 departing on X-5. Route is from Lincoln AFB, Nebraska to Harmon AFB, for crew rest and then to Greenham Common. X-Day is 3 July. (S)

2. ROUTES AND ALTITUDES: See Attachment 1, 2, and 5. (U)

3. FUEL REQUIREMENTS: See Attachment 3, 4. (U)

4. TACTICS: Aircraft will start engines, taxi, and take-off on scheduled times. limb will be on course to cruise altitude unless directed otherwise by ATCC. Take-off will be at fifteen (15) minute intervals with odd numbered (first, third, fifth, etc.,) flying at seventeen thousand feet. Even numbered (second, fourth, sixth, etc.,) will be at fifteen thousand feet. (U)

5. COMMUNICATIONS: First and last aircraft in stream will make all position reports in the ZI. Each aircraft will report in the Oceanic Area, (See Annex C to this PORD.)(U)

6. CREW SCHEDULE: All times GMT (ZULU). (S)

a. Advance Aircraft - X-5 Lincoln AFB.

POS	CREW NR	A/C	STATION TIME	START ENGINE	TAXI	TAKE-OFF
	T-04	PAVLAS				~~0952Z~~

b. Advance Aircraft - X-4 Harmon AFB.

POS	CREW NR	A/C	STATION TIME	START ENGINE	TAXI	TAKE-OFF
	T-04	PAVLAS				~~0942Z~~

c. First Increment X/5 Lincoln AFB.

POS	CREW NR	A/C	STATION TIME	START ENGINE	TAXI	TAKE-OFF
1	T-01	FLETCHER				0531Z
2	T-25	VEILUVA				0546Z
3	T-24	NUTTY				0601Z
4	T-12	O'BRIEN				0616Z
5	T-03	FRANKLIN				0631Z
6	T-09	COLE				0646Z
7	T-08	MAXWELL				0701Z
8	T-	CRAGUN				0716Z
9	T-20	CAUDEL				0731Z
*10	M-07	GRAMMES				0746Z

d. First Increment X/5 Harmon AFB.

POS	CREW NR	A/C	STATION TIME	START ENGINE	TAXI	TAKE-OFF
1	T-01	FLETCHER				0424Z
2	T-25	VEILUVA				0439Z
3	T-24	NUTTY				0454Z
4	T-12	O'BRIEN				0509Z
5	T-03	FRANKLIN				0524Z
6	T-09	COLE				0539Z
7	T-08	MAXWELL				0554Z
8	T-	CRAGUN				0609Z
9	T-20	CAUDEL				0624Z
10	M-07	GRAMMES				0639Z

APPENDIX 3 TO ANNEX B
307BW OPORD 74-56
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e. Second Increment X+6 Lincoln AFB.

POS	CREW NR	A/C	STATION TIME	START ENGINE	TAXI	TAKE-OFF
1	T-11	THORNTON				0531Z
2	T-05	CHAMBERS				0546Z
3	T-22	DODDS				0601Z
4	T-06	SHEFFER				0616Z
5	T-23	TIEDE				0631Z
6	T-14	WESTERMAN				0646Z
7	T-17	ARMSTRONG				0701Z
8	T-13	MCLENNAN				0716Z
9	T-10	WATT				0731Z
*10	T-19	KUTSCHER				0746Z

f. Second Increment X+7 Harmon AFB.

POS	CREW NR	A/C	STATION TIME	START ENGINE	TAXI	TAKE-OFF
1	T-11	THORNTON				0424Z
2	T-05	CHAMBERS				0439Z
3	T-22	DODDS				0454Z
4	T-06	SHEFFER				0509Z
5	T-23	TIEDE				0524Z
6	T-14	WESTERMAN				0539Z
7	T-17	ARMSTRONG				0554Z
8	T-13	MCLENNAN				0609Z
9	T-10	WATT				0624Z
*10	T-19	KUTSCHER				0639Z

Increment Commander

c. Emergency bases for B-47 and KC-97 aircraft in the ZI will be in the following order of priority: (U)

(1) SAC bases.

(2) Other military bases.

(3) Civilian fields.

d. Flying Safety will receive highest precedence in the conduct of all phases of this mission. (U)

5. B-47 WEATHER ALTERNATES are Sidi Slimane, Ben Guerir, and Wheelus Air Force Base. KC-97 weather alternates for UK are Burtonwood and Rhein Main. (S)

6. FUEL RESERVE:

a. All B-47 approaches at Lakenheath will be planned so as to land with not more than 105,000 pounds gross weight in event of a wet runway, and not more than 115,000 pounds gross weight in event of a dry runway. (S)

b. If it is necessary to burn off excess fuel, the following method will be used: (U)

(1) If weather conditions are above 5,000 feet and five (5) miles, clearance will be obtained for descent to pattern altitude, and fuel burned off at pattern altitude.

(2) If above procedure is not practical, aircraft will be stacked from 12,000 feet up, with two thousand (2000) feet separation until fuel on board permits landing in accordance with paragraph 6a.

AF Form 21 [illegible]
Approved 1 June 48

AIR FORCE NAVIGATOR'S LOG

PILOT ______ NAVIGATOR ______ CREW No. ______ PLANE No. ______ ORGANIZATION ______ TYPE ______ DATE ______

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION

[illegible]

GROSS WT. AT T. O. USUAL ABOARD AT T. O.	
ALTERNATE—	
TIME TO ALTERNATE—	HRS. M
FUEL REQUIRED TO ALT.—	GAL

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

SECRET

SECRET

Departure Lincoln AFB, Nebr Destination Harmon AFB, Nfld

WATCH ______ FAST SLOW

AT ______ GCT DATE ______

OFFICIAL	
	NAVIGATOR
DATE	TIME

ALT SETT.
DEP.
DEST.

FLIGHT PLAN

FROM— TO—	TRUE COURSE	DRIFT	WIND USED D/V	TRUE HEADING	VAR	MAG HEADING	TEMP °C / ALT	IAS / TAS (K)	G/S (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
[illegible] AFB, Nebraska [illegible], 96-47W											:02 ETO			
Level Off [illegible], 95-05W	059	-3	284/15	056	-9	047	15M	202	212	89	:25	:27		
[illegible] 45-00N, 84-00W	061	-2	284/15	059	-4	055		237	248	551	2:13	2:40		
[illegible] Bay Range 46-22N, 79-28W	082	-1	284/15	081	+8	089		235	249	192	:46	3:26		
[illegible] Security Ident Zone 47-10N, 71-47W	072	-1	270/17	071	+14	085		233	247	162	:39	4:05		
[illegible] Security Ident Zone 47-30N, 73-55W	074	-1	270/17	073	+18	091		233	250	79	:19	4:24		
[illegible] CADIZ 48-18N, 70-00W	075	-1	270/17	074	+20	094		232	249	160	:39	5:03		
[illegible] Range 48-34N, 68-15W	077	-1	270/17	076	+22	098		232	249	72	:17	5:20		
[illegible] CADIZ 48-34N, 66-10W	090	0	270/17	090	+27	117		230	247	325	1:19	6:39		
[illegible] AFB, Nfld 48-32N, 58-36W	093	+1	263/20	094	+29	123		230	250	61	:15	6:54		
								Descend Land			:35	7:29		
[illegible] AFB, Nfld 48-32N, 58-36W / [illegible] 51-12N, 60-23W	346	Nowind							210	290	1:25			
[illegible] AFB, Nfld 48-32N, 58-36W / [illegible] AFB 48-55N, 67-50W	256	Nowind							210	234	1:07			
											TOTAL	TOTAL		FUEL RESERVE

[illegible] Series. Highest Terrain 2950' 47-54N, 71-35W
Danger Areas: Camp McCoy UNL, UNL, day or night.

[illegible]:
[illegible] Leg terminating at North Bay Range
[illegible] Leg Terminating at Harmon AFB
Emergency [illegible] Enroute Covered in A/C's flimsy

SECRET

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307BW Opord 74-56
6S-2769
June 1956

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AF Form 91
Approved 1 June 48

R FORCE NAVIGATO[illegible] LOG

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION _____ TYPE _____ DATE _____

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION: WING CAP

GROSS WT. AT T. O. LB./GAL. ABOARD AT T. O.	
ALTERNATE--	
TIME TO ALTERNATE--	HRS. M.
FUEL REQUIRED TO ALT.--	GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ FAST SLOW

AT _____ GCT (DATE) _____ Rate _____ sec/hr GAIN LOSS

Departure Harmon AFB, Nfld Destination Greenham Common, U.K.

SECRET

OFFICIAL: (NAME) (RANK) (NAVIGATOR)

ALT. SETT. DEP. DEST.

FLIGHT PLAN

SECRET

FROM— / TO—		TRUE COURSE	DRIFT	WIND USED D / V	TRUE HEADING	VAR.	MAG. HEADING	TEMP. °C / ALT.	IAS / TAS (K)	G. S. (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
Harmon AFB, Nfld	48-32N, 58-36W											:03 RTO			
Level Off	48-17N, 56-18W	099	∠1	263/20	100	∠29	129	15M	202	222	93	:25	:27		
Torbay Rng Nfld	47-46N, 52-48W	102	∠1	263/20	103	∠29	132	15M	238	257	143	:33	1:00		
Exit Condor C/DLZ	47-42N, 51-00W	085	0	263/20	085	∠29	114	15M	238	258	73	:17	1:17		
Mawgan AFB	50-28N, 05-00W	085	0	263/20	085	∠20	105	15M	232	252	1787	7:05	8:22		
Bristol Homer	51-32N, 02-40W	054	-2	259/18	052	∠10	062	5M	226	242	110	:27	8:49		
Gloucester Homer	51-50N, 02-15W	040	-3	259/18	037	∠10	047	5M	224	237	24	:06	8:55		
Fairford	51-42N, 01-47W	126	∠3	259/18	129	∠10	139	2M	224	236	17	:04	8:59		
Greenham Common	51-23N, 01-17W	122	∠4	259/18	139	∠9	148		224	234	26	:07	9:06		
										Land		:15	9:21		
Greenham Common	51-23N, 01-17W														
Inverness - Alternate	52-34N, 00-35E	049	Nowind						210			:26			
Greenham Common	51-23N, 01-17W														
Prestwick - Alternate	55-30N, 08-35E	10[illegible]	Nowind						210			1:50			
Plotting Chart: Mercator															
Navigation equipment:															
One leg to accomplish from Torbay to Mawgan AFB, Nfld and claim if accomplished:															
1 Loran Leg															
1 Pressure Pattern Leg															
1 Dead Reckonial															

Att 2, App 3
3027th Opord 74-56
63-4769
June 1956

SECRET

TOTAL TOTAL FUEL RESERVE

ENGINEER'S FLIGHT PLAN

DATE OF MISSION: July 56	TYPE(S) OF MISSION: RED CAP Lincoln to Harmon		
WING: 307 Bomb	SQUADRON: 307 ARSPG	AIRCRAFT TYPE-MODEL-SERIES: KC-97 F&G	COMPLETE SERIAL NO.:
FIRST ENGINEER (Name and Grade): Lawless Wm B Capt		SECOND ENGINEER (Name and Grade):	

1. WEIGHT COMPUTATIONS

Item		Weight
a. ACFT BASIC WT		80000
b. OIL, ENG (On Ldg)		1470
c. OIL, JET		
d. CREW	12 @ 350	4200
e. AMMO (50%)		
f. CARGO		0000
g. MISC	Surv	1678
h. FUEL RESERVE		16160
i. MIN LANDING WT		120508
j. OFF-LOAD FUEL		
k. AMMO (50%)		
l. BOMBS		
m. CHAFF		
n. OIL USED		
o. FUEL EXPENDABLE		30020
p. TAKE-OFF GROSS WT		150528

2. FUEL DATA

- a. DENSITY (Lbs): 5.8 per Gal
- b. TOTAL LOAD (Lbs): 46180/7962
- c. REQUIRED (Lbs): 30020
- d. RESERVE (Lbs): 16160
- e. ON-LOAD (Lbs): N/A

3. TAKE-OFF DATA

Conditions

Temp - 90 F
DP - 65 F
PA - 1250
BHPa - 3160
SPY - 166000

4. REMARKS

Pred: Temp 5 deg colder Hot day - No Wind - Top Alt - EAS 99% max range KC-97F A5-12 & 13 charts - BHP's KC-97 -

FLY PASK

A CONDITION	B H_p / OAT / $1/\sqrt{\sigma}$	C BHP / RPM / ENG F.F.	D TOTAL FUEL FLOW	E Δ TIME / TOTAL	F Δ FUEL USED / TOTAL USED	G GROSS WEIGHT	H EAS / V_T (A) / GS	I AIR DIST / TOTAL	J Δ TIME / TOTAL (Wind Plan)	K Δ FUEL USED / TOTAL USED (Wind Plan)	L GND DIST / TOTAL (Wind Plan)
1. RTTO	1250 33	3160 2700	750/15 25/min 220/min	:02	1565	150528 1565 148963					
2. Cl	11916 9 1.240	2650 2550 1875	7500	:28 :30	3500 4065	3500 145463	190 205	95			
3. Cr#1	17000 -3 1.340	1690 2290 1030	AR 158 4120	1:00 1:30	4120 8185	4120 141343	235	235 330			
4. Cr#2	17000 -3 1.340	1650 2240 995	AR 158 3960	1:00 2:30	3960 13165	3960 137363	235	235 565			
5. Cr#3	17000 -3 1.340	1640 2225 850	AI 158 3400	1:00 3:30	3400 16565	3400 133963	234	234 799			
6. Cr#4	17000 -3 1.340	1760 2150 810	AI 158 3240	1:00 4:30	3240 19805	3240 130723	233	233 1032			
7. Cr#5	17000 -3 1.340	1770 2085 780	AI 158 3120	1:00 5:30	3120 22925	3120 127603	233	233 1265			
8. Cr#6	17000 -3 1.340	1680 2040 760	AI 158 3040	1:00 6:30	3040 25965	3040 124563	232	232 1497			
9. Cr#7	17000 -3 1.340	1650 2000 745	AI 158 [illegible]	:51 7:01	2530 28485	2530 122033	[illegible]	195 1692			
10.		1900	AL	:20 7:21	800 29295	800 121233					
11.		2550	AR 560/15 25/min	:15 7:36	725 30020	725 120508					
12.				7:21	28485	122033		1692 390			
13. Alt	17000 -3 1.340	1965 730	AI 158 2920	1:40 9:01	4920 33405	4920 117071	230	2082	Harmon to Loring		
14.											

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307 W Opord 74-56
CS 2709 - June 56

SAC FORM 316 REPLACES SAC FORM 63-14, 1 AUG 51, WHICH IS OBSOLETE.

SECRET

ENGINEER'S FLIGHT PLAN

Date of mission: July [illegible]

Type(s) of mission: [illegible] to RC-47F

Wing: [illegible]

Aircraft — Type model series: [illegible] — Complete serial no.: [illegible]

First Engineer (Name and Grade): [illegible]

Second Engineer (Name and Grade): [illegible]

1. WEIGHT COMPUTATIONS

a. Aircraft basic wt	[illegible]
b. Oil, engine [illegible]	[illegible]
c. Oil, [illegible]	
d. Crew	1[illegible] 250 [illegible]
e. Ammo	
f. Cargo	
g. Misc	[illegible] 1167
h. Fuel reserve	
i. Min landing wt	1135[illegible]
j. Off-load [illegible]	
k. Ammo [illegible]	
l. Bombs	
m. [illegible]	
n. [illegible]	
o. Fuel expendable	3730[illegible]
p. Take-off gross wt	151324

2. Fuel: [illegible] per Gal; Total load (lbs): [illegible]; Required (lbs): [illegible]; Reserve (lbs): [illegible]; Unusable (lbs): N/A

3. TAKE-OFF DATA

Conditions:

Temp - 67 F
DP - 54 F
PA - 600
RPM - 3370
GW - 157500
Rwy - 10000

4. REMARKS

Cond: [illegible] wind -hot day temp - No Wind-
[illegible] Alt- [illegible] max range RC-47F AF-12 & 13 [illegible] RC-47G-

FLY PACK

A Condition	B Alt / OAT / TAS	C BHP / RPM / Eng	D Total fuel flow	E Δ Time / Total	F Δ Fuel used / Total used	G Gross weight	H CAS / GS	I Air dist / Total	J Δ Time / Total	K Δ Fuel used / Total used	L Gnd dist / Total
1. ATTO	690	3370				151324					
	20	2700				1565					
				:02	1565	149759					
2. Cl	17000	2650	AR								
	-7	2550	198	:25	3125	3125	190				
	1.330	1675	7500	:27	4690	146634	203	85			
3. Cr#1	17000	1900	AR								
	-7	2300	158	1:00	4160	4160	234	234			
	1.330	1040	4160	1:27	8850	142474		319			
4. Cr#2	17000	1860	AR								
	-7	2250	158	1:00	4016	4016	234	234			
	1.330	1004	4016	2:27	12866	138458		553			
5. Cr#3	17000	1840	AL								
	-7	2225	158	1:00	3400	3400	233	233			
	1.330	[illegible]50	3400	3:27	16266	135058		786			
6. Cr#4	17000	1[illegible]00	AL								
	-7	2160	158	1:00	3300	3300	233	233			
	1.330	825	3300	4:27	19566	131758		1019			
7. Cr#5	17000	1700	AL								
	-7	2130	158	1:00	3200	3200	231	231			
	1.330	800	3200	5:27	22766	128558		1250			
8. Cr#6	17000	1710	AL								
	-7	2075	158	1:00	3100	3100	231	231			
	1.330	775	3100	6:27	25866	125458		1461			
9. Cr#7	17000	1650	AL								
	-7	2015	158	1:00	3000	3000	230	230			
	1.330	750	3000	7:27	28866	122458		1711			
10. Cr#8	17000	1[illegible]	AL								
	-7	1965	158	1:00	2920	2920	229	229			
	1.330	730	2920	8:27	31786	119538		1940			
11. Cr#9	17000	1570	AL								
	-7	1900	158	1:00	2820	2820	228	228			
	1.330	705	[illegible]	9:27	34606	116718		2168			
12. Cr#10	17000	2530	[illegible]								
	-7	1900	154	:26	1190	1190	227	[illegible]			
	1.330	685	2740	[illegible]	35796	115528		2266			
13. Desc		1900	AL	:20	800	800					
				10:13	36596	114728					
14. Ind		2550	AR	:15	725	725					
				10:2[illegible]	37321	114003					

Att. 4 to App. 3
307BW Opord 74-56
68-2769, June 56

SAC Form 316 [illegible]

SECRET

SECRET

0400

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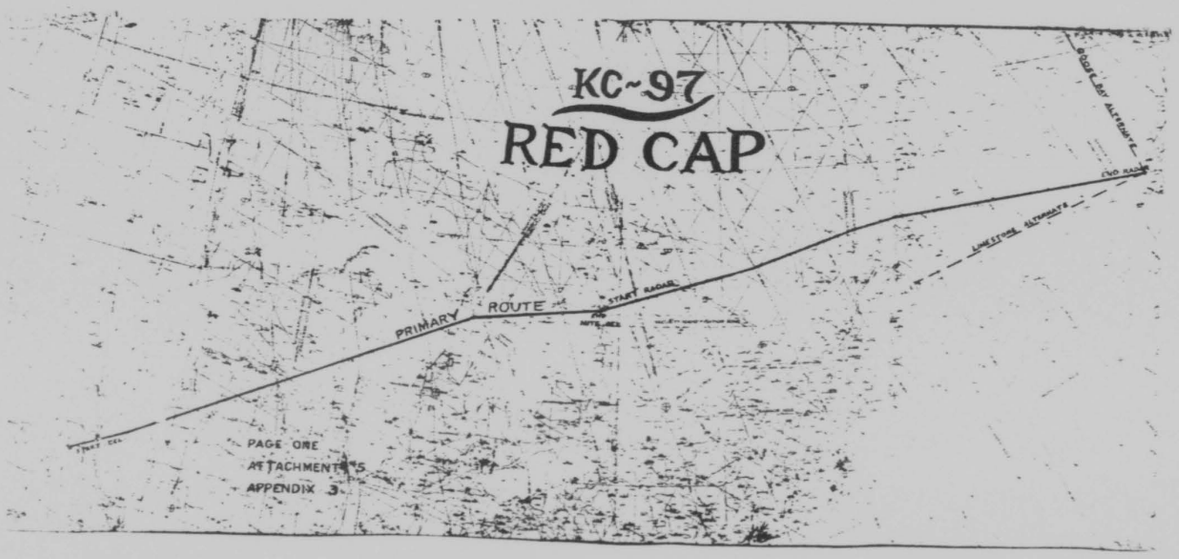
SECRET



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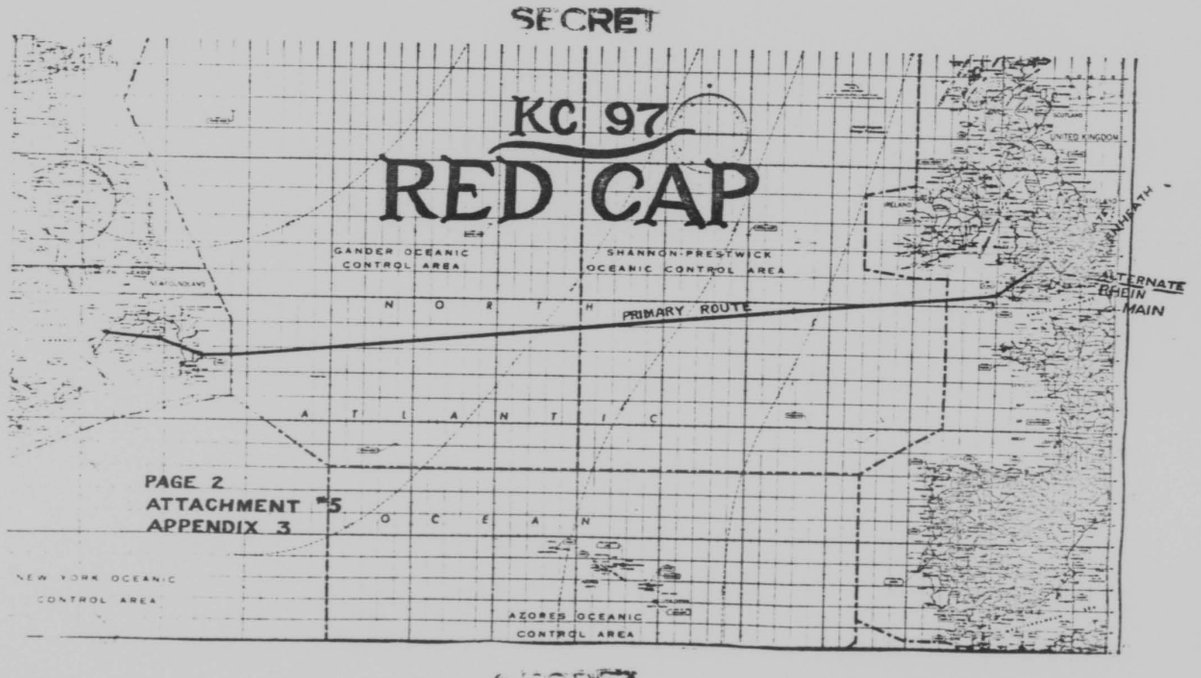
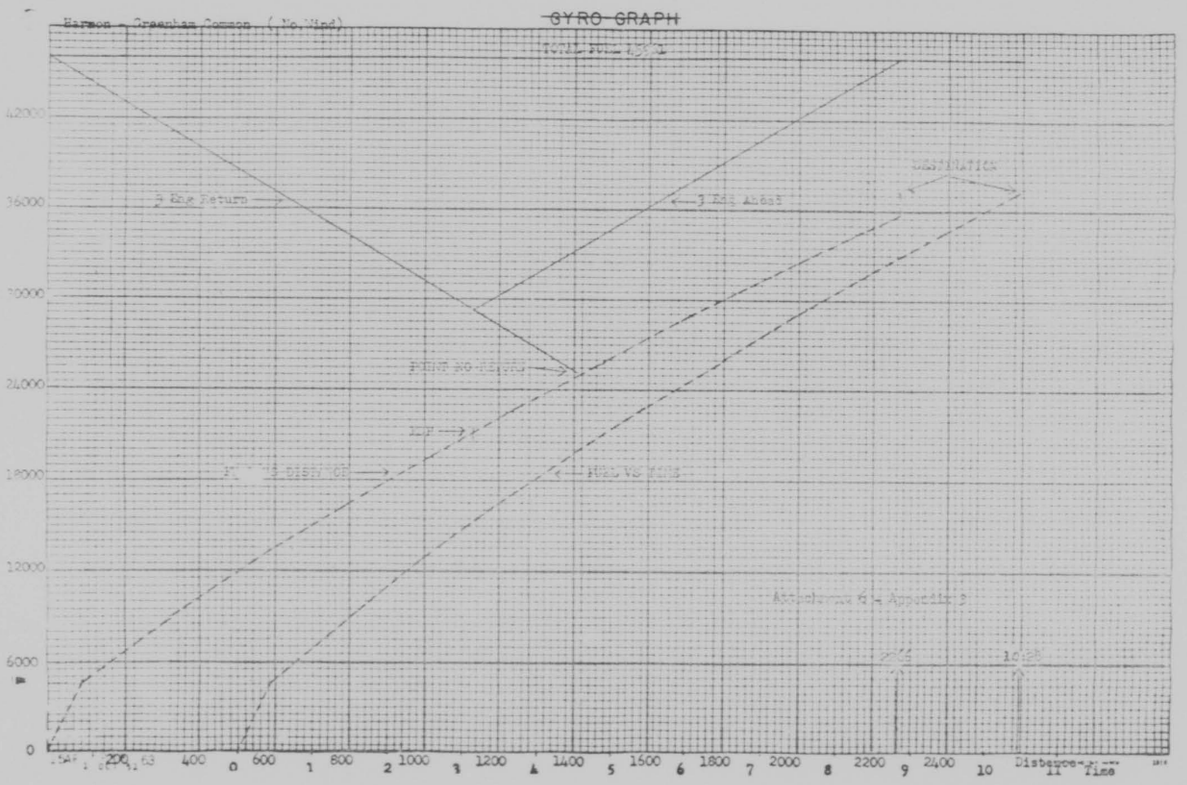


SECRET



SECRET

HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

APPENDIX 4

TO

ANNEX B

OPERATIONS ORDER

NUMBER 74-56

FLYING SAFETY

This document consists of 2 pages

APPENDIX 4 ANNEX B
307BW OPORD 74-56
6S-2769

SECRET

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

APPENDIX 4 TO ANNEX B TO OPERATIONS ORDER 74-56 - FLYING SAFETY

1. GENERAL: As in the case of any peacetime Air Operation, the safe passage of the aircraft and crew to destination is the primary objective of this mission. At no time will continuance of the tactical mission be decided upon if such action will jeopardize either aircrew or aircraft. Nor will a crew be scheduled for the mission unless it has been certified as officially checked out in the aircraft and has received proper crew rest prior to departure. (U)

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

ANNEX C

TO

OPERATIONS ORDER

NUMBER 74-56

COMMUNICATIONS

This Annex consists of 8 Pages.

Annex C
307BW Opord 74-56
6S-2769

SECRET

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

ANNEX C TO OPERATIONS ORDER 75-56 - COMMUNICATIONS

1. GENERAL:

a. SAC and 7ADIV CEI's, 7ADIV Reg 55-28, SAC Manuals 100-1, 55-8, 8M, and 8T, JANAP'S, Radio Facility Charts U.S., North Atlantic and East Canada, Europe, Supplementary Flight Information Documents, North America, Europe Africa and Middle East and ICAO documents apply. (U)

2. ADMINISTRATIVE COMMUNICATIONS:

a. Point to point communications will be conducted over the following facilities in the priority listed. (U)

(1) SOCS (for command and operational traffic only). (U)

(2) SACCOMNET. (U)

(3) AIRCOMNET. (U)

(4) Commercial Facilities. (U)

a. TWX. (U)

b. Long Distance Telephone. (U)

3. AIRBORNE COMMUNICATIONS:

a. Identification and recognition. (U)

(1) B-47 aircraft - AFSAL 5104. (C)

(2) KC-97 aircraft - ACP 156 extracts. (C)

b. IFF operation will be in accordance with SAC Reg 55-23 and 7ADIV CEI. (C)

Annex C
307BW Opord 74-56
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SECRET

c. Emergency communications procedures will be in accordance with ACP 130 and 135, Radio Facility Charts and Supplementary Flight Information Documents. (U)

d. Call Signs:

(1) B-47 Aircraft:

Aircraft/air-ground - ROCKY ( ). (U)

Aircraft/air-air - ROCKY ( ). (U)

Air Refueling - SAC Manual 100-1. (U)

(2) KC-97 Aircraft:

Aircraft/air-ground - PURDUE ( ). (U)

Aircraft/air-air - PURDUE ( ). (U)

e. Navigational aids will be in accordance with current Radio Facility Charts. (U)

f. The M-11 report will be relayed to CURFEW through 307th Bomb Wing Control Room. (C)

g. Air refueling communications/rendezvous procedures will be in accordance with SAC Manual 100-1. (U)

h. ATC Reports:

(1) The cell leader of B-47 aircraft will make all required ATC reports. (U)

(2) The first and last aircraft in the KC-97 stream will make all required ATC Reports. (U)

(3) All ATC reports will include the aircraft tactical call-sign and the mission nickname as the first word of the text. (U)

i. When overflying a Canadian ADIZ, the deputy lead aircraft in each B-47 cell will contact Canadian ADC Radar on UHF frequency 364.2 mcs and continue to monitor this frequency while in the ADIZ. The first and last KC-97 aircraft in the stream formation will be responsible for the above ADIZ procedures. (C)

j. UHF Channelization:

(1) B-47 Aircraft:

a. UHF channelization will conform to SACCEI and 7ADIV Reg 55-28. Enroute channelization must be accomplished after end of refueling in the HARBOR area for either primary route, (Destination Lakenheath) or alternate route (Destination Sidi Slimane). In the event aircraft arriving over Lakenheath are diverted to Sidi Slimane, UHF radios will be rechannelized for Sidi Slimane at least 30 minutes prior to entering the Casablanca FIR. Cell leaders will verify rechannelization of all cell aircraft at points indicated. Required UHF channelization for departure, Lakenheath and Sidi Slimane will be included in crew communication flimsy. (S)

(2) KC-97 Aircraft:

a. UHF channelization will conform to SACCEI and 7ADIV regulation 55-28. Channelization for UK entry must be accomplished immediately after clearing the Gander CADIZ enroute.

This rechannelization will be verified by the lead KC-97 aircraft in each formation. Required UHF channelization for KC-97 UK entry will be included in each crew communications flimsy. IWhen frequency change is required during approached and descents, only the channel number will be specified rather than the frequency). (S)

k. VHF channelization for KC-97 aircraft will conform to SACCEI and 7ADIV regulation 55-28. Complete stocks of VHF crystals as prescribed in SACCEI 5206.4d will be deployed with KC-97 aircraft. Crystals will be packaged to permit the crystals required for each aircraft to be transported by the individual aircraft. (U)

l. UK FIR reporting procedures:

(1) B-47 Aircraft:

a. FIR reports required while flying in an UK FIR will be made directly to the controlling ATCC on UHF. FIR reports are required when entering a UK FIR from seaward and each 30 minutes while flying within an FIR. In addition, when crossing the UK coast inbound an FIR report is required. During the cell formation protion of the route, FIR reports will be made for the cell by the cell leader. After cell break-up, each aircraft will be responsible for individual FIR reports on UHF or VHF directly to the controlling ATCC. (S)

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m. Reporting procedures for UK entry routes:

(1) B-47 Aircraft.

a. B-47 aircraft will follow UK entry route CHARLIE as outlined in para 4b (1), 7ADIV Reg 55-28. (S)

(2) KC-97 Aircraft:

a. KC-97 aircraft will follow UK entry route ALFA as outlined in para 4a (1), 7ADIV Reg 55-28. (S)

n. UHF/DF fixer service operating in the UK will be utilized by all aircraft in case of an emergency. This service may be obtained by calling "Lakenheath Fixer" on 243.0 mcs and requesting a fix or steer as required. (S)

o. ICAO reporting.

(1) B-47 Aircraft:

a. The cell leader will be designated to make all ICAO reports for the cell when inter-aircraft communications can be maintained. These Reports will not include the call signs of the aircraft being reported for (flight plans will list these aircraft). If inter-communications are lost, aircraft become individually responsible for required reporting. Mission nickname will be included as first word of the text in all ICAO reports. (U)

(2) KC-97 Aircraft:

a. Each individual aircraft in the stream formation will be required to submit ICAO position reports. (U).

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(3) ICAO reports are required every then degrees from Gander CADIZ outbound to thirty degrees west. From thirty degrees west to the London FIR boundary position reports are required every five degrees. Position reports will include the formation required in applicable facility charts. (C)

(4) Enroute AACS HF Control Stations for ICAO position reporting for each OATC are as follows: (S)

a. GANDER OATC:	Primary	Secondary	Alternate
	HARMON	PEPPERRELL GOOSE NARSARSSUAK	GANDER
b. PRESTWICK/ SHANNON OATC:	Primary	Secondary	Alternate
	CROUGHTON	SIDI SLIMANE KEFLAVIK LAJES	SHANNON
c. AZORES OATC:	Primary	Secondary	Alternate
	LAJES	HARMON SIDI SLIMANE	SANTA MARIA
d. CASABLANCA OATC:	Primary	Secondary	Alternate
	SIDI SLIMANE	LAJES CROUGHTON	CASABLANCA

e. Every effort will be made to contact the primary AACS station serving the OATC in which the aircraft is flying. If primary or secondary AACS station cannot be contacted, within 10 minutes, ICAO reports will be made directly to the controlling ICAO station which is listed above as alternate. (U)

p. SAC reporting procedure ALFA will apply. Tactical position reports (M-19) will not be made. (C)

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q. Enroute ocean station vessels will be contacted by the cell leader of each B-47 cell and by each tanker aircraft when route is within 100 mile radius of any ocean station vessel. Location, facilities and operating frequencies of ocean station vessels will be included in the crew communications flimsy. (U)

r. HF channelization will include all AACS and civil ICAO frequencies for entroute ICAO reporting. (U)

s. The use of HF will be restricted to the following uses only:

(1) Actual aircraft emergency. (C)

(2) Mandatory Air Traffic Control Reports to CAA, ICAO and Canadian DOT stations. (C)

t. All aircraft will monitor HF enroute during the periods of 05:-08, 25:-28 and 45:-48 minutes past the hour. Frequencies to be guarded during the above periods will be determined from current Radio Prediction Charts. Separate frequencies will be guarded by each aircraft in cells or stream formations. Recall or other information for aircraft in flight will be transmitted from enroute HF air/ground stations during the periods listed above. (C)

u. Recall word for this mission will ge given in the crew flimsy. (U)

v. Communications security will be observed and no clear text transmissions will be made that would reveal unit designation, location or the nature of the mission. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

ANNEX D

OPERATIONS ORDER

NUMBER 74-56

REFUELING

This Annex consists of 3 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

NNEX D TO OPERATIONS ORDER 74-56 - REFUELING

. Air refueling will be in accordance with SAC Tactical Doctrine. Commander Goose Tanker Task Force will provide tanker support in the areas as listed below: (C)

a. Primary - Harbor Area.

b. Secondary - Gale Storm.

c. Tertiary - Pepper Box.

2. Minimum fuel loads at end of refueling. (C)

a. Primary area:

(1) To proceed to Lakenheath, arriving with 26,000 lbs over Lakenheath 69,700 lbs.

(2) To proceed to Lakenheath and then to Sidi Slimane or Wheelus, arriving over Alternate with 12,000 lbs. - 80,000 lbs.

(3) To proceed from end of refueling direct to Ben Guerir, arriving over Ben Guerir with 12,000 lbs. - 56,000 lbs.

b. Secondary area:

(1) To proceed to Lakenheath, arriving with 26,000 lbs. over Lakenheath - 74,300 lbs.

(2) To proceed to Lakenheath and then to Sidi Slimane or Wheelus, arriving over alternate with 12,000 lbs. - 83,650 lbs.

c. Tertiary area:

(1) To proceed to Lakenheath, arriving with 26,000 lbs. over Lakenheath - 79,000 lbs.

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(2) To proceed to Lakenheath and then to Sidi Slimane or Wheelus, arriving over alternate with 12,000 lbs. - 87,250 lbs.

3. Air/Air frequencies, rendezvous settings and frequencies and call sign will be in accordance with SAC Manual 100-1. (U)

4. In the event emergency refueling is necessary at destinations (C)

a. The U. K. - Emergency areas listed in 7ADIV Supplement I to SAC Manual 55-14 will be used. Contact Lancer Control (311.0) for tanker.

b. Morrocco - Ben Guerir will have strip alert tankers. Contact Ice Plant (311.0) or Sail Boat (321.0) for tanker.

5. Attachment #1 to this Annex shows Primary, Secondary, and Tertiary refueling information. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
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ATTACHMENT 1

TO

ANNEX D

TO

OPERATIONS ORDER 74-56

REFUELING

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

'TTACHMENT #1 TO ANNEX D TO OPERATIONS ORDER 74-56 - REFUELING

. The following information is extracted from SAC Manual 55-14, CONFIDENTIAL. (U)

a. Refueling Altitude - 15,000 feet. (U)

b. Harbor Area (Primary). (C)

(1) Area Coordinates: 52-11-00N, 57-00-00W
53-26-30N, 58-21-50W
54-03-20N, 51-31-00W
55-23-60N, 52-45-10W

(2) Refueling Track: T. C. 060°

a. Orbit Point: 52-29-10N, 57-14-50W

b. Key Rendezvous Point: 53-29-40N, 55-50-00W

c. Gale Storm (Secondary) (C).

(1) Area Coordinates: 53-23-00N, 65-42-30W
54-42-30N, 66-55-00W
54-59-10N, 59-51-30W
56-22-30N, 60-54-00W

(2) Refueling Track: T.C. 065°

a. Orbit Point: 54-11-00N. 65-51-30W

b. Key Rendezvous Point: 54-37-30N, 64-19-00W

d. Pepper Box (Tertiary) (C)

(1) Area Coordinates: 49-28-10N, 68-17-00W
50-29-50N, 69-58-00W
52-07-30N, 63-59-15W
53-13-45N, 65-37-00W

(2) Refueling Track: T. C. 045°

a. Orbit Point: 50-12-40N, 68-47-50W

b. Key Rendezvous Point: 51-46-45N, 66-21-45W

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
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ANNEX E

OPERATIONS ORDER 74-56

ADMINISTRATION AND LOGISTICS

This document consits 2 pages.

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
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ANNEX E OPERATIONS ORDER 74-56 - ADMINISTRATION AND LOGISTICS

1. GENERAL:

a. This annex established procedures and outlines priorities for the accomplishment of an orderly, and rapid deployment of personnel and materiel resources of the 307th Bombardment Wing as well as the re-organization of these resources at the forwarded base. (U)

b. This annex is applicable to all subordinate units of the 307th Bombardment Wing and to elements of the 818th Air Base Group as prescribed herein. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
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APPENDIX 1

ANNEX E

OPERATIONS ORDER 74-56

SUPPLY

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

APPENDIX I ANNEX E OPERATIONS ORDER 74-56 - SUPPLY

1. Commands and agencies responsible for logistical support of bases through which or to which, the 307th Bomb Wing deploys will furnish supply and service support required to the extent available. (U)

2. The 307th Bomb Wing will move with and receive supply support from:

a. The Flyaway Kit. (U)

b. Unit mission equipment inicated in the approved unit mobility plan, plus four (4) bomb racks and shackles for bomb weighing 1600 lbs, or more. Remaining Bomb racks and shackles will be held in readiness at the home station for later equipment. (U)

c. Such unit support equipment as is required to adequately supplement the station set at the advance base. (U)

d. Supply support enroute (KC-97) will be from kit of spares assembled from unit FAK. (U)

e. Supply support during the TDY period will be from the Fly Away Kit wity daily replenishment requisitions to the local base supply. Items not available at base level may be requistioned via telephone from the theater depot on a "fill or Kill" basis. Items not available from theater resources will be requisitioned daily by the Fly Away Kit Officer from the specified control point in accordance with proposed Volume XVI AFM 67-1. All items received from depots on "fill or kill" action will be reported on the daily requisition to the control point using

requisition Code "D" to show consumption. (U)

f. AOCP?ANFE requirements will be requisitioned twice each day from the control point. These daily requisitions may be submitted in addition to the daily replenshment requisition. (U)

3. The 307th Bomb Wing Fly Away Kit sections will use applicable SAC Form 65 series, Fly Away Kit master spares list (KC-97) (B-RB-47) as identification for:

a. Requesting replenishment items consumed from Fly Away Kit. (U)

b. Reporting consumption of items for which no replenishment is required. (U)

4. Fly Away Kit engines and/or power packs may be used in augmenting engines in theater stocks to maintain the engine build-up line, provided the quantity authorized in the Fly Away Kit is available for EWP at all times. The number of engines or power packs deplayed will be the first 15 day Fly Away Kit quantity authorized in SAC REG 400-6 with resupply from theater assets, provided availability status can be determined within 12 hours. 307th Bomb Wing will deploy 24 each J-47 built up power packs; 307th AREFS will deploy 6 each R-4360 power packs; 307th AREFS will establish EBU line in accordance with SAC REG 400-4, dated 12 Oct 55. If the status cannot be readily determined within the specified time, resupply will be affected from the home station. (C)

5. The Commander of the 307th Bomb Wing is responsible for the expeditious movement of reparable power packs to TDY destination when FAC power packs are used to accomplish required changes enroute. (U)

6. Reparable items generated during the TDY period will be evacuated in accordance with par. 2i, Section 7 proposed Vol. XV. AFM 67-1. (U)

7. A member of the Enroute Support Team (KC-97) will be designated to accept responsibility at enroute bases for housekeeping items and other property required by the unit. (U)

8. Each unit supply officer or designated representative will accept reponsibility for housekeeping items and other property required by the unit. (U)

9. Subsistence: Flight lunches will consist of food packets - individual, combat, inflight, or precooked frozen meal as applicable. Flight lunches will be furnished by the home or TDY station in sufficient quantities to provision personnel moving in military aircraft to final destination. (U)

a. When commerical airlift is provided and subsistence is furnished by the contractor, troop commanders will insure that such subsistence is in sufficient quantities and nutritionally adequate for troop movement. (U)

b. When subsistence is not furnished by the contractor, troop commanders will insure that subsistence is provided as indicated in paragraph a. above. (U)

10. Special Instructions.

a. Control Point is OCAMA. (U)

b. Any materiel or logistical communication will refer to the Big Tin project listed below. (U)

(1) 307th Bomb Wing - Big Tin 120. (C)

(2) 307th AREFS - Big Tin 122. (C)

c. Parts I, II, and III of the RCS: S-52 (SAC-1) report will be submitted Monday through Friday. Parts IV and V will be submitted on Friday. Part I will be classified "Confidential" and will bear the abbreviation "RUUR" (Regrade unclassified upon receipt) as the last word in the message text. Reference SAC REG 67-25. Reports will be submitted direct to Headquarters 8AF and Home station included as info addressee. (U)

d. SAC REG 67-31 will be complied with. (U)

e. SAC RCS: 17 report will be submitted in accordance with SAC REG 67-20. (U)

f. Headquarters 8AF will be included as info addressee on reports required by Vol. XVI, AFM 67-1. Headquarters SAC will not be included as info addressee. (U)

g. Any recommended changes to the FAK listing as indicated by the maneuver experience will be forwarded in accordance with SAC REG 400-7 so as to arrive this Headquarters within 15 days after return of the unit to home station. Negative report is required. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
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APPENDIX II

ANNEX E

OPERATIONS ORDER 74-56

ARMAMENT AND ELECTRONICS

This document consists of 2 pages

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

APPENDIX II ANNEX E OPERATIONS ORDER 74-56 - ARMAMENT AND ELECTRONICS

1. Unit commanders will insure that each person deploy with authorized weapon, and basic ammunition load as prescribed in SAC Reg 136-9. (U)

2. Unit commanders will insure that sufficient quantities of ammunition for their perosnnel are on board aircraft on which they will deploy. Ammunition identification will be maintained by lot numbers. (U)

3. Unit com anders will insure that all authorized radiological indication, computation, and maintenance equipment is carried. (U)

4. The Commander, Armement and Electronics Squadron will insure that a kit of cables and connectors is deployed to each Forward Operating Base. This kit will include sufficient cables and connectors to supply power for aircraft test equipment and work benches at the forward base. (U)

5. Commander, Armament and Electronics Squadron will insure that required items for A&E maintenance in FAK's will be servicable and compatible with aircraft involved in movement. (U)

6. Commander, Armament and Electronics Squadron will insure that shop standard test equipment is servicable and current in accordance with applicable technical orders and regulations. Insure that all other test equipment is current in regards to calibration in accordance with the shop standards. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
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APPENDIX III

ANNEX "E"

OPERATIONS ORDER 74-56

MAINTENANCE

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
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APPENDIX III TO ANNEX E OPERATIONS ORDER 74-56 - MAINTENANCE

1. GENERAL:

a. The overall operational timing for Red Cap will require complete integration of all aircraft Maintenace functions. The success of this deployment depends on the capability of the Wing Maintenance Activities to produce fully operational aircraft as specified times. (U)

b. All Maintenance personnel selected for the enroute Maintenance Team will be under the direct control and supervision of the Enroute Task Force Commander. Upon redeployment of KC-97 aircraft and upon arrival at the United Kingdom these personnel will be returned to their parent organization. (S)

c. All times in this Annex are Central Standard unless otherwise indicated. (U)

d. All Maintenace personnel will be deployed in accordance with 307th Bomb Wing Loading Plan and 307th Bomb Wing ADVON Loading Roster. Maintenance instructions for ADVON personnel are contained in 307th Bomb Wing Advanced Party Plan. (U)

e. Attachment #1 to this Annex outlines support function required of 818th Air Base Group. (U)

f. POL Check:

(1) On X day - 5 each squadron will obtain a sample of fuel, oil, water alcohol and forward to labratory for contimanation test. (U)

g. Policing of Area:

(1) It will be the responsibility of each Squadron Commander concerned to insure that his respective ramp area is policed and kept clear of all foreign debris to forstall engine foreign object damage. (U)

h. Equipment:

(1) All support equipment at each forward base is pre-positioned with the exception of "Out of Commission" equipment. This equipment will be place "In

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Commission" and pre-positioned as soon as possible (Reference Survey Team Report). (U)

2. Maintenance Mission:

a. Deploy fifteen (15) B-47 aircraft 2 July 1956. (S)

b. Deploy fifteen (15) B-47 aircraft 3 July 1956. (S)

c. Deploy fifteen (15) B-47 aircraft 4 July 1956. (S)

d. Deploy one (1) KC-97 aircraft to Harmon 4 July 1956, and redeploy said aircraft to Greenham Common Air Base, England. (S)

e. Deploy ten (10) KC-97 aircraft to Harmon 7 July 1956, and redeploy said aircraft to Greenham Common Air Base, England. (S)

f. Deploy ten (10) KC-97 aircraft to Harmon 8 July 1956, and redeploy said aircraft to Greenham Common Air Base, England. (S)

g. To complete the Maintenance cycle at Harmon AFB and at the final destination so that these aircraft may participate in a maximum effort type mission three (3) days after the arrival of the last aircraft. (See Appendix 2) (U)

h. Flight line maintenance sections will be organized and overall maintenance planning will be as prescribed in appropriate SAC Regulations and Manuals. (U)

3. 818TH Air Base Group will provide logistical support consisting of POL, Supply and Vehicles required as outlined in Attachment #3 this Annex. (U)

4. Maintenance Personnel for the ADVON:

a. The 307th Bombardment Squadron will provide five airmen as part of the advanced party. (See Loading List, 307th Bomb Wing, Master Mobility Plan). (U)

b. The 371st Bombardment Squadron will provide five airmen as part of the advanced party. (See Loading List, 307th Bomb Wing, Master Mobility Plan). (U)

c. The 370nd Bombardment Squadron will provide five (5) airmen as part of the advanced party. (See Loading List, 307th Bomb Wing, Master Mobility Plan.)(U)

d. The 307th Armament and Electronics Squadron will provide twenty-seven (27) airmen as part of the enroute maintenance team and advanced party. (See Loading List, 307th Bomb Wing, Master Mobility Plan.)(U)

e. The 307th Field Maintenance Squadron will provide thirty (30) airmen as part of the enroute maintenance team at Harmon AFB and advanced party. (See Loading List, 307th Bomb Wing, Master Mobility Plan.)(U)

f. The 307th Periodic Maintenance Squadron will provide twenty-seven (27) airmen as part of the enroute Maintenance Team at Harmon AFB and advanced party. (See 307th Bomb Wing, ADVON Loading Roster.)(U)

5. FLIGHT LINE REQUIREMENTS:

a. B-47 Aircraft:

(1) Starting on 25 June 1956 start the maintenance cycle necessary to deploy fifteen (15) B-47 aircraft 2 July, fifteen (15) B-47 aircraft 3 July, and fifteen (15) B-47 aircraft 4 July 1956. (Reference Attachment #1. (S)

(2) Receive fifteen (15) B-47 aircraft at final destination on 3 July, refuel, park, down load and perform post flight inspection on aircraft that have overflown the prescribed period. Perform necessary mainteance cycle so that all aircraft may participate in a maximum effort mission three (3) days after the arrival of the last aircraft. It must be noted that provisions of SAC Manual 55-12 will be complied with. That all aircraft will be placed in such a condition that within six (6) hours after landing these aircraft maybe deployed in an EWP Mission. It is anticipated that approximately eight (8) hours

will be utilized before the post flight schedule will be enforced.(S)

(3) Receive fifteen (15) B-47 aircraft at final destination refuel, park, down load, etc., as in paragraph, 2 above on 4 July 1956. (S)

(4) Receive fifteen (15) B-47 aircraft at final destination refuel, park, down load, etc., as in paragraph 2 above on 5 July 1956. (S)

b. KC-97 Aircraft:

(1) Complete maintenance cycle on one (1) KC-97 aircraft so that it may deploy with 307th Advance Party. (S)

(2) On 28 June 1956, start post flight inspections on all post-strike aircraft having less than eight (8) hours remaining to post flight period. Complete the necessary maintenance cycle so that ten (10) KC-97 aircraft may be deployed on 8 July 1956. (S)

(3) The KC-97 enroute maintenance team, will receive, refuel, park, and perform necessary maintenance to redeploy eleven (11) KC-97 aircraft from Harmon AFB to the United Kingdom on 8 July 1956. (S)

(4) Receive, refuel, park and perform necessary maintenance to redeploy ten (10) KC-97 aircraft from Harmon AFB to the United Kingdom on 9 July 1956. (S)

(5) Receive eleven (11) KC-97 aircraft at final destination, refuel, park, down load, and perform Post flight inspections on all aircraft so that a maximum effort may be accomplished three (3) days after the arrival of the last aircraft. (See Appendix 2, this Annex). It must be noted that provisions of SAC Manual 55-12 will be compiled with. That all aircraft will be placed in such condition within six (6) hours after landing these aircraft may be deployed for and EWP Mission. It is anticipated that approximately eight (8) hours will

be so utilized before post flight schedule will be enforced. (S)

(6) Receive ten (10) KC-97 aircraft at final destination, refuel, park, down load, etc., as in paragraph (4) above on 10 July 1956. (S)

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LINCOLN AIR FORCE BASE, NEBRASKA
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ATTACHMENT I

APPENDIX III

ANNEX E

OPERATIONS ORDER 74-56

B-47 FLYING AND MAINTENANCE SCHEDULE

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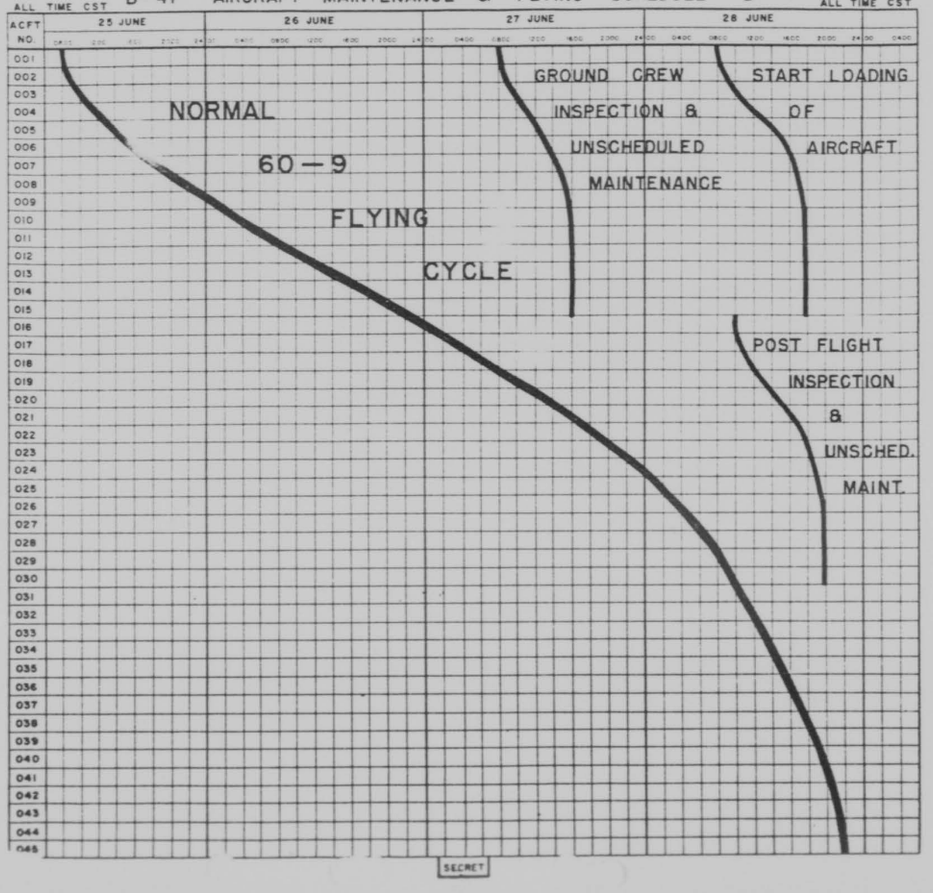
B-47 AIRCRAFT MAINTENANCE & FLYING SCHEDULE B-47



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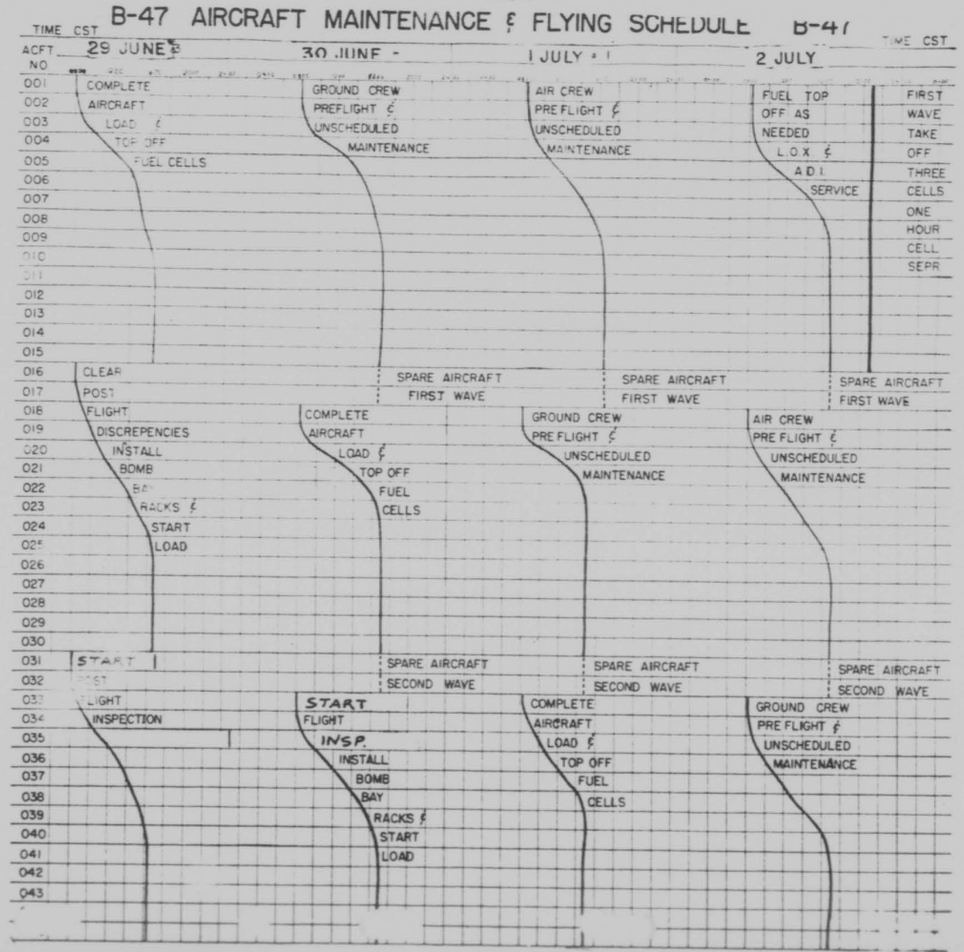
B-47 AIRCRAFT MAINTENANCE & FLYING SCHEDULE B-47



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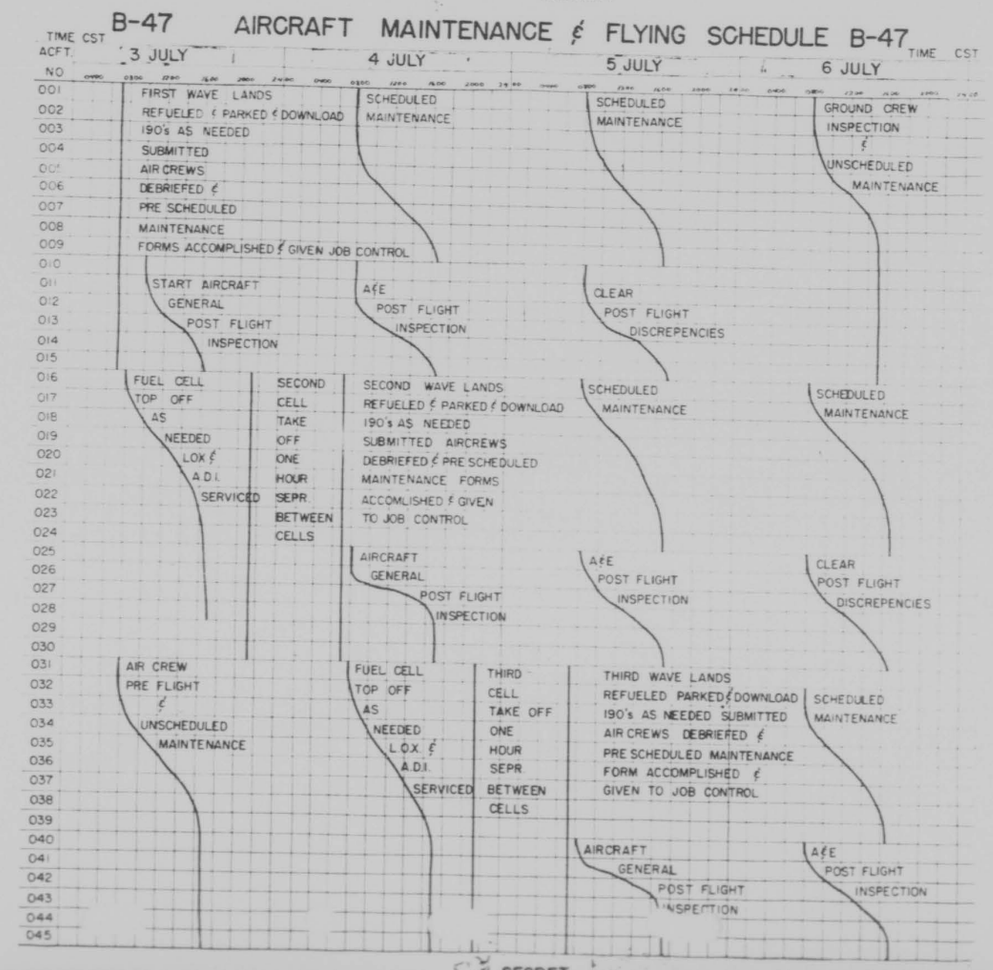
B-47 AIRCRAFT MAINTENANCE & FLYING SCHEDULE B-47



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ATTACHMENT II

APPENDIX III

ANNEX E

OPERATIONS ORDER 74-56

KC-97 FLYING AND MAINTENANCE SCHEDULE

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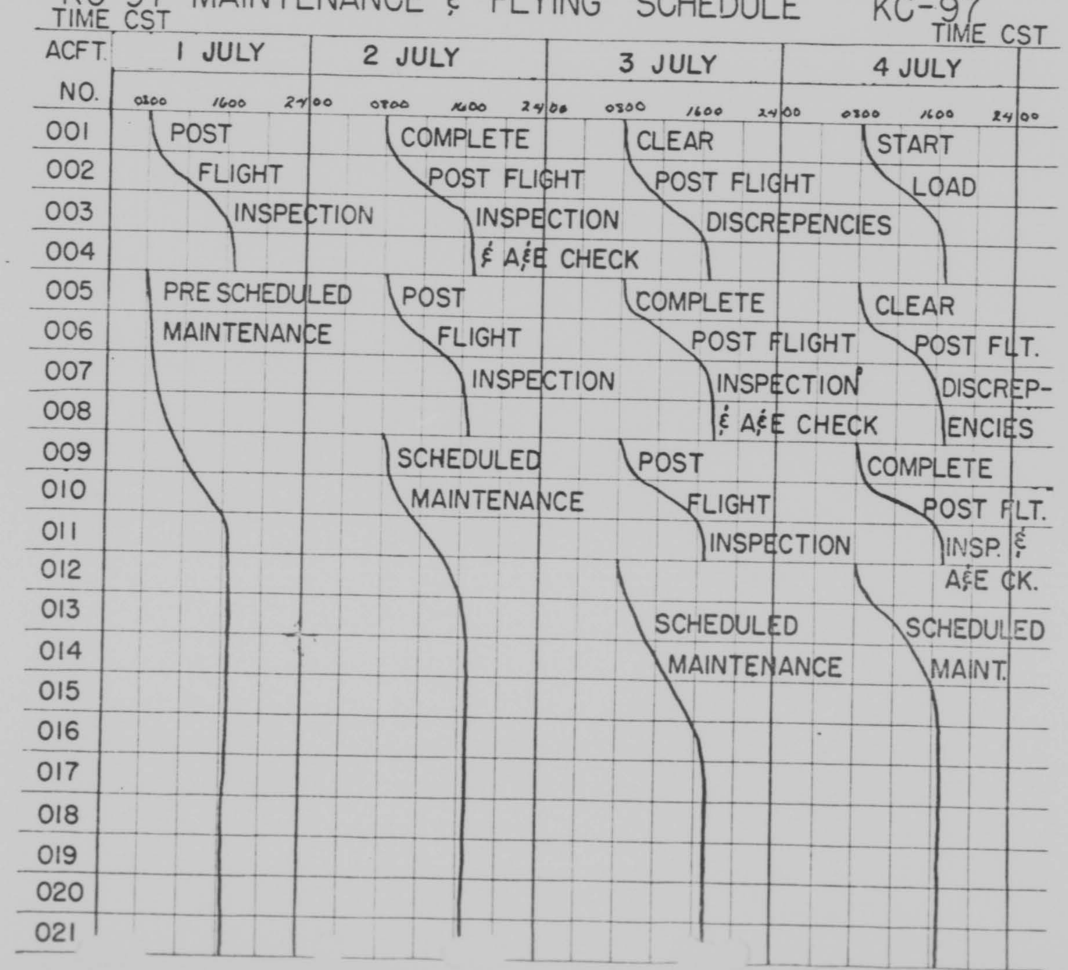
KC-97 MAINTENANCE & FLYING SCHEDULE KC-97



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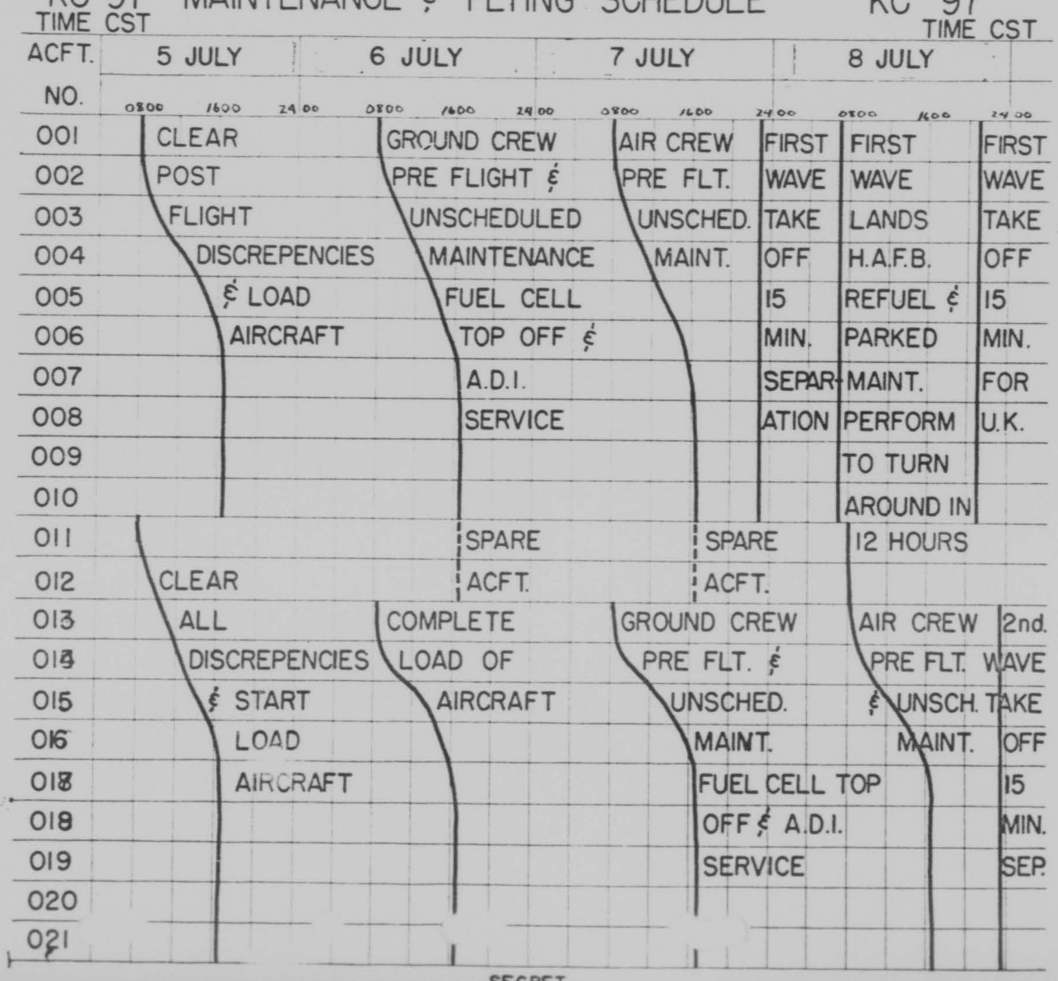
KC 97 MAINTENANCE & FLYING SCHEDULE KC 97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CLEAR POST FLIGHT DISCREPENCIES & LOAD AIRCRAFT
GROUND CREW PRE FLIGHT & UNSCHEDULED MAINTENANCE FUEL CELL TOP OFF & A.D.I. SERVICE
AIR CREW PRE FLT. UNSCHED. MAINT.
FIRST WAVE TAKE OFF 15 MIN. SEPAR-ATION
FIRST WAVE LANDS H.A.F.B. REFUEL & PARKED MAINT. PERFORM TO TURN AROUND IN 12 HOURS
FIRST WAVE TAKE OFF 15 MIN. FOR U.K.
SPARE ACFT.
SPARE ACFT.
CLEAR ALL DISCREPENCIES & START LOAD AIRCRAFT
COMPLETE LOAD OF AIRCRAFT
GROUND CREW PRE FLT. & UNSCHED. MAINT. FUEL CELL TOP OFF & A.D.I. SERVICE
AIR CREW PRE FLT. & UNSCH. MAINT.
2nd. WAVE TAKE OFF 15 MIN. SEP.

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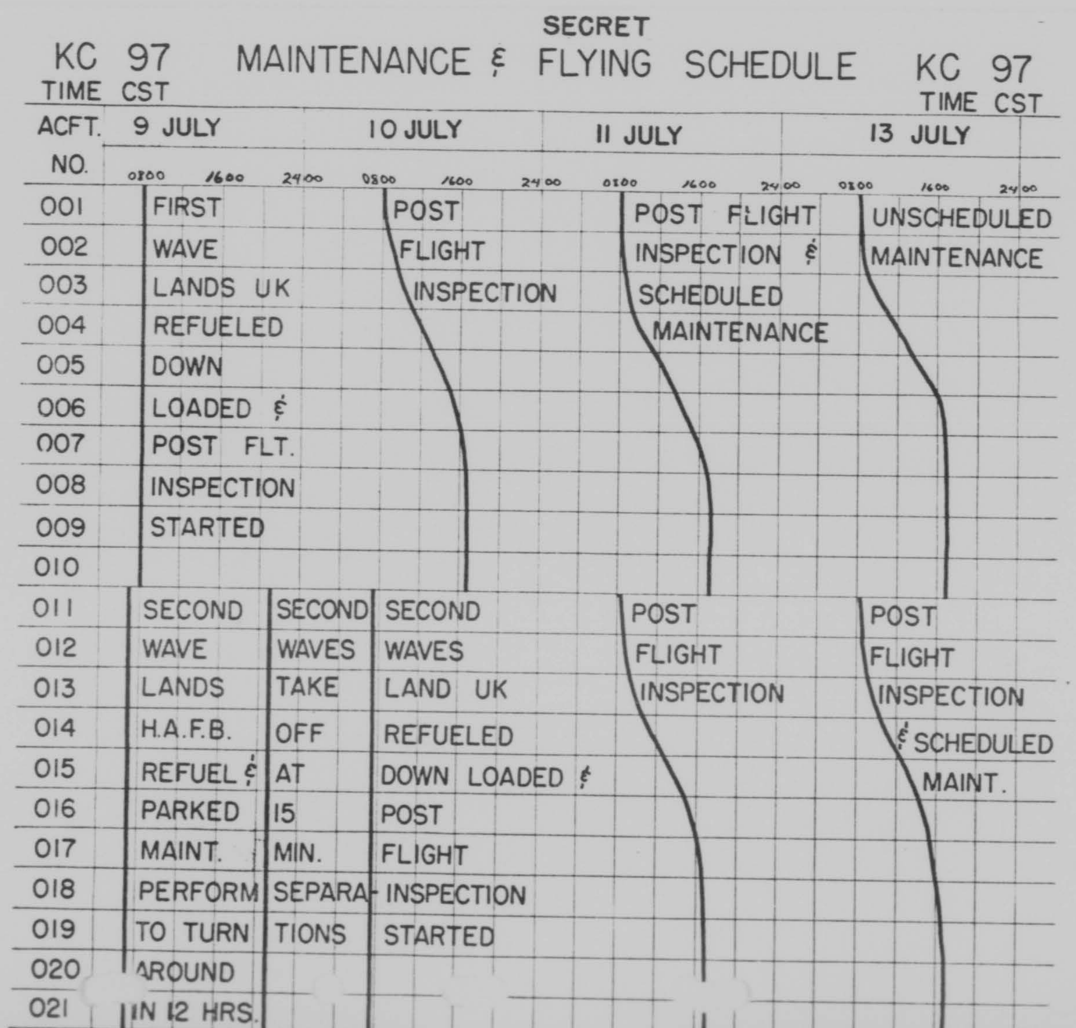
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KC 97 MAINTENANCE & FLYING SCHEDULE KC 97
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FIRST WAVE LANDS UK REFUELED DOWN LOADED & POST FLT. INSPECTION STARTED
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POST FLIGHT INSPECTION & SCHEDULED MAINTENANCE
UNSCHEDULED MAINTENANCE
SECOND WAVE LANDS H.A.F.B. REFUEL & PARKED MAINT. PERFORM TO TURN AROUND IN 12 HRS.
SECOND WAVES TAKE OFF AT 15 MIN. SEPARA- TIONS
SECOND WAVES LAND UK REFUELED DOWN LOADED & POST FLIGHT INSPECTION STARTED
POST FLIGHT INSPECTION
POST FLIGHT INSPECTION & SCHEDULED MAINT.

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

ATTACHMENT III

APPENDIX III

ANNEX E

OPERATIONS ORDER 74-56

818TH AIR BASE GROUP

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

ATTACHMENT 3, APPENDIX 3, ANNEX E, OPERATIONS ORDER 74-56-818TH AIR BASE GROUP

1. GENERAL:

a. To provide Logistical support as required for forty-five (45) B-47 Aircraft and Twenty-one (21) KC-97 Aircraft. (U)

b. To provide by Squadron, the following numbers of personnel as per the 307th Bombardment Wing Mobility Plan as amended by the 307th Bombardment Wing Survey Report: (C)

(1) Lakenheath AFB, England:

(a)	Hq Sq	35
(b)	Ops	14
(c)	SS	44
(d)	MVS	56
(e)	APS	103
(f)	FSS	57
(g)	INST Sq	13
	TOTAL	322

(2) Greenham Command AFB, England:

(a)	OPS	4
(b)	SS	9
(c)	MVS	10
(d)	APS	44
(e)	FSS	15
(f)	INST	6
	TOTAL	88

2. TRANSPORTATION:

a. All vehicles assigned to support Deployment Operations will be on twenty-four (24) hour dispatch to the using activities. (U)

b. Adequate replacement vehicles to augment those vehicles that may become unservicable due to maintenance will be provided. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

APPENDIX IV

ANNEX "E"

OPERATIONS ORDER 74-56

TRANSPORTATION

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

APPENDIX IV ANNEX E OPERATIONS ORDER 74-56 - TRANSPORTATION

1. CARGO:

a. Cargo for support of B-47 operations will be deployed in the following manner: MATS aircraft 366,840 pounds of materiel. B-47 tactical aircraft, 89,879 pounds of materiel. Cargo to be deployed on MATS and B-47 aircraft will be prepared for shipment in accordance with SAC REG 400-2, SOP #2, 307th Bomb Wing Master Mobility Plan and Section III, Chapter 7, MATS SOP No. 2). (C)

b. Schedule for Personnel and Cargo outmovement is attached as attachment I.

c. Cargo for support of the 307th Air Refueling Squadron will be deployed in the following matter: Unit KC-97 aircraft, 79,116 lbs of materiel, strategic support aircraft, 46,050 lbs of materiel. Cargo to be deployed will be prepared for shipment in accordance with SAC REG 400-2, and SOP #2, 307th Master Mobility Plan. (C)

d. MATS support and B-47 aircraft cargo and loading of schedules will be as indicated in Part IV, 307th Bomb Wing, Master Mobility Plan. (U)

e. Organizational commanders will insure that unit personnel and their personal baggage are not separated enroute. (U)

f. For security purposes personnel will be designated, in the 307th Bomb Wing personnel loading Plan, as cargo custodians and classified couriers. Couriers designated by 307th Bomb Wing Special Orders and will be furnished additional letter identification as required. (U)

2. PERSONNEL:

a. A total of 176 persons to include crew members will be deployed on B-47 aircraft. (C)

b. A total of 1325 persons to include civilian technical representatives and SAC observers will be deployed on MATS aircraft. (C)

c. A total of 496 persons to include crew members will be deployed on KC-97 aircraft. (C)

d. A total of 35 persons will be deployed on one Strategic Support Aircraft as the 307th AREFS deployment Route Support Team. (C)

e. A total of three persons each will deploy on strategic support aircraft as cargo custodians. (U)

3. AIR MOVEMENT REPORTS:

a. Air movement reports (RCS: SAC J-4) will be submitted in accordance with paragraph 31, Section V SAC REG 400-3, by the Base Commerical Transportation Officer at Lincoln AFB. (U)

b. One copy each of passenger and cargo manifests for all unit and support aircraft will be furnished the Base Commerical Transportation Officer, immediately after departure passengers

and/or aircraft. The Wing Logistics Officer will insure that this paragraph is complied with. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

ATTACHMENT I

APPENDIX IV

ANNEX E

OUT MOVEMENT SCHEDULES

MATS PERSONNEL & CARGO

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ATTACHMENT 1

ANNEX E

MATS PERSONNEL & CARGO

OUT MOVEMENT SCHEDULES

Trip No.	Type Aircraft	Departure	Pax	Cgo
1201	C-118	0700 25 June	50	-
1203	C-124	0800 25 June	3	32400
1205	C-118	1200 25 June	50	-
1207	C-124	0800 20 June	2	32400
1209	C-118	1200 26 June	50	-
1211	C-54	1330 26 June	3	9400
1213	C-124	0800 27 June	2	32400
1215	C-118	1200 27 June	50	-
1217	C-124	0800 1 July	2	34400
1219	C-118	1200 1 July	50	-
1221	C-54	1330 1 July	2	10400
1223	C-118	0700 2 July	50	-
1225	C-118	1200 2 July	50	-
1227	C-54	1330 2 July	2	10400
1229	C-54	1530 2 July	2	10400
1231	C-118	0700 3 July	50	-
1233	C-124	0800 3 July	2	34400
1235	C-118	1200 3 July	50	-
1237	C-54	1330 3 July	2	10400
1239	C-118	0700 4 July	50	-
1241	C-118	1200 4 July	50	-

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1243	C-54	1330	4 July	31	-
1245	C-54	1530	4 July	31	-
1247	C-118	0700	5 July	50	-
1249	C-124	0800	5 July	2	34400
1251	C-118	1200	5 July	50	-
1253	C-54	1330	5 July	2	10400
1255	C-118	0700	6 July	50	-
1257	C-118	1200	6 July	50	-
1259	C-54	1330	6 July	2	10400
1261	C-54	1530	6 July	2	10400
1263	C-118	0700	7 July	50	-
1265	C-124	0800	7 July	2	34400
1267	C-118	1200	7 July	50	-
1269	C-54	1330	7 July	2	10400
1271	C-118	0700	8 July	50	-
1273	C-118	1200	8 July	50	-
1275	C-54	1330	8 July	2	10400
1277	C-54	1530	8 July	14	6800
1279	C-118	0700	9 July	50	-
1281	C-124	0800	9 July	3	34400
1283	C-118	1200	9 July	50	-
1285	C-54	1330	9 July	31	-
1287	C-118	0700	10 July	50	-
1289	C-118	1200	10 July	50	-
1291	C-54	1330	10 July	31	-

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
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APPENDIX V

ANNEX E

OPERATIONS ORDER 74-56

MEDICAL

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
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APPENDIX V ANNEX E OPERATIONS ORDER 74-56 - MEDICAL

1. Personnel and Equipment: Medical personnel and equipment will accompany the 307th Bomb Wing in accordance with the criteria established below:

a. 307th Bomb Wing will deploy one time Part II AE to TO 1-9022 Medical personnel and equipment equivalent and one time PART II AD, AL. (U)

b. 307th AREFS will deploy one time Part II AD, AL TO 1-9022 medical personnel and equipment equivalent. (U)

2. IMMUNIZATION: Personnel involved, will be immunized in accordance with the provisions of AFR's 160-101 and 160-12 and SAC Reg 160-1. (U)

3. HOSPITALIZATION:

a. Hospitalization and evacuation will be in accordance with procedures prevailing at enroute stations and at destination. (U)

b. In an emergency and if determined necessary by the Wing Surgeon, evacuation using available aircraft may be affected if a qualified attendant is furnished to accompany the patient. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
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APPENDIX VI

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PERSONNEL

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

APPENDIX VI TO ANNEX E OPERATIONS ORDER 74-56 - PERSONNEL

1. DEPLOYING PERSONNEL:

a. Upon deployment, personnel accompaning the unit will be those assigned to the Wing Air Echelon and Staging Teams (prestrike, post strike and turnaround) by the Wing Mobility Plan, as limited by the Operations Order. (U)

2. RETAINABILITY:

a. Personnel deploying will have sufficient retainability to insure that TDY can be completed. Personnel who will become eligible for separation under current directives subsequence to the return of the unit must have additional service remaining to complete processing for separation (reference paragraph 71, section B, Chapter 6, AFM 39-9, 1 Dec 54, as amended). (U)

3. Personnel in the following catergories will not normally accompany the unit upon deployment:

a. Officers who have submitted resignation under the provisions of AFR 36-12, as amended. (U)

b. Officers who have been recommended for elimination under AFR 36-66 as amended, 36-2 as amended, or 36-70 as amended. (U)

c. Officers who have been nominated as principals or alternates for assignment to one of the service schools, including USAFIT and pilot training. An exception of this ruling is made if it can be determined that personnel will be available for such assignment on the established reporting day. (U)

d. Personnel undergoing investigation or awaiting trial by courts martial. (U)

e. Personnel tentatively qualified for aviation cadet training. Airmen who have successfully passed their physical examinations for flying and meet the minimum qualifications outlined in paragraphs 4 a, b, c, d, e, and f, AFR 51-3, 25 Aug 55, are considered tentatively qualified personnel. (U)

f. Airmen who have made application for OCS and meet the provisions of AFR 53-3, as amended. (U)

g. Personnel granted deferment under the provisions of AFM 35-11, as amended. (U)

h. Personnel attending formal or technical training courses. Key personnel may be recalled from schools only upon approval of Headquarters 8AF, Commanders who consider such withdrawal necessary to meet operational commitments will forward complete justification to Wing Headquarters in each case. (U)

i. Personnel undergoing training in B-47 cadre position. (U)

4. Personnel on whom action has been initiated under AFR 35-62 as security risks will be reassigned from deploying units. (U)

5. UNIFORM:

a. Wearing of the uniform will be in accordance with provisions of 7th Air Division Regulation, 35-2 dated 21 Feb 55, and policies established by Commander of 3909th and 3910th Air Base Groups respectively. (U)

6. CUSTOMS BRIEFING:

a. A briefing will be given prior to deployment by 818th Air Base Group representive. (U)

b. British custom officials will give another briefing, upon arrival in the United Kingdom. (S)

7. CASUALITY REPORTING:

a. Personal affairs and casual reporting will be in accordance with AF Regs 30-11 and 34-43; and SAC Regs 30-3 and 34-8. (U)

8. Personnel Records will accompany the Wing:

a. In cases of individual TDY, the provisions of paragraph 86, chapter 6, AFM 35-9, 1 Jan 54; and paragraph 15 c, section B, chapter 2, AFM 35-12, 1 Jan 55, will apply. (U)

9. Medical and dental records will accompany the Wing. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
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APPENDIX VII

ANNEX E

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ADJUTANT

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

APPENDIX VII ANNEX E OPERATIONS ORDER 74-56 - ADJUTANT

1. Order covering movement of individuals will indicate TDY and will be prepared in accordance with paragraph 15, Chapter 3, AFM 30-3, 1 Aug 55, CIPAP will be included in the travel orders. Order will be unclassified regardless of the classification of the operations order, unless otherwise stated. (U)

2. To define the purpose of the TDY, orders directing SAC peacetime deployment will quote "Purpose - SAC Rotational Movement". (U)

3. PER Diem:

a. In accomplishing SAC Air Operations per diem is payable in the same manner as for ordinary TDY. (U)

b. For those operations which are determined by SAC headquarters to fall within the category of maneuvers, specific instructions will be furnished outlining the period for which per diem will be authorized. (U)

4. MAIL:

a. Applicable parts of AFM 182-4 will apply. (U)

b. The Wing adjutant is responsible for notifying the Base Postal Officer of the pending temporary duty and is, responsible for obtaining DD Forms 520 and distributing the completed forms to the following agencies: (U)

(1) Two copies to Base Postal Officer at Deployment base. (U)

(2) Two copies to base postal officer at Licoln AFB when Wing returns. (U)

(3) One copy to Wing Personnel for file. (U)

c. The 307th Bombardment Wing Adjutant will obtain the APO address form the Directory of United States Air Force Organizations and/or Directory and station list of the United States Army. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA

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APPENDIX VIII ANNEX E OPERATIONS OEDER 74-56 - COMPTROLLER

1. PAY RECORDS:

a. Military Pay records for deploying personnel will remain with the Base Finance Officer, this station: (U)

(1) The Base Finance Officer will prepare and forward to each Rotation Base Military payrolls for personnel stationed thereat, in order that they be paid in cash.

(2) Authorized check payments to local Banks will continue to be made for TDY personnel. Copies of check payments to local banks will be forwarded to each Rotation Base concerned.

2. FINANCE BRIEFING:

a. The Base Finance Officer will give a thorough briefing to all personnel on the following matters: (U)

(1) The responsibility of all personnel concerned for delivering military pay records to the Finance Officer at destination.

(2) Finance service available enroute.

(3) Pertinent foreign currency data including restriction on use, import and export, and exchange procedures.

b. This briefing will be given to all personnel immediately following the personnel records processing phase accomplished prior to deployment. (U)

3. REPORTING:

a. Air Force Organization Status Change Report (short title: AFOSCR), RCS: AF-01, will be prepared and submitted by the Wing Headquarter increment immediately following arrival at the forward base and on return to the home station. (Reference AFR 20-49 and chapter 18, SAC Manual 171-1). (U)

b. Morning reports for days enroute will be prepared by Wing Centralized Unit Personnel Section and submitted to the statistical services officer at the forward base as soon as possible after arrival. (U)

c. Aircraft status reports for days enroute will be prepared by Reports and Analysis section of Wing Maintenance Control and submitted to Statistical Services Officer at the forward base as soon as possible after arrival. (U)

d. All other recurring reports during the period of deployment will be prepared and submitted in accordance with instructions from the Statistical Services Officer at the forward base. (U)

e. Any special reporting instructions not normally diseminated by the Statistical Officer, e.g., enroute reports required for submission by aircraft commanders or intelligence reports, will be found in th applicable annex of this order. (U)

4. FUNDING:

a. SAC funding serial number will be assigned to this operation and will appear in all orders pertaining to the operation. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
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JUDGE ADVOCATE

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
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APPENDIX IX ANNEX E OPERATIONS ORDER 74-56 -JUDGE ADVOCATE

1. COURTS-MATIAL JURISDICTION

a. 307th Bomb Wing personnel assigned or attached for temporary duty with the 7th Air Division, or components thereof, are under its jurisdiction for the purpose of Courts-martials and UCMJ, Artical 15. (U)

2. Upon re-deployment, personnel may, at the discréation of the commander, 7th Air Division, be retained if:

a. Under investigation. (U)

b. Pending trial by court-martial or review. (U)

c. Required as a material witness in courts-martial proceedings. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

APPENDIX X

ANNEX F

OPERATIONS ORDER 74-56

SECURITY

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA

APPENDIX X TO ANNEX E OPERATIONS ORDER 74-56 - SECURITY 1 June 1956

1. SAC SECURITY INTELLIGENCE DIGEST:

a. The SAC Security Intelligence Digest, Volume I, Number I, 25 Jan 54, and all subsequent issues will be used as a guide in determining the subversive situation in enroute, staging, and forward operating a area. (U)

2. UNIT SECURITY:

a. The 307th Bomb Wing Security Officer will monitor unit security procedures during the movement to and from forward areas in accordance with SAC Reg 205-11. (U)

3. Air Police Marerial: Individual Air Police material requirement for deployment will be as currently outlined in SAC Manual 400-1, as amended, and in accordance with the provisions of Incl 1 to Hq SAC Ltr, File ICAP, Subject: "Air Police Mobility Planning criteria, dated 3 Oct 54. (U)

4. Security Operations forward operating bases:

a. Security operations at forward bases will be conducted as follows:

(1) The air police elements of units (as outlined by SAC Manual 400-1, as amended) deploying will be integrated with the Forward Operating Base's Air Police complement. Deployed Air Police will normally be used to secure Wing Aircraft and FAK of the deployed force. Deployed Air Police will be under operations control of the provost marshal of the Forward Operating Base. (U)

(2) Deployed personnel who maintain the FAK will be responsible

for acess to, and interal security of, the kits during working hours. (U)

(3) Security of aircraft will be the resposibility of using organization during normal duty hours and at such other times as they are on duty with, or in the immediate vicinity of such priority elements. Security of aircraft during all other periods will be the responsibility of security personnel. (U)

(4) The base will be responsible for: (U)

a. Security of aircraft during non-duty hours.

b. Area security for FAK.

c. All other interal security (Air base defense, passive defense and law inforcments funcitons.

(5) Appropriate Unit SOP's at Forward Operating Bases will clearly indicate security responsibilities. (U)

5. Security Operations at Enroute Bases. Security operations at enroute bases will be conducted as follows:

a. The security of Wing aircraft and equipment staging through enroute bases will be provided by the air police component of the Element designated for that station. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA

1 JUNE 1956

APPENDIX XI ANNEX E OPERATIONS ORDER 74-56 - MISCELLANEOUS

1. Burial and Grave registratiion. Burial and grave registration will be in accordance with existing directives of the theater to which deployed. In the absence of theater directives, the provisions of AFR's 30-11, 35-21 as amended, AFM 143-6 as amended; and AFM 143-1 will be followed. (U)

2. Regulations, Technical Orders, and other directives. Sections of the 307th Bombardment Wing will move with the necessary regulations, technical orders, stock lists, SAC Forms, and other directives required for effective operations while on TDY. Such documents will be within the weight limitations set forth in SAC Manual 400-1, as amended, and/or 307th Bomb Wing Master Mobility Plan. (U)

3. Insect Control Unit: Aircraft, will carry a minimum of two (2) aerosol bombs. Upon return, aircraft will be completely sprayed 30 minutes prior to landing at the first stop subsequent to crossing the United States Boundary. (U)

4. Forms: The base publications control officer will requisition SAC Forms 65 series from Headquarters SAC. ATTN: ADJP. (U)

5. Records disposition instruction. Reports required by paragraph 31, SAC Reg 400-3 will be destroyed after six months. Authority: Letter, USAF, Subject: Disposition of Support Airlift Report, 9 August 1955. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
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ANNEX F

OPERATIONS ORDER 74-56

WEATHER

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
1 JUNE 1956

WEATHER

1. GENERAL:

The purpose of this annex is to prescribe procedures to be followed in the preparation and dissemination of forecasts and in briefing and debriefing crews in connection with this revision. (U)

2. PREPARATION OF FORECASTS:

a. The Commander of Detachment 8, 2D Weather Squadron is responsible for the preparation of the route forecast from Lincoln to the point of Air Refueling. He is responsible for obtaining forecasts for the balance of the route from the Offutt Weather Central. (U)

b. Offutt Weather Central is responsible for the preparation and transmission of that part of the route forecast from the point of refueling to the destination, including a terminal forecast for the destination and at least one suitable alternate. (U)

3. DISSEMINATION AND COORDINATION:

a. Forecasts prepared by the Offutt Weather Central will be disseminated by Operational Immediate Priority in time to assure receipt at indicated address 24 and 12 hours prior to scheduled departures for planning and operational forecasts. (U)

b. Planning and operational forecasts prepared by Commander Detachment 8, will be coordinated by SOCS with the Duty Forecaster, 8th Air Force Control Room (Drop 35) 24 and 12 hours prior to departure of each wave. (U)

4. WEATHER BRIEFINGS:

a. A planning weather briefing will be conducted at the General Briefing

on 30 June 1956. This briefing will cover route, air refueling areas, destinations and suitable alternates. (C)

b. A final weather briefing will be conducted at the pre-take off meetings. At these briefings, a detailed presentation will be made of all pertinent weather factors and final Weather Flimsies will be given to the crews. (U)

5. DEBRIEFINGS:

a. Crews will be debriefed for weather at their destination. (U)

b. Weather Officers at destination will assist in the collection and transmission of B-21 or T-21 reports. (U)

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19 June 1956

OPERATIONS ORDER 216-56

Code Name "Bee Sting" (U)

CHART OR MAP REFERENCES: (C)

JN-9 Scale 1:2,000,000

JN-21 Scale 1:2,000,000

JN-33 Scale 1:2,000,000

JN-34 Scale 1:2,000,000

As required.

TASK ORGANIZATIONS: (U)

307th Headquarters Squadron	Captain Samuels
370th Bombardment Squadron	Lt Col Roy R. Showalter, Jr
371st Bombardment Squadron	Lt Col Delos E. Richard
372nd Bombardment Squadron	Lt Col Karl Y. Benson
307th Air Refueling Squadron	Lt Col Everett B. Thurlow
307th Armament and Electronics Squadron	Lt Col Raleigh D. Smith
307th Periodic Maintenance Squadron	Lt Col Albert W. Lambert
307th Field Maintenance Squadron	Lt Col Arthur E. Aenchbacher
307th Tactical Hospital	1/Lt D. C. Niederluecke

1. GENERAL SITUATION: A requirement exists to conduct a combined orientation and evaluation mission after arrival in the United Kingdom. The unclassified nickname is "Bee Sting". X-Day is 9 July 1956. (C)

a. Intelligence: See Annex A (U)

b. Friendly Forces:

(1) 7th Air Division: Will supervise the implementation of this order. (C)

(2) 3910th Air Base Group: (C)

(a) Will provide necessary base support for this operation. (U)

(b) Will brief all participating B-47 crews on radio and air traffic control procedures in the United Kingdom and France and obtain any necessary altitude reservation through United Kingdom and/or French airways. (C)

(c) Provide courier (with SECRET clearance) and transportation for delivery of K-38 film, radar film, and logs to West Drayton. (C)

(3) 3909th Air Base Group: (C)

(a) Will provide necessary base support for this operation. (U)

(b) Will brief all participating KC-97 crews on radio and air traffic control procedures in the United Kingdom and obtain any necessary altitude reservations through United Kingdom airways. (C)

(4) RBS 12 Detachment 7: (C)

(a) Will provide necessary radar aircraft control. (U)

(b) Will accomplish scoring in accordance with established SAC RBS procedures, to include requirements of SAC Regulation 50-42. (U)

(c) Will pass information received from 307th Bombardment Wing in accordance with SAC Regulation 50-42, paragraph 8c(1) to Paris RBS. (C)

(d) Will submit required reports in accordance with Appendix 1 to Annex A, paragraph 5. (U)

(5) 3921st Reconnaissance Technical Squadron: (C)

(a) Will provide necessary photo laboratory support for developing exposed K-38 film and radar film. (U)

(b) Will determine bomb burst position from 307th Bombardment Wing radar scope photos and logs in accordance with SAC Regulation 50-42. (C)

(c) Will submit required reports in accordance with Appendix 1 to Annex A, paragraph 4. (U)

(d) Will, after completion of necessary reports, screen film and logs for inclusion in exercise material in accordance with 7th Air Division Regulation 200-7. Acceptable film and logs will be duplicated and original film and logs returned to 307th Bombardment Wing as soon as possible. (U)

(5) 3918th Air Base Group: Will provide GCA facilities for the period of this operation. (C)

2. MISSION: Conduct an orientation and evaluation mission for B-47 crews and KC-97 crews over a four (4) day period after arrival in the United Kingdom. The mission is designed to: (C)

a. Familiarize crews with United Kingdom and France Air Traffic Control and Radio Procedures. (C)

b. Familiarize crews with United Kingdom letdown procedures. (C)

c. Acquaint crews with Radar Approach Control Center Facilities and operational techniques. (C)

d. Acquaint crews with the terrain features of the United Kingdom and France. (C)

e. Provide maximum 50-8 training for air crews in conjunction with the orientation and evaluation mission. (U)

f. Acquaint crews with Paris RBS procedures and target complex. (C)

g. Evaluate the crews on London RBS site under the provisions of SAC Regulation 50-42. (C)

4. TASKS FOR SUBORDINATE UNITS:

a. 307th Headquarters Squadron: (C)

(1) Will place one (1) qualified officer at London RBS Detachment during the period of this operation to assist in compiling crew information and coordinating operational matters. (C)

(2) Will provide the following information to Headquarters, 7th Air Division by phone not later than 1700Z (LANCER Ext 9) each day the mission is flown. (U)

(a) Number of aircraft scheduled.

(b) Number of aborts.

(c) Number of ground aborts.

(d) Number of aircraft scored by London RBS.

(3) Coordinate with the Commander of RBS 12 Detachment 7 in accordance with SAC Regulation 50-42, paragraph 8c(1). (C)

(4) Submit reports in accordance with Appendix 1 to Annex A, paragraphs 1a, 1b, 2 and 3. (U)

(5) Will plan, brief, control and critique this mission. (U)

(6) Will provide necessary support for the successful completion of this mission. (U)

b. 370th, 371st and 372nd Bombardment Squadrons will: (C)

(1) Schedule the aircraft and crews listed in Annex B to fly this mission as briefed. (U)

(2) Execute the mission upon receipt of the execution order.

(3) Assure that combat crew and staff observers have a minimum of ten (10) hours target study on London RBS Target "C". (C)

prior to participation in this mission.

c. 307th Air Refueling Squadron: (C)

(1) Schedule the aircraft and crews listed in Annex B to fly this mission as briefed. (U)

(2) Will provide the following information to Rocky Control Room, 307th Bombardment Wing by phone not later than 1600Z each day the mission is flown. (U)

(a) Number of aircraft scheduled.

(b) Number of aborts.

(c) Number of ground aborts.

(3) Will brief, control and critique its portion of this mission. (U)

(4) Will provide necessary personnel and support to launch the required aircraft. (U)

(5) Submit reports in accordance with Appendix 1 to Annex A, paragraphs 1a and b. 307th Bombardment Wing will be listed as information addressee on all reports. (U)

(6) Submit the narrative report required in Appendix 1 to Annex A, paragraph 3 to Headquarters, 307th Bombardment Wing so as to arrive no later than six (6) days after completion of the mission. (C)

(7) Submit a B-27 report in accordance with SAC Manual 55-8B to Headquarters, 307th Bombardment Wing so as to arrive no later than three (3) days after completion of the mission. (C)

d. 307th Field Maintenance Squadron: Will provide necessary personnel and support to launch the required aircraft. (C)

e. 307th Armament and Electronics Squadron: Will provide necessary personnel and support to launch the required aircraft. (C)

f. 307th Periodic Maintenance Squadron: Will provide necessary personnel and support to launch the required aircraft. (C)

g. 307th Bombardment Wing Weather Officer: Will provide weather information and conduct required briefings. (C)

3x. GENERAL INSTRUCTIONS:

(1) Flying safety will take precedence over all other requirements. (U)

(2) All times in this Operations Order will be "ZULU", unless otherwise specified. (U)

(3) X-Day will be given by an execution order from 7th Air Division. (C)

(4) Mission schedule: (C)

(a) B-47 aircraft and crews:

1	X-Day	15 B-47
2	X Plus 1	15 B-47
3	X Plus 2	15 B-47
4	X Plus 3	Make-up crews and staff personnel

(b) KC-97 aircraft and crews: (C)

1	X Plus 4	7 KC-97
2	X Plus 5	7 KC-97
3	X Plus 6	6 KC-97
4	X Plus 7	Make-up crews and staff personnel

(5) In-so-far as possible crews and aircraft will be scheduled for this mission in the same order as their arrival in the United Kingdom. (C)

(6) Routes and detailed schedules: See Annex B. (U)

(7) All B-47 crews and KC-97 crews will complete this orientation mission prior to commencing normal training program. (U)

(8) The scores obtained by non-combat ready crews scheduled for this mission will not be used for analysis purposes in the evaluation report. (C)

(9) OCA: (C)

(a) Letdown:

1. B-47 aircraft letdowns to 7th Air Division Bases will be made as directed by appropriate Radar Approach Control and will be in accordance with procedures established in 7th Air Division Manual "Approaches and Descents to 7th Air Division Bases". (U)

2. KC-97 aircraft letdowns to 7th Air Division Bases will be as directed by appropriate Radar Approach Control and/or as outlined in current USAF Facility Chart "Europe". (U)

(b) Practice GCA's will not be attempted when weather is less than: Ceiling 1000'; visibility 2 miles. (U)

(10) Landings:

(a) Landing minimums will be; ceiling 1000 feet, visibility two (2) miles. (U)

(b) B-47 aircraft will not land at bases other than Lakenheath except in emergency only. (U)

(c) KC-97 aircraft will not land at bases other than Greenham Common except in emergency only. (U)

(11) The general requirements for the evaluation portion of this mission will be in accordance with SAC Regulation 50-42 with the following exceptions: (U)

(a) Flight restrictions outlined in paragraph 5, SAC Regulation 50-42 will not apply. (U)

(b) Aircraft and crews aborting prior to reaching the IP may be rescheduled. (U)

(12) Weather minimums for take-off will be in accordance with paragraphs 4 and 5, 7th Air Division Regulation 60-1. (U)

(13) Mission routes avoid all danger areas. Aircraft Commanders of aborting aircraft will be responsible to avoid all danger areas if departing briefed routes.

(14) Quadrantal altitudes will be utilized by KC-97 aircraft.

(15) General Briefing will be 0900Z, 7 July 1956 in Building 157, Room 24 (307th Bombardment Wing Briefing Room).

(16) Pre-take-off briefings will be held one (1) hour and thirty (30) minutes prior to take-off. Place and exact time to be announced at General Briefing.

(17) Project Officer for this mission is Lt Colonel George J. Iannacito, Wing Deputy Director of Operations. (U)

4. ADMINISTRATION AND LOGISTICS:

a. General:

(1) Administrative and Logistical activities will follow normal schedules and procedures. (U)

(2) Maintenance instructions are contained in Annex E herein. (U)

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal. (U)

b. Communications: See Annex C. (U)

LOUIS G. THORUP
Colonel, USAF
Commander

307BW OPORD 216-56
(U-5129)

This page for Annex Listing and Distribution Only:

ANNEXES:

A. Intelligence
   APP 1 - Reporting
B. Air Operations
   APP 1 - Route Alphabetical Designators
   APP 2 - Navigation and Bombing
   APP 3 - Air Operations - 307th Air Refueling Squadron
C. Communications
D. RBS Identification Numbers
E. Maintenance
F. Weather

DISTRIBUTION:

COMADIV 7 - 5 cys
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371BS - 18 cys
372BS - 18 cys
307FM - 2 cys
307FM - 1 cy
307ARS - 25 cys
307A&E - 2 cys

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This Page for Official Element Only:

OFFICIAL:

Robert W. Christy

ROBERT W. CHRISTY
Colonel, USAF
Director of Operations

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 June 1956

ANNEX "A"

TO

OPERATIONS ORDER

216-56

INTELLIGENCE

This Annex Consists of 4 Pages

ANNEX "A"
307BW OPORD 216-56
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 June 1956

ANNEX "A" TO 307TH BOMB WING OPERATIONS ORDER 216-56
INTELLIGENCE ANNEX

1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) Significance of the mission is as stated in paragraph 2 of the Operations Plan. (U)

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

(1) General: As required by Eighth Air Force Intelligence Collection Procedures dated 1 July 1955. (U)

b. Means of Obtaining Information:

(1) Interrogation of combat crews immediately after the mission by Intelligence Officers and Staff Specialists. (U)

(2) Instructions contained in Eighth Air Force ICP, 1 July 1955, will be followed. (U)

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

3. INTELLIGENCE ACTIVITIES:

a. Maps and charts will be furnished by Tactical Squadron Operations. (U)

b. Target Materials:

(1) Will be issued to crews prior to deployment, at the initial target studies. (U)

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(2) Folders will contain annotated aerial and radar scope photography, annotated maps of the pre-IP and taraget areas. (C)

(3) A canned Photo Log for this mission will be included for use by observers. (U)

(4) Photography and Logs: Undeveloped photography will be forwarded to the 3921st RTS by a 3910th Air Base Group Courier for evaluation and plotting of burst for evaluation runs. (C)

(5) Photography and logs will be returned to the 307th Bomb Wing for critique and rescoring of navigation legs and bomb runs. (U)

(6) Evaluation runs will be photo scored by Wing PI's in preparation of SAC Form 44's. (U)

c. Photographic Requirements:

(1) Visual strike photography will be obtained if the unit capability and other conditions permit. (U)

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

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

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

d. Survival Intelligence:

(1) The provisions of SAC Regulation 200-8 for forced landings in friendly territory apply. If a forced landing appears imminent, the Aircraft Commander will establish radio contact with: (C)

(a) Base of departure: (U)

(b) Base of destination: (U)

(c) Nearest U.S. Base or ground station, and report decision to land, reason, present location and airfield or area on which a forced landing will be attemped. Immediately after landing the Aircraft Commander will attempt to communicate with: (U)

1 Nearest U.S. military authorities.

2 Nearest U.S. civil authorities.

3 Nearest Government Official. The Aircraft Commander will insure that the aircraft and equipment are properly safeguarded and that the conduct of the crew is above approach. Take-offs from non-scheduled landing places should not be attempted without foreign government clearance.

(2) Search and Rescue Service is provided by units of the USAF, RCAF, RAF, depending upon the area of responsibility. This information is in the Supplementary Flight Information Document for Europe, Africa and Middle East, dated 1 January 1956, pages 159 - 161. (U)

4. REPORTING REQUIREMENTS:

a. Special Intelligence Reports, i.e., AF Forms 112 and CIRVIS Reports, will be submitted when applicable. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 June 1956

APPENDIX 1

TO

ANNEX "A"

OPERATIONS ORDER 216-56

COMBAT REPORTING

This Appendix Consists of 3 Pages

App 1 to Annex B
307BW OPORD 216-56
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 June 1956

APPENDIX I TO ANNEX "A" 307TH BOMB WING OPERATIONS ORDER 216-56
COMBAT REPORTING

1. The following reports will be submitted in accordance with SAC Manual 55-8 and 55-8B, dated October 1955: (U)

a. Bombardment Missions.

(1) Distribution A:

(a) Reports reflecting information which may become available at any time will be submitted as necessary. These include: "Hot News" Report (M-12), Aircraft Distress Report (M-14), Weather Report - Airborne (R-18) (for reconnaissance sorties only), Lost Aircraft Summary (M-20), Initial Report of Enemy Jamming of Airborne Electronic Equipment (M-35). (C)

(2) Distribution B:

(a) B-27. (U)

b. Special Intelligence Reports:

(1) CIRVIS reports will be submitted as circumstances and occurrences warrant. (U)

2. Two (2) copies of SAC Form 44 will be submitted to Headquarters, 7th Air Division, not later than ten (10) days after completion of the mission. This is in addition to requirements as outlined in SAC Regulation 50-24 and will include results of select, lead, combat ready and 5X crews and reports of all air and ground aborts. (U)

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3. A narrative report will be submitted to Headquarters, 7th Air Division, not later than seven (7) days after completion of the mission to include comments on traffic control, communications difficulties, number and accuracy of UHF/DF Fixes, number and average range of radar beacon checks, and any remarks or any recommendations to insure that crews will be afforded maximum assistance, control-wise while TDY in the United Kingdom. (C)

4. Four (4) copies of SAC Form 44A, with detailed evaluation of film and log quality for each crew will be submitted by the 3921st Reconnaissance Technical Squadron to Headquarters 7th Air Division, ATTN: IDTA not later than forty-eight hours after receipt of film. Special emphasis will be placed on quality of K-38 film received. (C)

5. SAC Form 47 will be submitted by RBS 12, Detachment 7, in accordance with SAC Regulation 50-42. (C)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
20 June 1956

ANNEX B

TO

OPERATIONS ORDER

216-56

AIR OPERATIONS

This Annex Consists of 2 Pages

ANNEX B
307BW OPORD 216-56
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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
20 June 1956

ANNEX B TO OPERATIONS ORDER 216-56 - AIR OPERATIONS

1. GENERAL:

a. The 307th Bombardment Wing will fly an Orientation and Evaluation mission after its arrival in the UK. The mission is designed to familiarize B-47 and KC-97 crews with the UK, Air Traffic Control and radio procedures, letdown procedures, Radar Approach Control Center Facilities, terrain features of France and the UK, Paris RBS procedures and complex and evaluate crews on London RBS site. (C)

b. B-47 crews will accomplish radar navigation, a radar camera attack, two (2) radar RBS runs, two (2) letdowns and GCAs and communications and reporting procedures. (C)

2. TIMING:

a. The mission will take place over a four (4) day period. The date of execution is "X" Day and will be declared by 7th Air Division. (C)

b. Mission Schedule: B-47 aircraft and crews. (C)

(1) X Day - 15 B-47

X ≠ 1 - 15 B-47

X ≠ 2 - 15 B-47

X ≠ 3 - Make-up crews and staff personnel.

c. There will be fifteen (15) minutes and 1000' separation between aircraft. Take-off times will be adjusted to make control time good. (C)

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3. Crew assignment and scheduling will be as indicated in Attachment 1 of this Annex. (C)

4. BOMBING AND NAVIGATION: See Appendix 1 to this Annex. (C)

5. B-47 ROUTES: See Appendix 1 to this Annex. (C)

6. KC-97 ROUTES AND SCHEDULE: See Appendix 3 to this Annex. (C)

7. TAKE-OFF DATA: See Attachment 2 to this Annex. (C)

8. ALTERNATE AIRFIELDS: See Attachment 3 to this Annex. (C)

ATTACHMENT 1 TO ANNEX B OPERATIONS ORDER 216-56

CREW ASSIGNMENT AND SCHEDULING
X-DAY
NOTE: All times "ZULU"

POS	A/C	CREW #	SQDN	STATION TIME	PRE T.O. BRIEFING	START ENGINES	TAXI	T.O. TIME	TIME OVER LAKENHEATH
1	Hoover	R-34	371st	0405	0535	0640	0650	0705	1135
2	Bifford	R-37	371st	0420	0535	0655	0705	0720	1150
3	Webber	R-33	371st	0435	0535	0710	0720	0735	1205
4	Hoffman	R-39	371st	0450	0620	0725	0735	0750	1220
5	Williams	R-43	371st	0505	0620	0740	0750	0805	1235
6	Sullivan	R-02	370th	0520	0620	0755	0805	0820	1250
7	Biggs	R-11	370th	0535	0705	0810	0820	0835	1305
8	Crook	R-06	370th	0550	0705	0825	0835	0850	1320
9	Ouderkirk	R-09	370th	0605	0705	0840	0850	0905	1335
10	Clark	R-13	370th	0620	0750	0855	0905	0920	1350
11	Nordstrom	L-60	372nd	0635	0750	0910	0920	0935	1405
12	Gieker	R-66	372nd	0650	0750	0925	0935	0950	1420
13	Boudreaux	R-65	372nd	0705	0835	0940	0950	1005	1435
14	Heller	R-77	372nd	0720	0835	0955	1005	1020	1450
15	Terry	R-73	372nd	0735	0835	1010	1020	1035	1505

ATT 1 TO ANNEX B
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CREW ASSIGNMENT AND SCHEDULING (Cont'd)
X-DAY

POS	A/C	CREW #	SQDN	STATION TIME	PRE T.O. BRIEFING	START ENGINES	TAXI	T.O. TIME	TIME OVER LAKENHEATH
16				0750	0920	1025	1035	1050	1520
17				0805	0920	1040	1050	1105	1535
18				0820	0920	1055	1105	1120	1550
19				0835	1005	1110	1120	1135	1605
20				0850	1005	1125	1135	1150	1620
21				0905	1005	1140	1150	1205	1635

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ATT 1 TO ANNEX B
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CREW ASSIGNMENT AND SCHEDULING
X ≠ 1

POS	A/C	CREW #	SQDN	STATION TIME	PRE T.O. BRIEFING	START ENGINES	TAXI	T.O. TIME	TIME OVER LAKENHEATH
1	McCrary	R-05	370th	0405	0535	0640	0650	0705	1135
2	Peebles	R-04	370th	0420	0535	0655	0705	0720	1150
3	Brooks	R-08	370th	0435	0535	0710	0720	0735	1205
4	Ecelbarger	R-16	370th	0450	0620	0725	0735	0750	1220
5	Mills	R-14	370th	0505	0620	0740	0750	0805	1235
6	Kohlscheen	R-71	372nd	0520	0620	0755	0805	0820	1250
7	Hull	R-62	372nd	0535	0705	0810	0820	0835	1305
8	Wheeler	R-69	372nd	0550	0705	0825	0835	0850	1320
9	Dodge	R-75	372nd	0605	0705	0840	0850	0905	1335
10	Reilly	R-74	372nd	0620	0750	0855	0905	0920	1350
11	Darden	R-36	371st	0635	0750	0910	0920	0935	1405
12	Guy	R-40	371st	0650	0750	0925	0935	0950	1420
13	Ames	R-31	371st	0705	0835	0940	0950	1005	1435
14	Bath	R-49	371st	0720	0835	0955	1005	1020	1450
15	Hibdon	N-42	371st	0735	0835	1010	1020	1035	1505

ATT 1 TO ANNEX B
307BW OPORD 216-56
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CREW ASSIGNMENT AND SCHEDULING
X / 1

POS	A/C	CREW #	SQDN	STATION TIME	PRE T.O. BRIEFING	START ENGINES	TAXI	T.O. TIME	TIME OVER LAKENHEATH
16				0750	0920	1025	1035	1050	1520
17				0805	0920	1040	1050	1105	1535
18				0820	0920	1055	1105	1120	1550
19				0835	1005	1110	1120	1135	1605
20				0850	1005	1125	1135	1150	1620
21				0905	1005	1140	1150	1205	1635

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ATT 1 TO ANNEX B
307BW OPORD 216-56
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CREW ASSIGNMENT AND SCHEDULING
X ∤ 2

POS	A/C	CREW #	SQDN	STATION TIME	PRE T.O. BRIEFING	START ENGINES	TAXI	T.O. TIME	TIME OVER LAKENHEATH
1	Holden	R-61	372nd	0405	0535	0640	0650	0705	1135
2	Mann	R-67	372nd	0420	0535	0655	0705	0720	1150
3	Meyers	N-79	372nd	0435	0535	0710	0720	0735	1205
4	Phillips	R-68	372nd	0450	0620	0725	0735	0750	1220
5	Morrison	R-70	372nd	0505	0620	0740	0750	0805	1235
6	Mattick	R-32	371st	0520	0620	0755	0805	0820	1250
7	Hall	R-35	371st	0535	0705	0810	0820	0835	1305
8	Bowling	R-38	371st	0550	0705	0825	0835	0850	1320
9	Peterson	R-41	371st	0605	0705	0840	0850	0905	1335
10	Behan	R-45	371st	0620	0750	0855	0905	0920	1350
11	Hermann	L-01	370th	0635	0750	0910	0920	0935	1405
12	Shaver	L-10	370th	0650	0750	0925	0935	0950	1420
13	Koudsi	R-03	370th	0705	0835	0940	0950	1005	1435
14	Dance	R-12	370th	0720	0835	0955	1005	1020	1450
15	Trudeau	R-15	370th	0735	0835	1010	1020	1035	1505

ATT 1 TO ANNEX B
307BW OPORD 216-56
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CREW ASSIGNMENT AND SCHEDULING (Cont'd)
X ⁄ 2

POS	A/C	CREW #	SQDN	STATION TIME	PRE T.O. BRIEFING	START ENGINES	TAXI	T.O. TIME	TIME OVER LAKENHEATH
16				0750	0920	1025	1035	1050	1520
17				0805	0920	1040	1050	1105	1535
18				0820	0920	1055	1105	1120	1550
19				0835	1005	1110	1120	1135	1605
20				0850	1005	1125	1135	1150	1620
21				0905	1005	1140	1150	1205	1635

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CREW ASSIGNMENT AND SCHEDULING
X ≠ 3

POS	A/C	CREW #	SQDN	STATION TIME	PRE T.O. BRIEFING	START ENGINES	TAXI	T.O. TIME	TIME OVER LAKENHEATH
1				0405	0535	0640	0650	0705	1135
2				0420	0535	0655	0705	0720	1150
3				0435	0535	0710	0720	0735	1205
4				0450	0620	0725	0735	0750	1220
5				0505	0620	0740	0750	0805	1235
6				0520	0620	0755	0805	0820	1250
7				0535	0705	0810	0820	0835	1305
8				0550	0705	0825	0835	0850	1320
9				0605	0705	0840	0850	0905	1335
10				0620	0750	0855	0905	0920	1350
11				0635	0750	0910	0920	0935	1405
12				0650	0750	0925	0935	0950	1420
13				0705	0835	0940	0950	1005	1435
14				0720	0835	0955	1005	1020	1450
15				0735	0835	1010	1020	1035	1505

ATT 1 TO ANNEX B
307BW OPORD 216-56
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CREW ASSIGNMENT AND SCHEDULING (Cont'd)
X ≠ 3

POS	A/C	CREW #	SQDN	STATION TIME	PRE T.O. BRIEFING	START ENGINES	TAXI	T.O. TIME	TIME OVER LAKENHEATH
16				0750	0920	1025	1035	1050	1520
17				0805	0920	1040	1050	1105	1535
18				0820	0920	1055	1105	1120	1550
19				0835	1005	1110	1120	1135	1605
20				0850	1005	1125	1135	1150	1620
21				0905	1005	1140	1150	1205	1635

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
20 June 1956

ATTACHMENT 2 TO ANNEX B, OPERATIONS ORDER 216-56 - TAKE-OFF DATA

1. B-47:	WAI	DRY
Aircraft Basic Weight	82200	82200
Crew Weight	1020	1020
Oil Weight	423	423
Miscellaneous	157	157
Operating Weight	83800	83800
Fuel:		
FM	18905	18000
CM	18394	18000
AM	21037	21000
FWD AUX	6336	6336
B.B.	13664	12800
ATO	8064	8064
Total Fuel	86400	84200
ADI Fluid Wt.	5300	---
Initial Gross Weight	175500	168000
Start Engine and Taxi Fuel	3000	3000
Take-Off Gross Weight	172500	165000
Runway Available	9000'	9000'
Critical Field Length	7200'	9000'

ATT 2 TO ANNEX B
307BW OPORD 216-56
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B-47 (Continued)	WAI	DRY
Pressure Altitude	670'	670'
Outside Temperature	72°F	72°F
Take-Off Distance	6400'	7300'
Take-Off Speed	151K	146.5K
Refusal Speed	124K	118K
Line Speed (2500')	103K	94K

HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
20 June 1956

ATTACHMENT 3 TO ANNEX B, OPERATIONS ORDER 216-56

EMERGENCY AND ALTERNATE AIRFIELDS

NAME OF AIRDROME	MAG COURSE	DIST	ROUTE	TYPE	IDENT	FREQ (GROUND)	POWER CLASS	LENGTH & HEADING OF LONGEST RUNWAY	FUEL REQ LAKENHEATH TO ALT	FUEL OVER WAI	FUEL RES. ALT DRY
				TVOR	MI	115.8	TVOR				
MILDENHALL	230°	4.1	DIRECT	RBN	MI	338	11W	9000'-110°-290°		31000	29650
				RBN	GC	350	15W				
GREENHAM COMMON	255°	92	DIRECT	OMNI	GC	116.0	TVOR	10000'-290°-110°	1800#	29600	27850
				RBN	UH	376	40W				
UPPER HEYFORD	258°	68	DIRECT	OMNI	UH	117.8	VOR	9620'-270°-090°	1300#	30100	28350
				RNG	MWB	383					
BURTONWOOD	308°	128	DIRECT	RCN	1-1-1	9310	RAW	9000'-274°-094°	2500#	28900	27150
MANSTON	165°	70	DIRECT	REN	MN	397	30W	9000'-292°-112°	1300#	30100	28350
				RBN	SL	245	500W				
SIDI SLIMANE	203°	1128	DIRECT	OMNI	SL	112.1	VOR	11000'-260°-080°	19800#	11600	9850
				RBN	NR	235	LP				
NOUASSEUR	205°	1195	DIRECT	RNG	PI	258	MRAZ	11000'-354°-174°	20800#	10600	8850
WHEELUS	160°	1288	DIRECT	RBN	PI	259	400W	11000'-288°-108°	21700#	9700	7950
				RBN	BG	366					
BEN GUERIR	198°	1320	DIRECT	OMNI	BG	112.5	VOR	14000'-190°-010°	22700#	8700	6950
CHATEAUROUX, FR	183°	285	DIRECT	RBN	FDK	466	100W	8400'-040°-220°	5300#	26100	24350
				RNG	FNI	278					
ISTRES, FRANCE	170°	568	DIRECT	EUR	BY	223	150W	11100'-338°-158°	10400#	21000	19250
				RNG	MDD	228					
BARAJAS, SPAIN	204°	741	DIRECT	RBN	MD	278	3000W	10000'-330°-150°	13400#	18000	16250
						375					

ATT 3 TO ANNEX B
307BW OPORD 216-56
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NAME OF AIRDROME	APPROX DISTANCE FROM LAKENHEATH	ROUTE	TYPE	IDENT	FREQ (GROUND)	POWER CLASS	LENGTH & HEADING OF LONGEST RUNWAY	FUEL REQ LAKENHEATH TO ALT	FUEL RES OVER ALT WAI	FUEL RES OVER ALT DRY
PRESTWICK, SCOT	280NM	VIA LITCHFIELD RBN & A-1	RNG RBN	GJR PE	374 316	MRL 2 -	6997'-310°-130°	5200#	26200	24450
SCULTHORPE, ENG	30NM	DIRECT	RBN	SP	390	300W	9000'-240°-060°	800#	30600	28850
ORLY FIELD, PARIS FRANCE	255NM	VIA BROOKMANS PARKS, BUSFOLD, & AMBER 1	RNG RBN OMNI	FNO OE OL T	364.5 328 114.7	MRA 40W VOR	7874'-210°-030°	4500#	26900	25150
WIESBADEN, GER	390NM	VIA BROOKMANS PARK & GREEN 1	RNG	DII	331	50W	7057'-260°-080°	7300#	24100	22350

(Radio Facility Charts and Pilot Handbooks Should be Consulted for Any Corrections)

NOTE: CONVENTIONAL AIRCRAFT MAY BE DIVERTED TO ANY OF THE AIRDROME LISTED

1. Fuel figures in above charts are based on the following condition:
   a. 30K headwind component.
   b. Altitude of 20000' from Lakenheath to alternates less than 100NM.
   c. Optimum altitude from Lakenheath to alternates more than 100NM.
   d. Gross Weight over Lakenheath 113500# (fuel 29650# plus operating gross weight 83800#)
2. Specific weather alternates for this mission will be announced at General Briefing.

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ATT 3 TO ANNEX B
307BW OPORD 216-56
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
20 June 1956

APPENDIX 1

TO

ANNEX B

OPERATIONS ORDER 216-56

ALPHABETICAL DESIGNATION OF ROUTE POINTS

This Appendix Consists of 1 Page

APP 1 TO ANNEX B
307BW OPORD 216-56
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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
DATE: 20 June 56

APPENDIX 1

TO

ANNEX B

OPERATIONS ORDER 216-56

ALPHABETICAL DESIGNATION OF ROUTE POINTS

A - Lakenheath RAF Station

B - Level off point

C - 56-00N, 06-00W

D - 58-14N, 06-18W

E - 57-30N, 01-48W Pre - IP

F - 57-08N, 02-07W IP

G - Edinburgh Camera Target

H - 51-02N, 02-20E IP

I - Paris RBS Target

J - 48-40N, 02-20W Control Point

K - 50-00N, 03-00W Pre - IP

L - 50-34N, 01-18W IP

M - London RBS Target

N - Upper Heyford VOR

O - Level off point

P - Lakenheath

APP 1 TO ANNEX B
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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
DATE: 20 June 1956

APPENDIX 2

TO

ANNEX B

OPERATIONS ORDER 216-56

NAVIGATION & BOMBING

App 2 to Annex B
307BW Ops Order 216-56
Date: 20 June 1956

This Appendix consists of 4 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
DATE: 20 June 1956

APPENDIX 2

TO

ANNEX B

OPERATIONS ORDER 216-56

NAVIGATION & BOMBING

1. NAVIGATION:

a. Maps and Charts: (C)

(1) JN-9 Scale 1: 2,000,000
JN-21 Scale 1: 2,000,000

b. Route:

(1) See overlay, Attachment 1 and Mission Flight Plan (SAC Form 1) Attachment 2 for water take off or Attachment 3 for no water, no ATO takeoff. (U)

c. Control Times: A control point is established at 48°-40"N, 02°-20"W. If aircraft must deviate from course to accomplish control time, deviations will be made to the south. (C)

(1)

POS. NO.	TAKE-OFF TIME	CONTROL TIME
1	0705Z	1035Z
2	0720Z	1050Z
3	0735Z	1105Z
4	0750Z	1120Z
5	0805Z	1135Z
6	0820Z	1150Z
7	0835Z	1205Z
8	0850Z	1220Z
9	0905Z	1235Z
10	0920Z	1250Z
11	0935Z	1305Z

POS. NO.	TAKE-OFF TIME	CONTROL TIME
12	0950Z	1320Z
13	1005Z	1335Z
14	1020Z	1350Z
15	1035Z	1405Z
16	1050Z	1420Z
17	1105Z	1435Z
18	1120Z	1450Z
19	1135Z	1505Z
20	1150Z	1520Z
21	1205Z	1532Z*

*NOTE: If position 21 is used, a control point time of 1532Z must be made good in order to arrive over London Bomb Plot at 1600Z. (C)

(2) Take-off times will be adjusted at the pre-take-off meeting if required by the latest avialable wind. (C)

d. Target Times: (C)

POSITION	PARIS	LONDON
1	1000Z	1100Z
2	1015Z	1115Z
3	1030Z	1130Z
4	1045Z	1145Z
5	1100Z	1200Z
6	1115Z	1215Z
7	1130Z	1230Z
8	1145Z	1245Z
9	1200Z	1300Z
10	1215Z	1315Z
11	1230Z	1330Z

POSITION	PARIS	LONDON
12	1245Z	1345Z
13	1300Z	1400Z
14	1315Z	1415Z
15	1330Z	1430Z
16	1345Z	1445Z
17	1400Z	1500Z
18	1415Z	1515Z
19	1430Z	1530Z
20	1445Z	1545Z
21	1500Z	1600Z

e. Altitudes:

(1) Altitudes for odd numbered positions (1, 3, 5 etc.) will be as indicated on the Mission Flight Plan (SAC Form 1), Attachment 2. (U)

(a) Even numbered positions (2, 4, 6 etc.) will maintain altitudes 1000 feet below the altitudes outlined on the Mission Flight Plan (SAC Form 1), Attachment 2. (U)

2. BOMBING:

a. Simulated radar camera attacks and RBS will be in accordance with SAC Regulation 50-8. (U)

b. Each crew will accomplish a fixed angle camera attack, an RBS run on Paris, France; and an RBS run on London, England. SAC Tech PAM 50-7 (Shack Tables) will be used for ballistics on all bomb runs. (C)

c. The RBS run on London, England will be accomplished at Mach. .81, with a high level breakaway. Altitude and procedure will be in accordance with SAC Manual 55-5A. (C)

d. IBDA photography will be accomplished on the London bomb run. Details are outlined in the Crew Flimsy. (C)

e. K-38 and O-15 photography will be accomplished on all bomb runs, including the Camera Attack. If K-38 or O-15 photos are not accomplished on all camera attacks and RBS runs, the aircrew will investigate and report the reasons, in writing, to the Bombing and Navigation Section within twenty-four hours after notification of incomplete photography. (C)

f. Camera operation for all bomb runs will employ use of the AWA-2 and PMG Camera Control of the MA-7A Bombing System. Detailed operating instructions are outlined in the Crew Flimsy. (C)

g. Camera Attack: (C)

Target: Edinburgh V-3
IP: Aberdeen (57-08N 02-07W)
Type: Fixed Angle
TAS: 425

h. Paris Bomb Run: (C)

Target: Paris "C"
IP: Dunkerque (51-02N 02-20W)
Type: Radar Record Offset
OAP: 48°50'56"N 02°14'26"E
Tgt. Elevation: 268ft.
OAP: Elevation: 90ft.
TAS: 425K

i. London Bomb Run: (C)

Target: London "C"
IP: 50-46N 01-58W
Type: Radar Record Offset
OAP (Primary): 51°25'24"N 00 28'09"W
OAP (Secondary): 51°33'21"N 00 25'08"W
Tgt. Elevation: 219ft.
OAP. Elevation: Primary 50ft. - Secondary 80ft.
TAS: Mach .81
Tactics: Hi Jinks

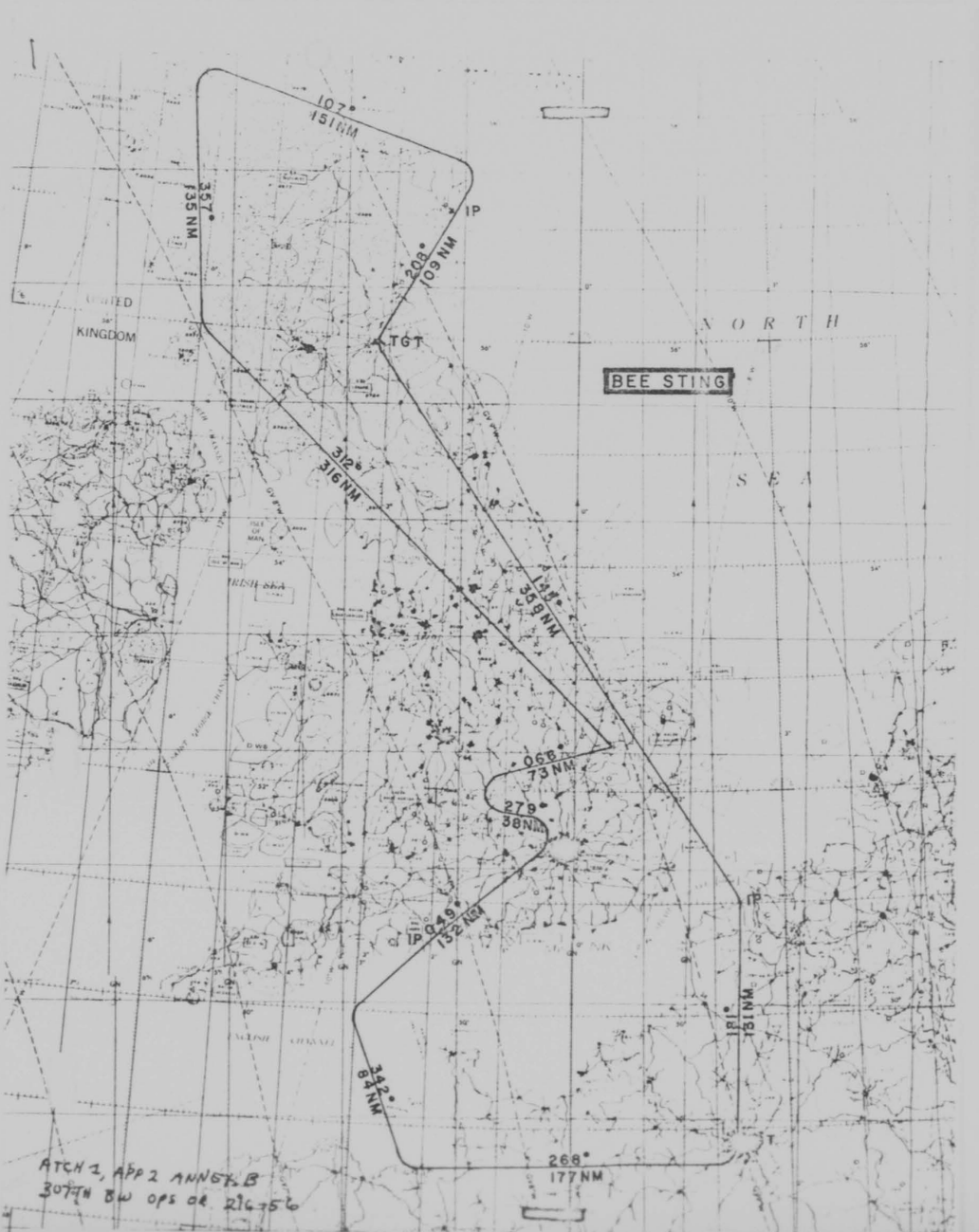
j. Optics will be disabled by closing the clam shell door prior to each IP. O-22 photography will be exposed in the alternate position during all bomb runs. (U)

k. A Radar Beacon Check will be made with the facilities listed below by each aircrew: (U)

	Code	Location	
Brize Norton	2-2-1	51-45N	01-35W
Burtonwood	1-1-1	53-25N	02-39W
Lakenheath	2-2-2	52-24N	00-33E

l. Aircrews will identify the RBS at London bomb plot as an evaluation run to the London RBS Site and on the Photo Log (SAC Form 284). (U)

m. Photo Logs (SAC Form 284) will be completed to include all IBDA information. (U)



"BEE STING"

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN	SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
III.		307	B-47E				

PRE-FLIGHT PLAN

FROM Lakenheath / ROUTE	FLT COND	T.C.	WIND D/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC. GRD DIS	TIME / ACC. TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	FUEL FLIGHT PLAN: GROSS WEIGHT
							°								86400	
							°									175500
RTTO & ACC							°				10	:03	10		4800	30100
							°				10	:03	10		81600	166400
Level Off		313	260/20 -2	311	010	321	32 °		390	380	130	:20	136		8000	8000
							°				140	:24	146		73600	257400
56-00N 06-00W		313	270/30 -3	310	011	321	33.5 °	.77	425	405	187	:28	202		4900	4900
			X				°				227	:32	248		68700	252500
58-14N 06-18W		357	-4	353	013	006	34 °	.77	425	423	13144	1844	1137		3250	3250
Pre-IP			X				°				262	1:11	285		66450	140250
57-30N 01-48W		110	-1	111	012	123	34.5 °	.77	425	450	11268	1047	1145		3330	3330
IP			X				°				612	1:31	1630		62120	145920
-08N 02-07W		222	-3	225	011	236	34.7 °	.77	425	405	11748	0541	129		660	660
Camera Tgt.			X				°				637	1:35	1659		61460	145260
Edinburgh		206	-4	210	011	221	34.8 °	.77	425	410	778	1:11	1781		1830	1830
IP			X				°				1715	1:46	1910		59630	143430
51-02N 02-20E		146	-3	149	009	158	36 °	.74	425	440	13647	1041	1379		8000	8000
Tgt. "C"			X				°				1068	2:37½	1119		51630	135430
Paris RBS Site		181	-4	185	007	192	36 °	.74	425	425	130	1811	131		2800	2800
Control Point			X				°				1198	2:56	1250		48830	132630
48-40N 02-30W		268	0	268	008	276	39 °	.74	425	395	176	127	191		3900	3900
Pre-IP			X				°				1374	3:23	1441		44930	128730
50-00N 03-00W		341	-3	338	009	349	40 °	.81	467	457	8847	1141	993		2200	2200
IP			X				°				1463	3:35	1534		42730	126530
50-36N 02-00W		050	-2	048	009	057	40 °	.81	467	490	5744	0746	768		1360	1360
Tgt. "C"			X				°				1524	3:43½	1592		41380	125180
London RBS Site		048	-2	046	009	055	40 °	.81	467	487	70	09	70		1600	1600
			X				°				1594	3:52½	1662		39780	123580
Upper Heyford		293	-1	292	009	301	38 °	.81	425	400	3048	1141	99		750	750
			X				°				1632	3:58	1701		39030	122830
App & GCA			-	-	-	-	°	-	-	-	135	:20	0		4000	4000
							°				1767	4:18	1701		35030	118830
Level Off	CL	066	260/20 -1	065	009	074	20 °		270	390	99	:06	97		2550	2550
			260/20				°				1806	4:24	1738		32480	116280
enheath	CR	066	-1	065	009	074	°	.62	380	400	43	1067	41		1080	1080
			X				°				1849	4:30½	1779		31400	115200
GCA & Land			-	-	-	-	°				135	:20	0		4000 L	4000
							°				1984	4:50½	1779		27400	111200
							°									
							°									
							°									
							°									
							°									
							°									
							°									
							°									

DATE OF TAKE-OFF

ENGINE START	TAKE-OFF TIME
LANDING TIME	DURATION OF FLT

AIRCRAFT BASIC WT	82200	
CREW WT	1020	
OIL WT	423	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)	MISC. 157	
OPERATING WT		83800
FUEL WEIGHT: T.M.	18908	
C.M.	18984	
A.M.	21057	
FWD AUX.	6336	
A.R.	13664	
ATO	8064	
EXT.		
TOTAL		86400
BOMBS WT		-
AMMO WT		-
ADD. FLUID WT		5300
INITIAL GROSS WT		175500
START ENG. AND TAXI FUEL ALW.		2000
TAKE-OFF GROSS WT		173500

RUNWAY

PRESS. ALT	LENGTH	AIR TEMP.
670	9000'	72°F

CRITICAL FIELD LENGTH: 7200

TAKE-OFF

DISTANCE	SPEED
6400'	157

SPEED

REFUSAL	EMERG BRST FLAME	LINE
124K	165	103

NO. OF ATO BOTTLES REQUIRED	
ATO PROPELLANT WEIGHT	
ADJUSTED TAKE-OFF WEIGHT	
ADJUSTED TAKE-OFF DISTANCE	
ATO FIRING SPEED	

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MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING | AIRCRAFT TYPE AND SERIAL NO. | CREW NUMBER | ACFT COMDR (Name and rank) | OBSERVER (Name and rank) | COPILOT (Name and rank)

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PRE-FLIGHT PLAN

II. [illegible]

BOMBING DATA

TGT DATA — RUN NO.	1		CAP #1 2		CAP #2 3		CAP #1 4		CAP #2 5	
NAME	EDINBURGH		PARIS				LONDON			
AP — NAME / VAR / ELEV	V-3	0	Tgt. "C" 7W	268'			Tgt. "C" 9W	219'		
AP — LAT / LONG			48°50'55"N	02°14'35"E			51°30'14"N	00°25'37"W		
IP — NAME / VAR / ELEV	ABERDEEN	0	DUNKERQUE 7W	7'			BOURNEMOUTH	0		
IP — LAT / LONG	57-08N	02°-07W	51°02'30"N	02°20'E			50°46'N	01°58'W		
GPI POINTS — NAME / VAR / ELEV	DUNDEE	0	La TOUQUET PT. 8W	16'			PUTSEA PT. 9W	0		
LAT / LONG	56-29N	03-00W	50°32'30"N	01°35'30"E			50-47'N	01°01'30"W		
NAME / VAR / ELEV			SAN QUEN. PT. 8W	0			SELSEY BILL 9W	0		
LAT / LONG			50°13'N	01°34'E			51°43'30"N	00°47'30"W		
NAME / VAR / ELEV			AMIENS 7W	200'			READING 9W	150'		
LAT / LONG			49°53'N	02°18'E			51°26'N	00°56'W		
OFFSET — NAME / ELEV			BOULOGNE PLAZA	90'	INDUSTRIAL BLDG.	120'	SUPPLY DUMP	50'	[illegible] A/P	80'
LAT / LONG			48°50'56"N	02°14'26"E	48°54'51"N	02°13'20"E	51°25'24"N	00°28'09"W	51°33'21"N	00°25'08"W
N-S / E-W			N-5210'	W-4540'	N-29130'	W-9550'	S-29450'	W-9610'	N-18920'	E-1790'
	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT
IP TO TARGET — T. C.	206°		181°				048°			
DRIFT	4		4				-2			
T. H.	210		185				046			
M. H.	221		192				055			
G. S.	410		425				487			
DISTANCE	78NM		130NM				75NM			
TIME / TG	11¼'/20¼"	/	/	/	/	/	/	/	/	/
POSITION										
ELEVATION										
MEASURED ALTITUDE										
TRUE ALTITUDE										
$D_2 - D_1$										
ADJUSTED TRUE ALTITUDE										
ALTITUDE — OAP ELEVATION			120'				50'			
ABSOLUTE ALT SETTING										
ADJUSTED TRUE ALTITUDE										
TGT ELEV	0		268'				219'			
BOMB ALT										
TYPE BOMB										
T. A. S.										
D FACTOR/INTERVAL										
TRAIL										
A. T. F.										
T. H. / T. A. S.										
WIND NS / EW										
TIME / FRAME #										
RUN TYPE / CLASS	FIXED ANGLE									
SCORE CODED / C. E.										
ACFT CON / METHOD OF RELEASE										

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 June 1956

APPENDIX 3

TO

ANNEX B

TO

OPERATIONS ORDER 216-56

AIR OPERATIONS

307TH AIR REFUELING SQUADRON

This Annex consists of 4 pages

APP 3 TO ANNEX B
307BW OPORD 216-56
6S-3119

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 June 1956

APPENDIX 3 TO ANNEX B TO OPERATIONS ORDER 216-56 - AIR OPERATIONS
307TH AIR REFUELING SQUADRON

1. GENERAL:

The 307th Air Refueling Squadron will accomplish Operation "Bee Sting" over a four (4) day period beginning 13 July 1956 to familiarize crews with UK ATC radio and letdown procedures, RAPCON facilities and operation techniques, UK terrain features, and UK airways. (C)

2. TIMING: (C)

a. X Plus 4:

POS	A/C	CREW #	STATION TIME	PRE T.O. BRIEFING	START ENGINES	TAKE OFF	LAND
1			0430	0500	0555	0630	1230
2			0530	0600	0655	0730	1330
3			0630	0700	0755	0830	1430
4			0730	0800	0855	0930	1530
5			0830	0900	0955	1030	1630
*6			1115	1145	1240	1315	1915
*7			1215	1245	1340	1415	2015

* Denotes turn-around of first two aircraft.

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b. X Plus 5: (C)

POS	A/C	CREW #	STATION TIME	PRE T.O. BRIEFING	START ENGINES	TAKE OFF	LAND
1			0430	0500	0555	0630	1230
2			0530	0600	0655	0730	1330
3			0630	0700	0755	0830	1430
4			0730	0800	0855	0930	1530
5			0830	0900	0955	1030	1630
*6			1115	1145	1240	1315	1915
*7			1215	1245	1340	1415	2015

* Denotes turn-around of first two aircraft.

c. X Plus 6: (C)

POS	A/C	CREW #	STATION TIME	PRE T.O. BRIEFING	START ENGINES	TAKE OFF	LAND
1			0430	0500	0555	0630	1230
2			0530	0600	0655	0730	1330
3			0630	0700	0755	0830	1430
4			0730	0800	0855	0930	1530
5			0830	0900	0955	1030	1630
*6			1115	1145	1240	1315	1915
*7			1215	1245	1340	1415	2015

* Denotes turn around of first two aircraft.

d. X Plus 7: (C)

Make-up crews and staff personnel as required.

3. NAVIGATION: See Attachments #1 and #2. (U)

4. TAKE-OFF DATA: See Attachment #3. (U)

5. ROUTE: See Attachment #1. (C)

Depart: Greenham Common

To: 53-19N 03-50W

To: 56-00N 05-00W

To: 56-28N 03-00W

To: Lakenheath VOR

To: Lakenheath GCA (Low Approach)

To: Greenham Common GCA (Land)

6. ALTERNATE AND EMERGENCY AIRFIELDS: (C)

	Location
Burtonwood	53-23N 02-42W
Prestwick	55-30N 04-33W
Leuchars (RAF)	56-22N 02-52N
Sturgate	52-24N 00-42W
Mildenhall	52-21N 00-28E
Lakenheath	52-24N 00-35E
Brize Norton	51-44N 01-35W

7. FACILITIES TO BE CHECKED:

a. Facility: Each crew will make an operational check of the following RACON facilities: (U)

	Code	Coordinates
(1) Brize Norton	2-2-1	51-45N 01-35W
(2) Lakenheath	1-1-1	53-25N 02-39W
(3) Lakenheath	2-2-2	52-24N 00-33E

b. Each aircraft will work a UHF/DF fixer net problem at some point below 53 degrees latitude in accordance with instructions contained in Annex "C", paragraph 2a(6). (C)

8. REPORTS: In accordance with paragraph 3c and Appendix 1 to Annex A, paragraphs 1a and b. (U)

AF Form 51
Approved Issue 48

AIR FORCE NAVIGATOR'S LOG

PILOT _____ NAVIGATOR _____ CREW No. _____ PLANE No. _____ ORGANIZATION _____ TYPE _____ DATE _____

ENG. START	T. O.	LAND	FLIGHT TIME

FORMATION POSITION _____

GROSS WT. AT T. O. LB/GAL ABOARD AT T. O. _____

ALTERNATE— _____

TIME TO ALTERNATE— _____ HRS. M.

FUEL REQUIRED TO ALT.— _____ GAL.

SUN		MOON		TWILIGHT	
RISES	SETS	RISES	SETS	A. M.	P. M.

WATCH _____ FAST / SLOW

AT _____ GCT (DATE)

Rate _____ sec/hr GAIN / LOSE

Departure _____ Destination _____

OFFICIAL		ALT. SETT.
NAME	NAVIGATOR (RANK)	DEP.
		DEST.

FLIGHT PLAN BEE STING

FROM—

TO—

Greenham Common
Level Off

53-19N 03-50W
" "

56-00N 05-00W
" "

54-22N 03-00W
" "

Lavenheath VOR & QUA
" "

Greenham Common

Alternate Airfields
Prestwick
Leuchars - Air
Inverness
Kinloss
Wick
Prize Norton

TRUE COURSE	DRIFT	WIND USED D / V	TRUE HEADING	VAR.	MAG. HEADING	TEMP °C / ALT.	IAS / TAS (K)	G. S. (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME	FUEL CONSUMED	FUEL REMAINING
320°				≠10°		6.5							
320°				≠10°		6.5			150				
347°				≠12°		6.5			167				
068°				≠12°		7.0			73				
152°				≠10°		7.5			274				
227°				≠9°		4.0			92				
									TOTAL	TOTAL			Fuel Pressure

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ENGINEER'S FLIGHT PLAN

DATE OF MISSION

TYPE OF MISSION: BEC STING

W/G: 307th Bomb Wing

LOCATION: 307AREFS

AIRCRAFT: TYPE-MODEL-SERIES: E-8C

FIRST ENGINEER (Name and Grade): Lawless William B. Captain

SECOND ENGINEER (Name and Grade)

1. WEIGHT COMPUTATIONS

a. ACFT BASIC WT	120,000
b. OIL, ENG (On Acft)	1,400
c. OIL, JET	
d. CREW	2,500
e. AMMO (50%)	
f. CARGO	1,200
g. MISC	1,000
h. FUEL RESERVE	2,446
i. MIN LANDING WT	118,946
j. OFF-LOAD FUEL	
k. AMMO (50%)	
l. BOMBS	
m. CHAFF	
n. OIL USED	
o. FUEL EXPENDABLE	14,380
p. TAKE-OFF GROSS WT	133,326

2. FUEL DATA

a. DENSITY (Lbs) 6.9 per Gal

b. TOTAL LOAD (Lbs) 147,706/61,202/01

c. REQUIRED (Lbs) 14,380

d. RESERVE (Lbs) 2446

e. ON-LOAD (Lbs)

3. TAKE-OFF DATA: See Data Card

4. REMARKS: Perfected 6° hotter than NACA Temperature

A CONDITION / ALT ft	B H_p / OAT °C	C BHP / RPM / ENG F/F	D TOTAL FUEL FLOW	E Δ TIME / TOTAL	F Δ FUEL USED / TOTAL USED	G GROSS WEIGHT	H EAS V_T (K) / GS	I AIR DIST / TOTAL	J Δ TIME / TOTAL	K Δ FUEL USED / TOTAL USED	L GND DIST / TOTAL
				NO WIND PLAN					WIND PLAN		
1. RTTO	1025 / 21	2700	R 750/15 J 25/Min. T 220/Min.		+	-1365				+	
2. CL #1	4858 / 11 / 1.088	2650 / 2550 / 1875	R J 148 T 7500	:02	1365	132427					
				:06	+ 750	-750	186 / 176			+	
				:08	2315	131677	18	18			
3. CR #1	6500 / 8 / 1.115	1480 / 1900 / 661	R J T 2644	:40	+ 1740	-1740	208 / 202	132		+	
				:48	4055	129937		150			
4. CR #2	6500 / 8 / 1.115	1460 / 1900 / 652	R J T 2608	:50	+ 2160	-2160	207 / 202	167		+	
				1:38	6215	127777		317			
5. CR #3	7000 / 7 / 1.120	1442 / 1900 / 640	R J T 2560	:22	+ 940	-940	207 / 202	73		+	
				2:00	7155	126837		390			
6. CR #4	7500 / 6 / 1.132	1438 / 1900 / 640	R J T 2560	1:22	+ 3500	-3500	206 / 202	274		+	
				3:22	10655	123337		664			
7. GCA			R J T 3000	:30	+ 1500	-1500				+	
				3:52	12155	121837					
8. CR #5	4000 / 12 / 1.070	1300 / 1900 / 580	R J T 2320	:29	+ 1125	-1125	203 / 189	92		+	
				4:21	13280	120712		756			
9. Desc. GCA Land			R 600/20 J 25/Min. T	:30	+ 1100	-1100				+	
				4:51	14380	119612					
10.			R J T		+	-				+	
11.			R J T		+	-				+	
12.			R J T		+	-				+	
13.			R J T		+	-				+	
14.			R J T							+	

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SAC FORM 316 (18 MAY 84) REPLACES SAC FORM 80-14, 1 AUG 81, WHICH IS OBSOLETE.

Air Force - SAC, Offutt 0-1219(540)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
20 June 1956

ANNEX C

TO

OPERATIONS ORDER 216-56

COMMUNICATIONS

This Annex Consists of 6 Pages

ANNEX C
307BW OPORD 216-56
S-3119

HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
20 June 1956

ANNEX C TO 307TH BOMB WING OPERATIONS ORDER 216-56 "BEE STING" - COMMUNICATIONS

1. GENERAL:

a. SACCEI, 7ADIV CEI, Radio Facility Chart Europe, Supplementary Flight Information Document Europe, Africa and Middle East, JANAPS and ACP's apply unless modified herein. (U)

2. AIRBORNE COMMUNICATIONS:

a. UHF:

(1) All aircraft will have UHF radio on TR/Guard position at all times except when actually communicating on another frequency. (U)

(2) Flight Information Region (FIR) Reporting, UK. (U)

(a) United Kingdom FIR's are served by the following ATCC's on 343.8 mcs.

1. Scottish FIR - Prestwick ATCC

2. Northern FIR - Preston and Watnall ATCC

3. South Western FIR - Gloucester ATCC

4. South Eastern FIR - Uxbridge ATCC

(The UHF facilities at the above ATCC's are on request and will be alerted by Lancer Control for this mission.)

(3) Position reports are required by an Air Traffic Control Center in the United Kingdom in whose flight information region a flight is taking place, in the following circumstances: (U)

(a) When deviation from a flight plan is necessary.

(b) At thirty (30) minute intervals when flying over the sea more than ten (10) NM from the coast.

(c) On entering United Kingdom Flight Information Region from seaward.

(d) When crossing United Kingdom coast, inbound on flights which have extended ten (10) NM from coast, but within boundary of a United Kingdom FIR.

(e) When crossing United Kingdom coast outbound on flights extending more than ten (10) NM from the coast.

(f) Prior to entering or crossing a controlled air space.

(4) Position reports are not required when flying outside a controlled airspace over the land of the United Kingdom or the sea within ten (10) NM of the coast. (U)

(5) Flight Information Region Reporting, Brussels - Paris FIR. (U)

a. Position reports are required when entering, each 30 minutes while flying within and when departing the Paris FIR. Position reports will be made to "Paris Control" on 353.8 mcs.

b. Position reports are required when entering, each 30 minutes while flying within and when departing the Brussels FIR. Position reports will be made to "Brussels Military" on 353.8 mcs. (U)

(6) UHF/DF Fixer Service, UK. (U)

a. Each aircraft is required to work a UHF/DF fixer net problem at some point below 53 degrees latitude. The Lakenheath Fixer Net will be used for this purpose and the following procedures apply: (U)

(1) Call "LAKENHEATH FIXER" on 243.0 mcs and request a test fix. Lakenheath will acknowledge the call, alert the net and advise the aircraft to change to 317.5 mcs and transmit for a fix.

(7) UHF/DF Fixer Service, France. (U)

a. DF fixer service operating on UHF is available in the Paris area. Aircraft desiring this service will contact "BOOKKEEPER" on 317.5.

(8) UHF channelization. (C)

a. B-47 aircraft will be channelized as follows:

CHANNEL	FREQUENCY	USE
1	257.8	Common Tower
2	349.5	Lakenheath Tower
3	353.8	FIR/GCI
4	311.0	LANCER Control
5	321.0	ROCKY Control/Interplane LANCER Control, Secondary.
6	266.2	LONDON RBS
7	284.5	PARIS RBS
8	282.4	Brize RAPCON Pickup

CHANNEL	FREQUENCY	USE
9	296.4	Upper Heyford Feeder
10	301.6	Upper Heyford GCA
11	317.1	Upper Heyford GCA
12	281.0	Lakenheath RAPCON Pickup
13	362.3	Combined Approach Control, Lakenheath Feeder.
14	272.0	Lakenheath GCA
15	379.4	Lakenheath GCA
16	304.8	Fairford Feeder
17	344.0	Common Feeder/GCA
18	385.4	Common Feeder/GCA
GUARD	243.0	Distress/DF Call up
MANUAL*	317.5	DF Working

* UHF frequency 317.5 will normally be set up in UHF channel 6 or 7 when required.

b. KC-97 aircraft will be channelized as follows: (C)

CHANNEL	FREQUENCY	USE
1	257.8	Common Tower
2	352.4	Greenham Common Tower
3	353.8	FIR/GCI
4	311.0	LANCER Control
5	321.0	ROCKY Control/Interplane LANCER Control, Secondary
6	317.5	DF Working
7	*	Tactical or as required
8	282.4	Brize RAPCON Pickup

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CHANNEL	FREQUENCY	USE
9	296.4	Upper Heyford Feeder
10	301.6	Upper Heyford GCA
11	317.1	Upper Heyford GCA
12	281.0	Lakenheath RAPCON Pickup
13	362.3	Combined Approach Control Lakenheath Feeder
14	272.0	Lakenheath GCA
15	379.4	Lakenheath GCA
16	304.8	Fairford Feeder
17	344.0	Common Feeder/GCA
18	385.4	Common Feeder/GCA
GUARD	243.0	Distress/DF Call up

c. VHF

(1) KC-97 aircraft will be channelized as follows: (U)

CHANNEL	FREQUENCY	USE
A	117.9	Tower Common
B	126.46	Greenham Common Tower
C	116.46	ATC, Flight Info (Off Airways)
D	121.5	Emergency/Distress
E	*	Tactical (PURDUE Control) or ATC as required.
F	135.0	RAPCON Feeder/Pickup Common
G	136.8	GCA Search Common
H	140.58	GCA Final Common

NOTE: The above VHF channelization has been established for Off Airways flying within the United Kingdom area only. KC-97 aircraft will carry necessary crystals aboard to meet all ATC requirements.

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d. HF Communication.

(1) HF will be used under the following circumstances only: (S)

a. Required ICAO/ATC reporting where UHF facilities are not available.

b. FIR reporting when UHF contact cannot be established.

c. HF Strike Report

d. Back-up for RBS communication in case of UHF failure.

e. Emergency

(2) SAC Monitoring Procedure ALFA is prescribed for this mission. All aircraft will monitor Croughton Airways on HF during the periods of 05:08 - 25:28 - 45:48 minutes past the hour for possible recall or other instructions for aircraft in flight. This monitoring may be interrupted during RBS runs. (C)

(3) HF channelization will be contained in crew commication flimsy. (U)

(4) HF tactical position reports (M-19) will not be made. (C)

e. IFF Operation.

(1) When entering, or conducting flying operations within 250 NM from the United Kingdom coast, aircraft equipped with Mark X IFF will use the following Mode Settings: (S)

a. Formation Flights:

Leader - Mode 1

Others - Standby

Single Aircraft:

Mode 1

f. Navigational Aids will be as listed in Radio Facility Chart Europe. (U)

(1) Each bomb crew and tanker crew will make an operational check of RACON facilities listed below:

FACILITY	CODE	COORDINATES
Brize Norton	2-2-1	5145N 0135W
Burtonwood	1-1-1	5325N 0238W
Lakenheath	2-2-2	5224N 0033E

These facilities will be checked for maximum range reception at cruising altitude. (U)

ANNEX C
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g. Emergency communication procedures will be in accordance with ACP 130 and ACP 135, Radio Facility Chart Europe and Supplementary Flight Information Document, Europe, Africa & Middle East. (U)

h. Identification and Recognition. (C)

1 B-47 aircraft - AFSAL 5104 ( ).
KC-97 aircraft - ACP 156 extracts.

i. Call Signs. (U)

1 B-47 aircraft.

Air to Air - ROCKY ( ).
Air to Ground - ROCKY ( ).

2 KC-97 aircraft.

Air to Air - PURDUE ( ).
Air to Ground - PURDUE ( ).

j. Recall code word for this mission is "SHOP WORN". (C)

k. Communications security will be observed and no clear text transmissions will be made that would reveal unit designation, location or the nature of the mission. (C)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
20 June 1956

ANNEX D

TO

OPERATIONS ORDER

216-56

RBS IDENTIFICATION NUMBERS

This Annex Consists of 3 Pages

ANNEX D
307BW OPORD 216-56
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HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
20 June 1956

ANNEX D TO 307TH BOMBARDMENT WING OPERATIONS ORDER 216-56

RBS IDENTIFICATION NUMBERS

1. Listed below are the assigned RBS identification numbers for observers. Subject numbers will be used to identify crew number and observers serial numbers to overseas RBS Sites. Crew members and observers serial numbers will not be transmitted to overseas RBS Site: (C)

RBS/IDENT	NAME	RANK	SERIAL NUMBER	CREW NUMBER
10	Jenkins, E. C.	Major	AO 1703834	Staff
11	Rotter, G. C.	Major	AO 726077	Staff
12	Blaett, V. L.	Capt	28338A	Staff
13	Berkovitz, M.	Capt	AO 2060766	Staff
14	Bilek, C. R.	Capt	AO 744122	Staff
15	Goetz, F. M. Jr.	Capt	AO 749899	Staff
16	Scott, C. P.	Capt	AO 673740	Staff
17	Nowlin, L. W.	Capt	AO 1305297	Staff
20	Shulgin, L. A.	Major	AO 730751	Staff
21	Eiland, J. L.	Capt	AO 929261	L-01
22	Bathurst, W. D.	Capt	AO 786880	R-02
23	Weber, R. T.	Capt	AO 2065664	R-03
24	Schwartz, D. F.	Capt	AO 716969	R-04
25	Gronberg, R. N.	Capt	AO 2023498	R-05
26	Flynn, B. R.	1/Lt	AO 2225554	R-06
27	Mattioli, V. B.	Capt	AO 2091460	R-08
28	Stutt, E. E.	1/Lt	AO 2069489	R-09
29	Schisler, C. W.	Capt	AO 591244	L-10
30	Evans, J. A.	1/Lt	AO 2075535	R-11
31	Kretchmer, R. F.	Capt	AO 762177	R-12
32	Dabney, R. L.	1/Lt	AO 3009350	N-13
33	Majera, R. B. Jr.	Capt	AO 2080850	R-14

RBS/IDENT	NAME	RANK	SERIAL NUMBER	CREW NUMBER
34	Reeves, W. C.	1/Lt	AO 3034285	N-15
35	Timmons, N. S.	1/Lt	AO 3024461	R-16
36	Simcoe, N. K.	Capt	AO 725090	N-18
40	Ness, C. S.	Capt	AO 929865	Staff
41	Pelletier, M. F.	Capt	AO 741360	N-49
42	Johnson, R. E.	1/Lt	AO 2221585	R-31
43	Troutman, C. W.	1/Lt	28618A	R-32
44	Allen, R. W.	Capt	AO 561665	R-33
45	Moore, C. R.	Capt	AO 766333	R-34
46	Hill, R. J. Jr.	1/Lt	AO 2074989	R-35
47	Bicak, P. J.	Capt	AO 722461	R-36
48	Hesse, D. C.	Capt	AO 688700	R-37
49	Selmo, M. J.	1/Lt	AO 3022686	R-38
50	Bardnell, E. E.	Capt	AO 765591	R-39
51	Fliger, M. J.	Capt	AO 698855	R-40
52	Samuels, A. P.	Capt	AO 739509	R-41
53	Blunt, R. W. Jr.	Capt	AO 697808	N-42
54	Jorgenson, A. D.	Capt	AO 698889	R-43
55	McFarling, J. L. Jr.	1/Lt	AO 2216431	N-45
56	Smallwood, G. E.	1/Lt	AO 3024807	N-47
57	Handle, A. E.	1/Lt	AO 2050606	N-48
60	Simpkins, A. P.	Major	11814A	Staff
61	Leslie, F. W.	Capt	AO 2001587	R-60
62	Anthony, J. J.	1/Lt	AO 2068166	R-61
63	Withrow, D. C.	Capt	AO 676903	R-62
64	Hart, C.	Capt	AO 679505	R-65
65	Hudkins, W. W.	Capt	27008A	R-66
66	Davis, C. L.	Capt	AO 689136	R-67

RBS/IDENT	NAME	RANK	SERIAL NUMBER	CREW NUMBER
34	Reeves, W. C.	1/Lt	AO 3034285	N-15
35	Timmons, N. S.	1/Lt	AO 3024461	R-16
36	Simcoe, N. K.	Capt	AO 725090	N-18
40	Ness, C. S.	Capt	AO 929865	Staff
41	Pelletier, M. F.	Capt	AO 741360	N-49
42	Johnson, R. E.	1/Lt	AO 2221585	R-31
43	Troutman, C. W.	1/Lt	28618A	R-32
44	Allen, R. W.	Capt	AO 561665	R-33
45	Moore, C. R.	Capt	AO 766333	R-34
46	Hill, R. J. Jr.	1/Lt	AO 2074989	R-35
47	Bicak, P. J.	Capt	AO 722461	R-36
48	Hesse, D. C.	Capt	AO 688700	R-37
49	Selmo, M. J.	1/Lt	AO 3022686	R-38
50	Bardnell, E. E.	Capt	AO 765591	R-39
51	Fliger, M. J.	Capt	AO 698855	R-40
52	Samuels, A. P.	Capt	AO 739509	R-41
53	Blunt, R. W. Jr.	Capt	AO 697808	N-42
54	Jorgenson, A. D.	Capt	AO 698889	R-43
55	McFarling, J. L. Jr.	1/Lt	AO 2216431	N-45
56	Smallwood, G. E.	1/Lt	AO 3024807	N-47
57	Handle, A. E.	1/Lt	AO 2050606	N-48
60	Simpkins, A. P.	Major	11814A	Staff
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62	Anthony, J. J.	1/Lt	AO 2068166	R-61
63	Withrow, D. C.	Capt	AO 676903	R-62
64	Hart, C.	Capt	AO 679505	R-65
65	Hudkins, W. W.	Capt	27008A	R-66
66	Davis, C. L.	Capt	AO 689136	R-67

RBS/IDENT	NAME	RANK	SERIAL NUMBER	CREW NUMBER
67	Hathaway, W. D.	Capt	AO 747556	R-68
68	Crorey, T. A.	Capt	AO 762711	R-69
69	Kennedy, H. H.	Capt	AO 750145	R-70
70	Walrath, L. M.	Capt	AO 2085342	R-71
71	Roseling, L. A.	Capt	AO 730821	R-73
72	Meyer, R. J.	Capt	AO 3009268	R-74
73	Palmquist, W. R.	Capt	AO 696239	R-75
74	Philbrook, R. M.	1/Lt	AO 3024004	N-76
75	Short, O. E.	Capt	AO 2099558	N-77
76	Raftery, B. M.	Capt	AO 801146	N-78
77	Welch, M. J.	Capt	AO 2072382	Staff
78	Thomas, H. F.	Capt	AO 745002	Staff

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
19 June 1956

ANNEX "E"

TO

OPERATIONS ORDER 216-56

OVERALL TASKS FOR FLIGHT LINE REQUIREMENTS

This Annex consists of 1 Page

ANNEX "E" - 216-56
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
19 June 1956

ANNEX "E" 307TH BOMB WING OPERATIONS ORDER 216-56

OVERALL TASKS FOR FLIGHT LINE REQUIREMENTS

1. 370th, 371st, and 372nd BOMBARDMENT SQUADRONS:

a. Flight Line Maintenance Officer will perform refueling, ground crew pre-flights and necessary maintenance for aircraft scheduled for this mission. (U)

b. Flight Line Maintenance Officers will receive, refuel, and park aircraft returning from missions as directed in current SOP's. (U)

c. The 371st Bombardment Squadron will furnish a Coleman and driver, one helper, a B-47 Tow-Bar, and five (5) space sheared pins, to be positioned south of the intersection of runways 07-25 and 14-32 during all B-47 take-offs. The 370th and 372nd Bombardment Squadrons will each furnish two (2) men to stand-by with the 372nd Bombardment Squadrons Coleman. In the event they are needed, they will be directed by the nearest radio control vehicle from Maintenance Control. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
19 June 1956

APPENDIX 1

TO

ANNEX E

OPERATIONS ORDER 216-56

FIELD MAINTENANCE

This Appendix consists of 1 Page

APP 1 TO ANNEX "E" - 216-56
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
19 June 1956

APPENDIX 1 TO ANNEX "E" 307TH BOMB WING OPERATIONS ORDER 216-56 FIELD MAINTENANCE

1. OVERALL TASKS:

a. Provide necessary specialists, tools and equipment for support of Flight and P.M. aircraft as directed by Wing Job Control to load and launch aircraft on dates and times indicated in this Operations Order. (C)

b. Provide all available ground powered equipment to support loading and launching of aircraft. The overall success is contingent upon adequate and reliable ground powered equipment. (U)

c. Stand-by with appropriate crash equipment and be dispatched as needed from Aero-Repair, by Maintenance Control. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
19 June 1956

APPENDIX 2

TO

ANNEX E

OPERATIONS ORDER 216-56

ARMAMENT & ELECTRONICS REQUIREMENTS

This Appendix consists of 2 Pages

APP 2 TO ANNEX "E" - 216-56
6S-3119

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
19 June 1956

APPENDIX 2 TO ANNEX "E" 307TH BOMB WING OPERATIONS ORDER 216-56
ARMAMENT & ELECTRONICS REQUIREMENTS

1. AIRCRAFT INDIRECT SUPPORT:

a. K-System Reliability Check:

(1) Visual inspection of all fuses, amplifiers, cables, components, dissicant and condition of radome. (U)

(2) Each system will be given an azimuth boresight, radar ranging and computer alignment. The APS-23 will be given a power and sensitivity check. (U)

(3) Each system will be scheduled for an observer acceptance check, using acceptance check procedures, 24 hours prior to flight. (U)

b. Comm/Nav Reliability Checks:

(1) A complete visual inspection and operational check will be given each type of Comm/Nav equipment. These checks will include the following sets: ARC-37, 18S-4, ARN-5, APN-76, ARN-18, ARN-12, APX-6 and ARN-14. (U)

c. Aircraft Cameras:

(1) Each camera, K-38, O-15 and O-23 will be given a complete visual inspection. An operational check will be made of each magazine prior to loading in aircraft. (U)

(2) Insure each aircraft is equipped with fully loaded O-15, O-23 and K-38 camera magazines. (U)

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(3) The following items of the SAC Form 284 (Photo Log) will be completed by A&E Personnel at the time of installation of camera magazines. (U)

Items Number: 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26.

Aerial Camera Shutter Speed
Aerial Camera F/Setting

(4) At time of loading O-15 camera magazines, A&E Personnel will set the AWA-2 switches in the O-2T7 to the following positions: (U)

BOMB-AUTO - AUTO

NORN-MANUAL - NORMAL

HI ALT-LO ALT - HI ALT.

(5) Deliver undeveloped visual K-38 film radar film and logs for each bomb run to courier provided by 3910th Air Base Group immediately after landing of each aircraft. (C)

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
19 June 1956

ANNEX "F"

TO

OPERATIONS ORDER 216-56

WEATHER

This Annex consists of 1 Page

ANNEX "F" - 216-56
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
19 June 1956

ANNEX "F" TO OPERATIONS ORDER 216-56
WEATHER

1. Preparation of Forecasts: The 307th Bomb Wing Weather Officer is responsible for the preparation and dissemination of all route, terminal and alternate forecasts.

a. Planning winds will be provided each scheduled crew. This forecast will be posted in each Squadron Operations and in Target Study, 12 and 36 hours prior to scheduled take-off time. (U)

b. The operational forecast and final weather flimsy will be presented to crews at the pre-take-off meeting. The weather flimsy will contain the following information:

(1) Wind flow chart for 34,000 ft pressure altitude. (U)

(2) Take-off data. (U)

(3) Climb data and route wind data. (U)

(4) Altitude winds, temperatures and cloud cover. (U)

(5) Target data. (U)

(6) Terminal, alternate and route weather conditions. (U)

(7) Tropopause data. (U)

c. A planning weather outlook will be presented at the General Briefing. (U)

d. Forecast Amendment. All changes to the weather forecast that are of operational significance:

(1) Will be brought to the attention of the Wing Commander and/or appropriate Director of Operations personnel by the Wing Weather Officer. (U)

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RCS: AU-D5

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307TH BOMBARDMENT WING (M)

1-31 JANUARY 1957
(Unclassified Title)

This document was prepared
by T/Sgt Kenneth W. Stevens
under the supervision of
Major Vaughan O. Stevens,
Information Services Officer
Lincoln Air Force Base
Nebraska.

Ralph G. Vaughan
FOR AND IN THE ABSENCE OF

LOUIS G. THORUP
Colonel, USAF
Commander

SECRET

RM57-945

1127

COLONEL LOUIS G THORUP

COMMANDER, 307TH BOMBARDMENT WING (M)

LINCOLN AIR FORCE BASE, NEBRASKA

SECRET

BIBLIOGRAPHY

The following sources provided the majority of information contained in this historical report:

Wing Commanders Remarks, 5 and 9 - SAC-T12 reports

Management Control Statement, 1-SAC-T35 report

Target Folders

Operations Orders

Crew Flimsies

Messages

Disposition Forms

Personal Interview

Unit and Section Files

Strength Reports

SECRET

TABLE OF CONTENTS

SECRET

HISTORY OF THE

307TH BOMBARDMENT WING (M)

1 - 31 JANUARY 1957

CHAPTER I - ORGANIZATION AND ADMINISTRATION

SECTION I - Mission Developments

The 307th Bombardment Group was activated by President Roosevelt in April 1942, at Geiger Field, Washington, with B-17 Aircraft and assigned to Ephrate, Washington, in May 1942, wigh its first mission of defending the Coast of Alaska against enemy forces of Japan. (U)

In December of 1942, the 307th Bomb Group was assigned to Hawaii, and participated in all Central Pacific Campaigns until the end of the war in 1945. Flying a total of 573 missions during the war, the 307th Bomb Group picked up the nickname, "Long Rangers", and received two Presidential Unit Citations for its accomplishments. (U)

The 307th Bomb Group was deactivated in November of 1945 and re-activated as the 307th Bombardment Wing, in August of 1946, at MacDill Air Force Base, Florida, and was assigned B-29 aircraft, taking part in all Strategic Air Command Operations until the out break of the Korean conflict in 1950. (U)

After a successful campaign in Korea, receiving another Presidential Unit Citation and a citation from President Syngman Rhee, of South Korea, the 307th Bomb Wing was returned to the United States and assigned to Lincoln Air Force Base, Nebraska, in October 1954. In a period of 15

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months the 307th Bomb Wing was converted to B-47 Aircraft and on 1 April 1956 had reached combat readiness. (C)

After a temporary additional duty movement to the United Kingdom during July, August, and September, 1956, the Wing settled down to the more important work of increasing their combat effectiveness through an intensive training program. (U)

MISSION: The mission of the 307th Bombardment Wing (M) is:

To organize and train a force capable of immediate and sustained long range offensive bombardment and air-to-air refueling operations in any part of the world, utilizing the latest technical knowledge and advanced weapons.

Be prepared to perform those tasks assigned in current emergency plans and related Operation Orders.

Train and administer assigned reserved personnel and units.

Participate in disaster relief and other domestic emergencies when required.

Perform such special missions and assignments as may be directed by higher headquarters.

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CHAPTER II - PERSONNEL

SECTION I - Military Personnel

STATUS: An over-all strength summary of the 307th Bombardment Wing for January 1957 included an aggregate total of 2,006 officers and airmen authorized, and 1,990 assigned. There were authorizations for 433 officers and 1,573 airmen, and an assignment of 440 officers and 1,550 airmen. Compared to last month, this represents a slight increase in both officer and airmen assigned. Strength figures for each organization of the 307th Bomb Wing for the month of January 1957 were as follows:[1] (U)

ORGANIZATION	OFFICERS AUTH	OFFICERS ASSIGNED	AIRMEN AUTH	AIRMEN ASSIGNED
Hq, 307th Bomb Wing	65	64	142	147
370th Bomb Sq	74	75	96	80
371st Bomb Sq	74	75	96	888
372nd Bomb Sq	74	78	96	82
307th Air Reflg Sq	99	114	220	206
307th Fld Maint Sq	8	8	417	418
307th Per Maint Sq	3	3	106	97
307th A & E Maint Sq	11	9	318	358
307th TAC Hospital	25	14	82	74
Total	433	440	1573	1550

SECTION II - Crews

The combat crew availability of the Wing reflects a total of 65

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1. Report, "Lincoln Air Force Base Strength Report", prepared by Statistical Services for the month of January 1957.

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B-47 crews, and 25 KC-97 crews. The following is an organizational breakdown:[2] (U)

370th Bomb Squadron		371st Bomb Squadron	
Lead Crews	3	Lead Crews	1
Combat Ready	10	Combat Ready	11
Non-Combat Ready	8	Non-Combat Ready	11

372nd Bomb Squadron		307th Air Refueling Squadron	
Lead Crews	2	Combat Ready	20
Combat Ready	12	Non-Combat Ready	5
Non-Combat Ready	7		

During the month of January, two combat ready crews were upgraded to lead status (L Status), Crew R-61 and R-37. Crew M-27 was upgraded to Combat Ready (T Status), and Crew T-04 was disbanded. Three crew members completed refresher TN training; two completed the Basic Course in TN training. Nine quotas were filled in Refresher Survival and two in B-47 Transition training in course 123100B.[3] (U)

STANDBOARD CREWS: Standboard crews for the month of January were as follows: (C)

B-47 Standboard Crews[4]	KC-97 Standboard Crews[5]
L-01, L-02, R-34, L-36, L-61*, L-66.	T-11, T-22*, T-14*
* Additional	* Assistant Wing Standardization Crew

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2. Personal Interview with 1/Lt Paul D. Carter, OIC Combat Crew Resources.

3. Ibid.

4. Report "Wing Commanders Remarks" RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for January 1957. Appendix # 1.

5. Report "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the

SECTION III - Manning

MANNING: Effective manning for this period climbed very little percentage-wise. With 429 officers required and 400 in required specialties, the percent in required specialties was 93.2.[6] (C)

Manning for airmen in Direct Support Skills was also up for the month with an 80 percent effectiveness. There were 1068 airmen required and 854 in the required specialties. Airmen manning in In-direct Support Skills was at a 65.2 percent. With 503 required, there were 328 in the required specialties.[7] (C)

SHORTAGES: Problems for the month of January are a repetition of those for December 1956, and were not listed in the Commanders Remarks.[8] (U)

There were only seven Supply Officers assigned against an authorization of 11. This shortage has an adverse effect upon the Wings' Personal Equipment function. Two shortages exist in the Armament Systems Officer field and a critical situation will be created in the Armament and Electronics Squadron unless replacements are programmed to fill these losses. Repeated attempts have also been made to fill the position of Communications Officer, but to no avail. The Communications Officer is needed to conduct a training program for KC-97 radio operators.[9] (C)

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5. (Contd) 307th Bomb Wing for the month of January 1957. Appendix # 2.
6. Report, "SAC Management Control Statement" prepared by the 307th Bomb Wing for month of January 1957. Appendix # 3.
7. Ibid.
8. Report, "Wing Commanders Remarks" RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for the month of January 1957. Appendix # 1.
9. Report, "Wing Commanders Remarks" RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for December 1956. Filed in December's History.

The major handicap in the airmen shortages continues to be for seven level maintenance personnel. Specific soft spots exist in requirements for Bomb-Nav Systems Technicians, 32170B; Turret Systems Technicians, 32370C; Jet Engine Technicians, 43270; and Jet Maintenance Technicians, 43171E.[10] (C)

AWOL: The Absent Without Leave rate for the 307th Bomb Wing was increased to a total of 3.0 per 1000 during January. There were six AWOL's for this period as compared to five during December 1956.[11] (C)

REENLISTMENT: The number of airmen eligible to reenlist during January 1957, was 30. Out of this number only eight reenlisted, bringing the percent reenlisting down to 26.7 percent.[12] This was more or less expected since the December 1956 rate was at a high of 64.5 percent, resulting from the operation "Christmas Stocking". The average for the two month period would be approximately 30 percent, keeping very close to the SAC average. (U)

SECTION IV - Key Personnel

There were three changes in key personnel made during January 1957. Two of these were at the Squadron level: (U)

Lieutenant Colonel Arthur E. Aenchbacher was reassigned from the 307th Field Maintenance Squadron where he was the Squadron Commander. Colonel Aenchbacher is now the 307th Bomb Wing Director of Operations.[13] (U)

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10. Ibid.

11. Report, "SAC Management Control Statement" prepared by the 307th Bomb Wing for month of January 1957. Appendix # 3.

12. Ibid.

13. Special Orders Number 4, 307th Bomb Wing (M), dated 12 January 1957.

Captain Norman G. Zester is now Commander of the 307th Periodic Maintenance Squadron,[14] and Major Rudelle B. Webb, was assigned as Commander of the 307th Field Maintenance Squadron.[15] (U)

SECTION V - Awards

Several awards for outstanding achievement were presented to members of the 307th Bomb Wing this month. A/2C Richard T. Lynch, Headquarters 307th Bomb Wing, was named as Outstanding Airman of the Month, A/1C Paul Orem, 307th Armament and Electronics Squadron, was picked as the Outstanding Maintenance Man of the Month, Staff Sergeant Bernard P. Fabritz, 372nd Bombardment Squadron, was the Outstanding Non-Commissioned Officer of the Month, and Crew R-12 of the 370th Bomb Squadron was the Outstanding Crew of the Month. The award for the Outstanding Airman of the six months ending in December 1956, went to A/1C Fred W. Castles, Headquarters 307th Bomb Wing.[16] (U)

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14. Special Orders Number 35, 307th PM Sq, dated 17 December 1956.

15. Special Orders Number 1, 307th FM Sq, dated 8 January 1957.

16. Personal Interview with M/Sgt M. Baskin, 307th Bomb Wing Sergeant Major.

CHAPTER III - OPERATIONS AND TRAINING

SECTION I - General

Pace Setter VI was the big event during January 1957. This was a higher headquarters directed mission designed to test the bombing and navigation capabilities of subordinate Eighth Air Force Units. The requirement for this mission was to conduct a bomber stream mission against targets in Omaha, Nebraska, St. Louis, Missouri, and Binghamton, New York, then navigate the prescribed withdrawal route using grid procedures with night celestial fixing. Special target folders were prepared containing five 9 by 14 inch sheets, including two cover pages and a page for notes. The cover page gave unit and mission designation and a route chart. Other sheets gave a World Aeronautical Chart with a bomb run overlay and annotated series 100 chart and a vertical photograph for each bomb run. Three half sheets containing radar scope photography were also inserted for each run.[1] Two waves of 16 aircraft each with two spares were scheduled, the first wave on 28 January, and the second wave on 29 January.[2] Unfavorable weather forced postponement of the first wave and the second wave flew on schedule.[3] (C)

The primary route for this mission was from Lincoln to Yankton, South Dakota, to Aberdeen, South Dakota, to Alexandria, Minnesota, to

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1. Target Folder for Operation Pace Setter VI, prepared by the 307th Bomb Wing Directorate of Operations. Appendix # 4.
2. Operations Order 248-56, Pace Setter VI. Appendix # 5.
3. Personal Interview with Captain Bill F. Francis, Chief, Directorate of Operations Intelligence Section.

Redwood Falls, Minnesota, to Windon, South Dakota, to Storm Lake, Iowa, to Omaha, Nebraska, for the first radar bomb scoring run. From there to Ottumwa, Iowa, to Quincy, Illinois, to St. Louis, for the second bomb run, and then to Springfield, Illinois, to Johnstown, Pennsylvania, to Herndon, Virginia, to Lancaster, Pennsylvania, to Wilkes-Barre, Pennsylvania, to Bingham/RBS area for the third radar bomb scored run. Odd slots were scheduled to depart Lincoln Air Force Base and establish a bombing altitude of 35,000 feet at Alexandria, Minnesota for the Omaha run, and the other two runs were at 36,000 feet. They were to climb to 38,000 feet after leaving Binghampton, New York, and remain at this altitude until arriving over Lincoln Air Force Base. Even slots were to fly the mission two to three thousand feet lower than the odd slots. (Two thousand for the Omaha run). Initial level off was at 33,000 feet. After leaving Binghamton, New York, they climbed to 35,000 feet, and remained at altitude for the return to Lincoln Air Force Base.[4] (C)

In order to aid ARTC in identifying unit plans, a message was forwarded to the participating units by Eighth Air Force, requiring a suffix be added to Pace Setter VI flight plans. The suffix assigned to the 307th Bomb Wing was "India".[5] (C)

A practice run was flown on 16 January 1957, using the same prescribed proceedures listed above.[6] A total of 13 crews flew the complete route

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4. Crew Flimsy, 8AF Operations Order 248-56, Pace Setter VI. Appendix #6.

5. Message from 8AF to 818 ADiv, D0018 02240, subj: Pace Setter VI, dated 18 January 1957. Appendix # 7.

6. Crew Flimsy, 8AF Operations Order 248-56, Pace Setter VI Practice Mission. Appendix # 8.

on this practice mission. Eleven crews made scored runs on Omaha, and two had radar aborts. One of these had N-1 compass trouble as well and didn't get any radar runs or a navigation leg. Eleven crews also made scored runs on St. Louis. One crew had a radar abort and the other did not make a scored run because the aircraft was 13 minutes late over the site. Binghamton proved to be the most difficult target, with only seven crews making scored runs. Most observers elected to abort the run if radar presentation was at all marginal. There were five radar aborts and one crew did not get a scored run because he was nine minutes late over the site.[7] (C)

STAND DOWN: Extensive preparation was made during January for the forthcoming "Stand down", SAC Programming Plan 9-56. The 307th Bomb Wing will enter a special four month upgrading period beginning 1 March 1957. A Disposition Form was prepared by the Director of Operations with copies forwarded to all Squadrons and Staff Sections outlining the important points contained in a SAC letter to the Commander Eighth Air Force.[8] It further noted that ready and higher category crews would be responsible for block training during this period but non-ready crews would not. Non-ready crews will, in-accordance-with SAC Regulation 50-24, be responsible for proficiency training as established by this regulation.[9] (U)

Personnel-wise the 818th Air Division will receive priority from Eighth Air Force on the assignment of Flight Engineers, and sufficient

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7. Disposition Form from Debriefing Team to 307th Comdr, subj: Practice Pacesetter VI (Flash Report), dated 18 January 1957. Appendix # 9.

8. Disposition Form from 307th Director of Operation, subj: SAC Programming Plan 9-56, dated 18 January 1957. Appendix # 10.

9. Ibid.

rated officers will be assigned to the wing to permit the formation of at least 66 bomb crews and 30 air refueling crews.[10] (U)

Several potential problems were listed with the suggestion that a Steering Committee be formed to evaluate these problems.[11] (U)

SECTION II - Flying Training

B-47: The percentage of SAC Regulation 50-8 training completed during the month of January was 28.1. The apparent low accomplishments directly reflects the emphasis being placed on preparation for entry into Operation Plan 9-56 (Stand down). This includes upgrade training of seven non-ready co-pilots to replace presently ready co-pilots selected to be Aircraft Commanders without crew regression. There is also a heavy program of preparation of instructors necessitated by the loss of these personnel to the B-52 program, staff positions and illness. The continued receipt of training quotas to Survival Training, Physiological Indoctrination, and Strategic Evaluation, after the formulation of the monthly training program, detrementally affects the planned and orderly training of the Wing. A quota for five crews to attend Evaluation on 4 February 1957 was received on 11 January 1957. In order to provide proper preparation for these crews it was necessary to withdraw them from routine training about 19 January 1957. In-as-much as all except one of the eligible crews was an instructor crew, this retarded our non-ready and staff checkout program. It is essential to a smoother progression of training that committments be received at

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10. Ibid.

11. Ibid.

least 30 days in advance. In the case of quotas requiring pre-training, it is necessary that they be received 30 days prior to the start of that Special Training.[12] (C)

During the month of January 1957, there was only one higher headquarters directed mission, that being Pace Setter VI. This mission was programmed for 240 hours. Due to unfavorable weather the first wave was cancelled, leaving a total of 160:40 hours accomplished.[13] Information on the results of this mission will be reported in the Historical Report for the month of February 1957. (C)

Eighth Air Force Training requirements for the month of January listed seven priorities including the one for Pace Setter VI, and Staff Check-Out and Proficiency Flights. There was also a miscellaneous listing showing 36:25 hours accomplished. Total hours programmed for January was 1490:00, and of this total, there were 1230:50 hours accomplished.[14] (C)

The various priorities along with a break down of hours scheduled and accomplished were as follows:[15]

Priority one, was for Air Force Regulation 60-2 requirements. There wasn't any time programmed for this requirement but the requirements were met by being flown in conjunction with other priorities. (C)

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12. Report, "Wing Commanders Remarks" RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for the month of January 1957. Appendix # 1.
13. Ibid.
14. Ibid.
15. Ibid.

Priority two, Non-ready Crew and individual upgrading was programmed for 337:00 hours, of which only 246:55 were accomplished. The overall loss of flying due to weather and shortage of available instructors resulting from transfer to B-52 program and hospitalization affected non-ready crew training. In addition, the requirement to schedule instructors on practice and actual Pace Setter missions reduced their availability. Further, the failure of non-ready crews to solo in time with the schedule reduced their number of sorties. Non-availability of programmed tanker sorties further reduced non-ready training sorties. (C)

Priority three was the Pace Setter VI mission discussed on page 12. (U)

Priority four was the Combat ready crew training. There were 751:00 hours programmed for this training and 722:25 hours accomplished. (C)

Priority five, SAC Regulation 51-26 requirements, were flow concurrent with priority four above. (U)

The sixth priority was for Staff Check-out and Proficiency, for which there were 162:00 hours programmed. The shortage of instructors, shortage of tankers and emphasis on higher priorities acted to reduce staff sorties. Staff crew members were flown in conjunction with other crews and this time is included in other proirities. For this priority alone, 58:00 hours were accomplished. (C)

Priority seven was given over to "other" or "miscellaneous" for which there was no hours programmed, and 36:25 hours accomplished. (U)

KC-97: The 307th Air Refueling Squadron ran into difficulty in 51-19 upgrading of replacement pilots. With the heavy commitments imposed on this squadron for air refueling missions they have been unable to complete the required 51-19 training to upgrade replacements. Within the next three

months, five combat ready pilots are being separated. The percentage of completion of SAC Regulation 50-8 training was 34.6 percent.[16] (C)

Only one higher headquarters directed mission was scheduled for the month of January, totaling 120:00 hours programmed and 158:55 hours accomplished. This mission was to support the 98th Bomb Wing. An additional commitment was received after the monthly programming was completed, for a Static Display at Offutt Air Force Base in which there was accomplished a total of 30 minutes.[17] (U)

There were four Eighth Air Force training priorities in January, including the support of the 98th Bomb Wing.[18] The first priority was for 60-2 training which was completed concurrently with other flying. (C)

Priority two was the support of the 98th Bomb Wing, with 120:00 hours programmed and 158:55 hours accomplished. (C)

The number three priority was given to Non-ready Crew training. With a total of 84:00 hours programmed, 78:30 hours were accomplished.

Priority four was assigned to Combat Ready Crew training. Five-hundred and ten hours were programmed but due to weather cancellations 38 hours were lost. Maintenance cancellations accounted for 117:15 hours, and severe cold weather caused a number of ground aborts. (C)

SECTION III - Ground Training

The total number of Combat Ready B-47 crews responsible for Phase III,

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17. Report, "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for the month of January 1957. Appendix # 2.

18. Ibid.

SAC Regulation 50-24 training in January was 38, with a total of four crews completing. The programmed number of crews scheduled to attend Block Training in-accordance-with SAC Regulation 50-24 for the following month of February is low (one crew) due to five crews being at the Strategic Evaluation School, five at Stead, two quotas to Physiological Indoctrination, and six committments to Thermo Nuclear training. It is planned to emphasize this Phase III program during the "Stand down" under Operations Plan 9-56.[19] (C)

Twenty Combat Ready KC-97 crews were responsible for Phase I, SAC Regulation 50-24 requirements during January, with only six crews completing.[20] (C)

SECTION IV - Refueling Data

The mass night refueling requirements contained in SAC Regulation 50-8 were revised in January due to the complexity of scheduling problems within the Air Refueling Squadrons in supporting the B-47 requirements. The requirements in SAC Regulation 50-8 were changed to three cells of four aircraft each. To obtain credit for mass night refueling, three aircraft of any two given cells completing the mission as briefed and at least two aircraft within the remaining cell completing the mission as briefed. The two cells (of three aircraft each) would then receive credit but the other aircraft would have to re-fly the mission.[21] (C)

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19. Report, Wing Commanders Remarks, RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for the month of January 1957. Appendix # 1.

20. Report, Wing Commanders Remarks, RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for the month of January 1957. Appendix # 2.

21. Message from Comdr SAC, subj: Mass Night Refueling Requirements, SAC Reg 50-8. Dated 15 January 1957. Appendix # 11.

The following information indicates the numbers of sorties and aborts, information on mass night cell refuelings for tactical and refueling aircraft, and total pounds transferred by the KC-97 aircraft. (U)

B-47 Air Refueling Data[22]

Number of refueling sorties scheduled and confirmed	55
Number of sorties:	
Airborne	42
Effecting complete electronic Rendezvous	19
Transferring required fuel	25
Number of aborts due to:	
Adverse Weather	8
Aircraft malfunction B-47	7
Electronic Rendezvous Equipment Malfunction	0
Refueling Equipment Malfunction B-47	0
Tanker Cancellation and Aborts	12
Tanker Malfunction	0
Rescheduling	3
Mass Night Cell Refueling:	
Confirmed Sorties	12
Airborne Sorties	11
Effecting complete electronic rendezvous (includes all acft in cell formation)	11
Transferring required fuel	10

22. Report, "Wing Commanders Remarks" RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for the month of January 1957. Appendix # 1.

KC-97 Air Refueling Data [23]

Sorties Scheduled and confirmed:	66
Number of Sorties:	
Airborne	46
Effecting complete rendezvous	24
Transferring required fuel	36
Number of Aborts due to:	
Adverse Weather	7
Aircraft Malfunction	2
Rendezvous Equipment Malfunction	0
Refueling Equipment Malfunction	1
Receiver Cancellations & Aborts	4
Air Aborts	3
Maintenance Cancellations	13
Mass Night Cell Refueling:	
Confirmed Sorties	16
Airborne Sorties	16
Sorties Effecting complete rendezvous (includes all acft in cell formation)	16
Sorties transferring required fuel	14
Total Fuel Transferred:	
Pounds	1,026,850
Gallons	171,142

SECTION V - Intelligence

The prediction team completed the construction of one EWP simulation

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23. Report, "Wing Commanders Remarks" RCS: 9-SAC-T12, prepared by the 307th Bomb Wing for the month of January 1957. Appendix # 2.

plate. This is one of the three plates required by a change in Eighth Air Force Operations Plan 50-57. The second plate was nearing completion on 31 January and will be finished by 4 February 1957. The third plate required for this project will be completed during the month of February. Work on these three plates has been delayed due to the new Eighth Air Force plate improvement program. This program, if possible, requires prediction of the entire plate coverage. Much of the time during January was spent in setting up a policy, and the standardization procedures for researching available target materiel to be used in plate construction. Control of this material while in the photo lab for reproduction to required scales, combining these photo prints into a base for the plate, and assuring that all predicted areas have been simulated on the plate and properly aligned are problems that are now being encountered. The new system has improved target plates in that they give a more realistic presentation of the overall area on the radar scope, but has increased the number of man hours required for research and construction of a plate from eight to ten times longer than the old system.[24] (S)

A comprehensive inventory of combat mission folder contents was started simultaneously with a new film library at the beginning of the year. The inventory of the EWP folders has been approximately one-half completed. In conjunction with this inventory, all the folders have been assembled with metal file fasteners and staples. This not only helped make the inventory more rapid, but it will greatly aid in keeping the folder contents in sequence and controlled. The new assembly should present a more effective guide to EWP study.[25] (C)

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24. Personal interview with Captain Bill F. Francis, Chief, D/Ops Intelligence Section.

25. Ibid.

CHAPTER IV - MATERIEL

SECTION I - Materiel

GENERAL: A review of the 4th Air Division Mobility Plan was accomplished as required by Eighth Air Force, with the following comments and recommendations set forth:

This plan amplifies the existing requirement for a method of presenting unclassified instructional data for implementation of EWP operations orders. It was also assumed that a plan such as this would provide greater procedural standardization and minimize planning of Air Base Group Squadrons who have had to plan with greater flexibility in order to implement the mobility plans of the two wings. This plan contains a wealth of information in its' S.O.P. Section that is not available in current 98th or 307th Bomb Wing Mobility Plans.[1] (U)

Eighth Air Force did not point out any specific objectives in considering the adopting of a Plan which would serve the expeditious implimentation of operations orders, and provide sufficient unclassified mobility information and instruction. A Plan such as this would enable subordinate units to pre-plan for any type of operations and standardized mobility procedures, reduce reproduction cost and eliminate large amounts of unclassified material currently included in top secret operations plans. With these objectives in mind, the review itself revealed that the subject plan was not a mobility plan but a plan designed to support a specific set of operational plans. On the other

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1. Disposition Form from 307th Bomb Wing Logistics Officer to 818th Air Division Director of Materiel, subj: Air Division and/or Single Base Mobility Plans, dated 24 January 1957. Appendix # 12.

hand, a mobility plan is provided to support any type of mission directed by higher headquarters. An example would be present mobility plans or the information contained in SAC Manuals 400-1, 1A, 1B, plus the applicable S.O.P.'s. The 4th Air Division Plan lacks versatility and flexibility and must be changed as often as the Operations Order it supports is changed. This requirement would aggrevate the administrative burden of the Air Division Logistics Section, as new plans, amendments or changes will continuously be made. Frequent changes in the Division Plan would in turn necessitate frequent revisions of the Wing and Squadron Plans.[2] (U)

A plan based on the 4th Air Division format would require classification in that it indicates strength of troops, and quantity or specification of equipment pertaining to a specific operation and unit.[3] (U)

Sufficient basic planning information for an operation is contained in SAC Manuals 400-1, 1A, and 1B. The requirement for loading plan information and standardized base organization and processing procedures for the out movement of personnel and materiel, by subordinate units and Air Base Group organizations, would be satisfied by providing a set of load plans designed to support the 19 different operations a SAC unit may be directed to implement. Passenger loads could be planned in increments of 25 passengers in support of each staging team operation. With this, if deployment was ordered on unit KC-97 aircraft, the pre-composed loads could be assigned unit aircraft. If deployment was ordered on Military Air Transport Service aircraft, two loads would be combined to equal one MATS passenger load. Material could also be pre-composed into cargo

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2. Ibid.

3. Ibid.

loads of 10,000 pounds each and handled similiar to the passenger loading with modification when needed on certain types of aircraft. Personnel and material loading priority would not be affected and plans for similiar skill and material requirements would not hav to be duplicated. For example, in the phased deployment of an entire wing, a unit would utilize the 45 aircraft B-47 pre-post staging team loading plan for phase I and II movement and utilize the residual listing for phase III movement. Material listing in support of the larger staging teams would be by box number and unit equipment. Pre-packaging would be organized to support same. Material listing for each aircraft load in support of smaller teams would be listed initially by item, until units are given the opportunity to organize in order to support each team movement. A S.O.P. Section, such as found in the 4th Air Division Plan would provide definite organizational and procedural instruction.[4] (U)

As a further suggestion, the recommendation that the 818th Air Division and Eighth Air Force review the plan of supporting wing moves by the use of IBM machine listing such as employed by the 509th Bomb Wing was made. This pre-planning system provides Wings or Air Divisions with the capability of writing a loading plan, designed for a specific operation, within 24 hours. This system was tested by the 307th Bomb Wing on its' recent TDY tour, and one Non-Commissioned Officer, starting from scratch and without a typewriter, prepared all loading lists for the Wing in less than a week.[5] (U)

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4. Ibid.

5. Ibid.

SECTION II - Maintenance

Four critical supply items hampered the effectiveness of the 307th Bomb Wing during January 1957. The first was for generators, MD3, Stock Number 8210-329200, of which 46 were authorized and 38 were on hand. Forty-five were received prior to the receipt of new aircraft in April and May 1956. Five were shipped to Savannah, Georgia on 29 October 1956 at the direction of Eighth Air Force, a National Guard aircraft crash destroyed two, and requisition numbers 62980121, 62960027, 70090725, and 70090726 were cancelled by the depot at Warner Robbins where they are under the impression we still have 45.[6] (C)

Item number two is the compressor, High Pressure, Stock Number 8100-221822-64. Eleven are authorized and nine are on hand. The two we are short have both been back ordered.[7] (C)

The third item is the Liquid Oxygen Carts. The 307th Bomb Wing is authorized nine and has nine on hand. However,[8] a message was received from the Eighth Air Force requiring redistribution of the Division assets to support the 98th Bomb Wing which has none. A serious problem is anticipated in supporting any maximum effort type missions until this shortage is alleviated.[9] (C)

The last item was for a Tester, APN-69. This item was requested in October 1956 and reported in the October - December 1956 History. Since

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6. Report, "Wing Commanders Remarks" RCS: 5-SAC-T12, prepared by the 307th Bomb Wing for the month of January 1957. Appendix # 1.

7. Ibid.

8. Message from 8AF, DMS2A1 35839, subj: Ground Powered and Auxillary Equipment. Dated 29 January 1957. Appendix # 13.

9. Report, "Wing Commanders Remarks" RCS: 5-SAC-T12, prepared by the

October 1956, one of the three testers required has been received and the other two are on back order.[10] (C)

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9. (Contd) 307th Bomb Wing for the month of January 1957. Appendix # 1.

10. Ibid.

GLOSSARY

ADiv	Air Division
A & E	Armament and Electronics
Auth	Authorized
AWOL	Absent Without Leave
Bomb	Bombardment
D/Ops	Director of Operations
EWP	Emergency War Plan
Ibid	In the Same Place
Maint	Maintenance
MATS	Military Air Transport Service
Msg	Message
Nav	Navigation
OIC	Officer-in-Charge
RCS	Reports Control Symbol
SAC	Stragetic Air Command
Sq	Squadron
TDY	Temporary Duty
TN	Thermo Nuclear

SECRET

ROSTER OF KEY PERSONNEL

Commander	Colonel Louis G. Thorup
Deputy Commander	Colonel Felix M. Hardison
Adjutant	Captain Earlan L. Seawards
Director of Operations	Lt. Colonel Arthur E. Aenchbacher
Director of Materiel	Colonel Ralph G. Vaughan
Director of Personnel	Lt. Colonel Edward E. Lundak
Director of Safety	Major Leman M. Herridge
Comptroller	Major Bruno J. Antoinetti

SQUADRON COMMANDERS

307th Air Refueling Squadron	Lt. Colonel Everett S. Thurlow
370th Bomb Squadron	Lt. Colonel George J. Iannecito
371st Bomb Squadron	Lt. Colonel Delos E. Richard
372nd Bomb Squadron	Lt. Colonel Earl Y. Benson Jr.
307th A & E Squadron	Lt. Colonel Raleigh D. Smith
307th Field Maintenance Sq	Major Redelle B. Webb
307th Periodic Maint Sq	Captain Norman G. Zester
307th Headquarters Sq	Captain Peter G. Samuels

SECRET

APPENDIX

Number	Nomenclature
1.	Wing Commanders Remarks, RCS: 5-SAC-T12, dated January 1957.
2.	Wing Commanders Remarks, RCS: 9-SAC-T12, dated January 1957.
3.	SAC Management Control Statement.
4.	Target Folder, Pace Setter VI.
5.	Operations Order 248-56, Pace Setter VI.
6.	Crew Flimsy, Pace Setter VI.
7.	Message from SAF, subj: Pace Setter VI.
8.	Crew Flimsy, Pace Setter VI Practice Mission.
9.	Disposition Form, subj: Practice Pace Setter VI (Flash Report).
10.	Disposition Form, subj: SAC Programming Plan 9-56, "Stand down".
11.	Message from Comdr SAC, subj: Mass Night Refueling Requirements, SAC Reg 50-8.
12.	Disposition Form, subj: Air Division and/or Single Base Mobility Plans.
13.	Message from SAF, subj: Ground Powered and Auxillary Equipment.

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

PART IV. Wing Commander's Remarks — January 1957

1. Hours Flown Performing Missions Ordered By:

a. Higher Headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
(1) Pace Setter VI	240:00	160:40
(2) Ferry to Loring	00:00	6:25
TOTAL	240:00	167:05

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the current month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	Requirements AFR 60-2	Concurrent with other flying	
2	Non-ready crew and individual upgrading	337:00	246:55
3	Higher Headquarters		
	(a) Pace Setter VI	240:00	160:40
	(b) Ferry to Loring	00:00	6:25
4	Combat ready crew training	751:00	722:25
5	Requirements SAC Reg 51-26	Concurrent with Priority 4	
X	Staff Check-out and Proficiency	162:00	58:00
X	Other	00:00	36:25
	TOTAL	1490:00	1230:50

(a) Reference Priority 2: Overall loss of flying due to weather and shortage of available instructors resulting from transfer to B-52 program and hospitalization affected non-ready crew training. In addition, the requirement to schedule instructors on practice and actual Pace Setter missions reduced their availability. Further, the failure of non-ready crews to solo on schedule reduced their number of sorties. Non-availability of programmed tanker sorties further reduced non-ready training sorties.

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(b) Reference Priority 3: Second Wave of Pace Setter VI was delayed due to weather until 1 February. Requirement to ferry to Loring was received subsequent to completion of the monthly planning.

(c) Reference staff checkout and proficiency: Shortage of instructors, shortage of tankers and emphasis on higher priorities acted to reduce staff sorties. Staff crew members were flown in conjunction with other crews and this time is included in other priorities.

(2) Flying time programmed for following month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED
1	Requirements AFR 60-2	90:00
2	Strategic Evaluation	100:00
3	Non-ready Crew Training	658:00
	(a) Upgrading Replacement Co-Pilots	(201:00)
	(b) Non-ready Crew Upgrading	(268:00)
	(c) ECM Crew Training	(189:00)
4	Ready Crew Training	705:00
5	Compliance with SAC Reg 51-26	Concurrent with Priority 4
6	Other	176:00
	TOTAL	1729:00

2. Weather or local conditions:

a. Thirty-one (31) sorties for 233:00 hours were cancelled due to weather.

3. Air Traffic Control Delay Information:

Type	Total Number	Total Time
Departure	1	:09

4. Restrictive Directives:

a. None.

5. Combat Crew Member Gains and Losses:

a. Crew Members Gained:

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(1) Two (2) co-pilots.

(2) Three (3) observers.

(3) One (1) ECM observer.

b. Crew Members Lost:

(1) One (1) ECM observer.

6. Crew Member Changes:

a. None

7. New Crews:

a. None

8. Crew Status Changes:

a. R-61 upgraded to L-61, 14 January 1957.

b. R-37 upgraded to L-37, 14 January 1957.

c. L-04 downgraded to IN-04, 4 January 1957 (TDY to Castle for B-52 transition).

9. Standardization Crews:

a.	L-01	Wing	19 April 1955
b.	L-02	370 BOMRON	1 February 1956
c.	R-34	371 BOMRON	11 May 1955
d.	L-36	Additional	14 May 1956
e.	L-61	Additional	14 May 1956
f.	L-66	372 BOMRON	10 December 1956

10. Additional Materiel and Personnel Problems:

a. Materiel:

(1) Item - Generators MD3, Stock #8210-329200, authorized - 46, on hand - 38, required - 8 each.

History - Forty-five (45) each were received prior to receipt of new aircraft in April and May 1956. On 29 October 1956, five (5) each were shipped to Savannah, Georgia, Voucher #219244, at the direction of Eighth Air Force. In December 1956 a National Guard aircraft crash destroyed two (2) each. Requisition #62980121, 62960027, 70090725, and 70090726 have been cancelled by the depot. A telephone conversation between Mr. Logan, Base Supply and Mrs. Pfiefer, Warner Robbins, indicates

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that the depot is under the impression that this Wing has forty-five (45) generators. Request assistance in procuring shortage of eight (8).

(2) Item - Compressor, High Pressure. Stock #8100-221822-64. Authorized - eleven (11). On hand - nine (9). Required - two (2).

History - 307th PM is short one (1) compressor requested on Control #101188. Back ordered Voucher #224519. Requisitioned from Warner Robbins on Requisition #63460513. 307th Field Maintenance is short one (1). Request Control #101648, Back Order Voucher 230223. Requisitioned from Warner Robbins Requisition #70090728.

On 15 January 1957, a priority message was sent to Warner Robbins, upgrading requirements for two (2) each to a Priority 2. Information received from Warner Robbins, 16 January 1957, that control was transferred to Gadsen AFD, but that none would be available prior to latter part of June 1957.

Lack of these compressors seriously hinders the EWP capability.

(3) Item - Liquid Oxygen Carts - 50 gallon capacity. The 307th Bomb Wing is authorized and has on hand, nine (9) each carts. Due to the critical shortage of these items, the 818th Air Division has been instructed to redistribute base assets to support the 98th Bomb Wing. A serious problem is anticipated in supporting any maximum effort type mission. Request every consideration be given to supplying the 98th requirements at the earliest possible date, to alleviate the 307th Bomb Wing problem.

(4) Item - Tester APN - 69. This item reported in SAC T-12 for quarter ending 31 December 1956. One (1) each received 4 January 1957. However, two (2) have not been received and are still on back order.

b. Personnel:

(1) Problems as reported on the SAC T-12, 31 December 1956, still exist.

11. Refueling Data:

a. Number of refueling sorties scheduled and confirmed	55
b. Number of sorties:	
(1) Airborne	42
(2) Effecting complete electronic rendezvous	19
(3) Transferring required fuel	25
c. Number of aborts due to:	
(1) Adverse Weather	8
(2) Aircraft malfunction - B-47	7
(3) Electronic Rendezvous Equipment Malfunction	0
(4) Refueling Equipment Malfunction - B-47	0
(5) Other causes:	
(a) Tanker Cancellation and Aborts	12
(b) Tanker Malfunction	0
(c) Rescheduling	3
d. Mass Night Cell Refueling:	
(1) Confirmed Sorties	12
(2) Airborne Sorties	11
(3) Effecting complete electronic rendezvous (includes all aircraft in cell formation)	11
(4) Transferring required fuel	10

12. Comments or Recommendations of Wing Commander:

a. Percentage of SAC Regulation 50-8 Completed: 28.1%.

b. The continued receipt of training quotas to Survival Training, Physiological Indoctrination, and Strategic Evaluation, after the formulation of the monthly training program, detrimentally affects the planned and orderly training of the Wing. A quota for five crews to attend Evaluation on 4 February 1957 was received on 11 January 1957. In order to provide proper preparation for these crews it was necessary to withdraw them from routine training about 19 January 1957. Inasmuch as all except one (1) of the eligible crews was an instructor crew, this

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retarded our non-ready and staff checkout program. It is essential to a smoother progression of training that committments be received at least thirty (30) days in advance. In the case of quotas requiring pre-training, it is necessary that they be received thirty (30) days prior to the start of that Special Training.

c. The apparently low percentage (28.1%) of SAC Regulation 50-8 accomplishments directly reflects the emphasis being placed on preparation for entry into Operations Plan 9-56. This includes upgrade training of seven (7) non-ready co-pilots to replace presently ready co-pilots selected to be Aircraft Commanders without crew regression. There is also a heavy program of preparation of instructors necessitated by the loss of these personnel to the B-52 program, staff positions and illness.

13. Ground Training:

a. Total CR crews responsible for Phase III SAC Regulation 50-24: 38.

b. Combat ready crews completing SAC Regulation 50-24: 4.

c. Combat ready crews scheduled to attend Block Training in accordance with SAC Regulation 50-24 during February: 1.

d. Factors precluding crews from completing training requirements during January: None.

e. Programmed number of crews during February is low due to five (5) crews at SES, five (5) quotas to Stead, two (2) quotas to Physiological Indoctrination and six (6) committments to TN training. It is planned to emphasize this program during the months of "Stand Down" under Operation Plan 9-56.

14. Hi Jink Tactics:

a.	b.	c.	a.	b.	c.
N09	Yes	No	N47	Yes	No
N18	Yes	No	N51	Yes	No

NOTE: N-76 reported on 31 December T-12 in error. Crew is IN Status.

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5-SAC-T12, 307th Bombardment Wing (M), 1-31 January 1957

15. ICM Crews:

a. ICM 01 formed 25 November 1956

ICM 02 formed 25 November 1956

ICM 03 formed 25 November 1956

b. One (1) Aircraft Commander 0066A, one (1) AC 4344 and one (1) AC 4316. Two (2) co-pilots 4355 and one (1) co-pilot 4334. One (1) observer, Crew ICM 01, 4334. Observers not available for ICM 02 and ICM 03.

c. No ICM member has ever taken a B-47 standardization check.

d.

ICM 01	AC 4:10	CP 8:15	OBS 00:00
ICM 02	AC 8:00	CP 00:00	N/A
ICM 03	AC 00:00	CP 6:40	N/A

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 302TH BOMBARDMENT WING (M) | MONTH: JANUARY | PAGE NR: 1 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 5-SAC-T12

A. GENERAL						B. BOMBING						C. NAVIGATION											D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10		11					12	13			14	15	16		17		18		19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES		NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IRDA	FIXED ANGLE		TOTAL	M-19 NR OF REL.	M-19 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	CIRCULAR ERROR 3	CIRCULAR ERROR 4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
L01	B-47E	03	24	-	02	02	-	-	-	-	-	-	02	04	12	-	-	-	02	14	15	-	-	01	01	01	01	-	-	-	-
L02	B-47E	02	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L36	B-47E	02	16	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-	02	03	14	-	-	-	-	-	-	-	-	-	-
L61	B-47E	03	15	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	01	02	-	-	-	-	-	-	-	-	-	-	-
L66	B-47E	04	31	-	02	01	-	-	-	-	-	-	02	06	09	-	-	-	02	06	22	-	-	01	01	01	01	-	-	-	-
																			01	23											
R34	B-47E	04	22	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	01	07	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL		18	120	-	08	07	-	-	-	-	-	-	04	-	-	-	-	-	09	-	-	-	-	02	02	02	02	-	-	-	-
L05	B-47E	05	32	-	02	01	01	01	-	-	-	-	-	-	-	-	-	-	02	04	16	-	-	01	01	01	01	-	-	-	-
L37	B-47E	01	08	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	01	35	-	-	-	-	-	-	-	-	-	-	-
L71	B-47E	02	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	01	01
SUB TOTAL		08	52	-	02	02	01	01	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	02	02	01	01	-	-	01	01
R06	B-47E	04	23	-	01	-	02	-	-	-	-	-	01	15	-	-	-	01	02	10	10	-	01	-	-	-	-	-	-	-	-
R08	B-47E	02	16	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-	01	08	-	-	-	-	-	-	-	-	-	-	-
R10	B-47E	03	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: 307TH BOMBARDMENT WING (H) | MONTH: JANUARY | PAGE NR: 2 | NR OF PAGES: 6 | REPORTS CONTROL SYMBOL: SAC-AOM-R12

A. GENERAL						B. BOMBING							C. NAVIGATION									D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8	9	10				11					12	13			14	15	16		17		18	19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IBDA	FIXED ANGLE		TOTAL	NR OF REL.	CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	2	3	4	NR OF LEGS	TOTAL LEGS	1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
R11	B-47E	04	27	-	01	-	-	-	-	-	-	-	01	00	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-
R12	B-47E	06	38	-	01	01	01	01	-	-	-	-	02	09	18	-	-	-	01	09	-	01	-	01	01	01	01	-	-	-	-
R13	B-47E	05	36	-	02	03	-	-	-	-	-	-	02	07	17	-	-	-	02	05	18	01	-	-	-	-	-	-	-	-	-
R14	B-47E	03	19	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	01	17	-	-	-	-	-	-	-	-	-	-	-
R15	B-47E	05	38	-	01	01	-	-	-	-	-	-	01	26	-	-	-	01	01	11	-	-	-	-	-	-	-	-	-	-	-
R16	B-47E	04	27	-	01	01	-	-	-	-	-	-	01	19	-	-	-	-	01	23	-	-	-	01	01	01	01	-	-	-	-
R31	B-47E	04	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	18	-	-	-	01	-	~~02~~	-	-	-	-	-
R33	B-47E	04	29	-	02	01	-	-	-	-	-	-	-	-	-	-	-	-	02	10	12	-	-	-	-	-	-	-	-	-	-
R39	B-47E	05	30	-	02	01	-	01	-	-	-	-	-	-	-	-	-	01	01	22	-	01	-	-	-	-	-	-	-	-	-
R40	B-47E	04	25	-	02	02	-	-	-	-	-	-	02	10	26	-	-	-	02	04	13	-	-	02	02	01	01	01	01	-	-
R41	B-47E	07	51	-	02	02	01	01	-	-	-	-	02	08	09	-	-	-	02	09	11	01	-	01	01	01	01	-	-	-	-
																			01	18											
R42	B-47E	01	08	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	01	06	-	-	-	-	-	-	-	-	-	-	-
R43	B-47E	09	45	-	01	-	01	01	01	-	-	-	-	-	-	-	-	01	01	05	-	01	-	-	-	-	-	-	-	-	-
R45	B-47E	05	31	-	01	01	-	-	-	-	-	-	02	15	19	-	-	01	01	06	-	-	-	01	01	01	01	-	-	01	01
R49	B-47E	03	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	31	-	-	-	-	-	-	-	-	-	-	-
R42	B-47E	Negative (No flight as a crew this month)																													

SAC FORM 1 OCT 56 184 PREVIOUS EDITION IS OBSOLETE. FC 2735

76-0256 2-511-C

Air Force - SAC, Offut

CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I | UNIT: 307TH BOMBARDMENT WING (M) | MONTH: JANUARY | PAGE NR: 3 | NR OF PAGES: | REPORTS CONTROL SYMBOL: SAC-111

A. GENERAL						B. BOMBING							C. NAVIGATION											D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10			11					12	13			14	15	16		17		18		19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IRDA	FIXED ANGLE		TOTAL	M-19 NR OF REL.	M-19 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	2	3	4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
R65	B-47E	03	23	–	02	02	01	–	–	–	–	–	–	–	–	–	–	–	01	04	–	–	–	–	–	–	–	–	–	–	–
R67	B-47E	03	19	–	–	02	01	01	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R68	B-47E	06	46	–	02	02	–	–	–	–	–	–	02	21	29	–	–	01	02	07	17	01	–	01	01	01	01	–	–	–	–
R69	B-47E	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R70	B-47E	04	27	–	02	02	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	–	–	–	–	–	–	–	–
R72	B-47E	05	29	–	–	–	01	01	–	–	–	–	01	02	–	–	–	–	01	27	–	–	–	–	–	–	–	–	–	–	–
R74	B-47E	06	39	–	01	01	–	01	–	–	–	–	02	19	23	–	–	–	02	21	22	01	–	01	01	01	01	–	–	–	–
R75	B-47E	05	29	–	01	02	01	01	–	–	–	–	–	–	–	–	–	–	01	22	–	–	–	–	–	–	–	–	–	–	–
R77	B-47E	05	34	–	01	03	–	–	–	–	–	–	01	05	–	–	–	–	01	26	–	–	–	01	01	–	–	–	–	01	02
R79	B-47E	04	26	–	–	01	–	–	–	–	–	–	01	00	–	–	–	–	01	03	–	–	–	–	–	–	–	–	–	–	–
SUB TOTAL		119	767	–	29	31	09	09	02	–	–	–	21	–	–	–	–	06	32	–	–	08	01	10	09	05	07	01	01	02	02
N09	B-47E	03	23	–	–	–	–	–	–	02	–	–	–	–	–	–	–	–	01	00	–	–	–	–	–	–	–	–	–	–	–
N18	B-47E	04	29	–	–	–	01	–	–	04	–	–	03	05	11	27	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
N17	B-47E	07	53	–	–	–	–	–	–	–	–	–	01	35	–	–	–	–	01	23	–	01	–	–	–	–	–	–	–	–	–
N11	Negative (No flight as a complete crew this month)																														
SUB TOTAL		14	105	–	–	–	–	–	–	06	–	–	04	–	–	–	–	–	02	–	–	01	–	–	–	–	–	–	–	–	–

SAC FORM 184 OCT 56 PREVIOUS EDITION IS OBSOLETE. PC 2720. 7C-0266 2-511-C Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT [illegible] MONTH [illegible] PAGE NR NR OF PAGES REPORTS CONTROL SYMBOL

A. GENERAL						B. BOMBING						C. NAVIGATION										D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10			11					12	13		14	15	16		17		18		19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS SCORED MACH .81	VISUAL RELEASES			NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID		RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FL GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IBDA	FIXED ANGLE		TOTAL	M-19 NR OF REL.	M-19 CIRCULAR ERROR	TOTAL LEGS	CIRCULAR ERROR 1	2	3	4	NR OF LEGS	TOTAL LEGS	CIRCULAR ERROR 1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
5-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
WING TOTAL		159	1044	-	39	40	11	10	02	04	-	-	24	-	-	-	-	08	46	-	-	09	01	11	1	39	0	01	02	03	03
XXXXX		23	153	-	-	-	-	-	-	-	-	-	01	-	-	-	-	03	01	-	-	-	-	-	-	-	-	-	-	-	-
COMBAT R PRACT		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NON R PRACT		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL		23	153	-	-	-	-	-	-	-	-	-	01	-	-	-	-	03	01	-	-	-	-	-	-	-	-	-	-	-	-
IN03		AC TDY MOODY AFB CP & OBS PRESENT FOR DUTY																													
IN04		CREW TDY B-52 TRAINING																													
IN19		AC CP OBS (GROUND TRAINING)																													
IN20		AC CP OBS (GROUND TRAINING)																													
IN21		AC CP OBS (GROUND TRAINING)																													
IN22		AC OBS (GROUND TRAINING) CP TDY ACCOMPLD																													
IN23		AC CP OBS (GROUND TRAINING)																													
IN25		CREW TDY B-52 TRAINING																													
IN28		AC CP OBS (GROUND TRAINING)																													
IN30		AC CP OBS (GROUND TRAINING)																													

AC FORM OCT 55 184 PREVIOUS EDITION IS OBSOLETE. PC 2720

70-0256 2-511-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
[illegible]	January	3	4	[illegible]

A. GENERAL						B. BOMBING						C. NAVIGATION										D. REFUELING (Combat Ready and above)							
1	2	3	4	5	6	7	8		9	10		11					12	13			14	15	16		17		18	19	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	BOMBER STREAM	RBS AT MACH .81	RADAR ATTACKS CAMERA SCORED		VIS ATTACKS CAMERA SCORED MACH .81	VISUAL RELEASES		NIGHT CELESTIAL					DAY CEL	CELESTIAL GRID			RADAR GRID	PRESS. PATTERN	TOTAL REFUELINGS		MASS NIGHT REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLT GROSS WT 20 MINUTES CONTACT	
							MACH .81 WITH IBRA	FIXED ANGLE		TOTAL	M-19	TOTAL LEGS	CIRCULAR ERROR					TOTAL LEGS	CIRCULAR ERROR											
											NR OF REL.		1	2	3	4	NR OF LEGS		1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
											CIRCULAR ERROR																			
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	55-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	22-23	26-27	30-31	34-35	38-39	42-43
IN51		AC CP OBS (GROUND TRAINING)																													
IN53		AC CP OBS (GROUND TRAINING)																													
IN54		AC CP OBS (GROUND TRAINING)																													
IN55		AC CP OBS (GROUND TRAINING)																													
IN56		AC TDY MCCONNEL CP & OBS (GROUND TRAINING)																													
IN57		AC TDY MCCONNEL CP & OBS (GROUND TRAINING)																													
IN60		CREW TDY B-52 TRAINING																													
IN76		AC CP OBS (GROUND TRAINING)																													
IN80		AC CP OBS (GROUND TRAINING)																													
IN81		AC & OBS (GROUND TRAINING) CP TDY MCCONNEL																													
IN82		AC & OBS (GROUND TRAINING) CP TDY MCCONNEL																													
IN83		AC & OBS (GROUND TRAINING) CP TDY MCCONNEL																													
IN84		AC CP OBS (GROUND TRAINING)																													

J. Avn No. CP & Higher Category Crews Assigned: 12.4

K. Avn No. CP & Higher Category Crews Available: 12.4

L. Avn No. MC Crews Assigned: 4.4

M. Avn No. MC Crews Available: 4.4

N. Avn No. Standboard Crews by Category: 8 IP/AC & 4 AC/CP

SAC FORM 1 OCT 56 184 PREVIOUS EDITION IS OBSOLETE. FC: 2720.

FC-0266 2-511-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING MISSION - PART II

UNIT: 307TH BOMBARDMENT WING (M | MONTH: JANUARY | PAGE NR: 1 | NR OF PAGES: 5 | REPORTS CONTROL SYMBOL: 5-SAC-312

E. GENERAL	F. REFUELING (Non-combat ready crews)				G. DRY CONTACTS	H. RADAR RENDEZVOUS						I. GUNNERY					J. ECM JAMMING									K. FORMATION		
20	21		22		23	24		25		26		27			28	29	30		31		32		33		34	35		
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/75 RENDEZVOUS		TOTAL NR OF MAX OD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO MATTER RUNS		NR OF MAXIMUM CHAFF DISPENSE OUT	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS	ACCOMP			
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	56-58
L01	–	–	–	–	02	01	01	01	01	01	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
L02	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
L36	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
L61	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
L66	–	–	–	–	15	01	01	–	–	01	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	01	–
R34	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
SUB TOTAL	–	–	–	–	17	02	02	01	01	02	02	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	01	–
L05	–	–	–	–	03	01	01	–	–	01	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
L37	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
L71	–	–	–	–	03	01	01	–	–	01	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
SUB TOTAL	–	–	–	–	06	02	02	–	–	02	02	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R06	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	–	–	–	–	–	–	–	–	–	–	–
R08	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R10	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
R11	–	–	–	–	15	01	01	–	–	01	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–

SAC 1 FORM OCT 56 184a PREVIOUS EDITION IS OBSOLETE. PC: 2720.

7C-0256 2-511-C

Air Force - SAC, Offut (When Filled In) **CONFIDENTIAL**

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: 302TH BOMBARDMENT WING (M) MONTH: JANUARY PAGE NR: 2 NR OF PAGES: 2 REPORTS CONTROL SYMBOL: [illegible]-712

E. GENERAL	F. REFUELING (Non-combat ready crews)				G. DRY CONTACTS	H. RADAR RENDEZVOUS						I. GUNNERY					J. ECM JAMMING									K. FORMATION		
20	21		22		23	24		25		26		27			28	29	30		31		32		33		34	35		
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		NR OF S.E.Y. HOURLY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR OF MAXIMUM CHAFF DISPENSE OUT	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS	ACCOMP			
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	56-58
R12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--
R13	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R15	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R16	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R32	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R33	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R39	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R40	--	--	--	--	--	01	01	01	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R41	--	--	--	--	--	01	01	01	01	01	01	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--
R42	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R43	--	--	--	--	--	--	--	--	--	--	--	01	100	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--
R46	--	--	--	--	06	01	01	--	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R48	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
[illegible]	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R64	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R67	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SAC 1 FORM OCT 56 184a PREVIOUS EDITION IS OBSOLETE. FC: 2720.

7C-0256 2-511-C

Air Force - SAC, Offut (When Filled In) CONFIDENTIAL

1171

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: [illegible] BOMBARDMENT WING | MONTH: JANUARY | PAGE NR: 3 | NR OF PAGES: | REPORTS CONTROL SYMBOL:

E. GENERAL	F. REFUELING (Non-combat ready crews)				G. DRY CONTACTS	H. RENDEZVOUS					
20	21		22		23	24		25		26	
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DRY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS	
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54
R68	-	-	-	-	-	-	-	-	-	-	-
R69	-	-	-	-	-	-	-	-	-	-	-
R70	-	-	-	-	-	-	-	-	-	-	-
R73	-	-	-	-	-	-	-	-	-	-	-
R74	-	-	-	-	-	01	01	01	01	01	01
R75	-	-	-	-		-	-	-	-	-	-
R77	-	-	-	-	02	01	01	01	01	01	01
R79	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL	-	-	-	-	24	07	07	04	04	07	07
N09	-	-	-	-	-	-	-	-	-	-	-
N18	-	-	-	-	-	-	-	-	-	-	-
N47	-	-	-	-	-	-	-	-	-	-	-
N51	SEE PART I										
SUB TOTAL											
WING TOTAL	-	-	-	-	47	11	11	05	05	11	11

E. GENERAL	I. GUNNERY					J. ECM JAMMING									K. FORMATION		
20	27	28		29	29	30		31		32		33		34	35		
CREW NUMBER	TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR OF MAXIMUM CHAFF DISPENSE OUT	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 30,000'
		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS	ACCOMP			
6-10	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	56-58
R68	01	100	-	-	01	-	-	-	-	-	-	-	-	-	[illegible]	[illegible]	[illegible]
R69	01	55	-	-		-	-	-	-	-	-	-	-	-	-	-	-
R70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	01
R73	01	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-
R75	01	100	-	-	02	-	-	-	-	-	-	-	-	-	01	-	01
R77	01	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R79	01	75	-	-	-	-	-	-	-	-	-	-	-	-	01	-	01
SUB TOTAL	07	-	-	-	07	-	-	-	-	-	-	-	-	-	06	02	[illegible]
N09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N47	01	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N51																	
SUB TOTAL																	
WING TOTAL	08	-	-	-	07	-	-	-	-	-	-	-	-	-	07	03	[illegible]

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT: [illegible] BARDMENT WING (M)
MONTH: JANUARY
PAGE NR: 4
NR OF PAGES:
REPORTS CONTROL SYMBOL:

E. GENERAL	F. REFUELING (Non-combat mode, check)		G. DRY CONTACTS	H. RADAR RENDEZVOUS						I. GUNNERY					J. ECM JAMMING									K. FORMATION		
20	21		22	23	24		25		26		27			28	29	30		31		32		33		34	35		
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT TIRE-OUT MAXIMUM LOAD		NR OF SLED GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR MAXIM CHAFF DISPENSE OUT ACCOMP	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS				
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	55-58
XXXXX	15	15	--	--	182	09	09	01	01	06	06	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
COMBAT R PRACT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NON R PRACT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SIB TOTAL	15	15	--	--	182	09	09	01	01	06	06	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
IN03	SEE PART I																											
IN04	SEE PART I																											
IN19	SEE PART I																											
IN20	SEE PART I																											
IN21	SEE PART I																											
IN22	SEE PART I																											
IN23	SEE PART I																											
IN35	SEE PART I																											
IN48	SEE PART I																											
IN50	SEE PART I																											
IN52	SEE PART I																											
IN53	SEE PART I																											

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
			E		

E. GENERAL	F. REFUELING (Non-combat ready crews)				G. DBY CONTACTS	H.				I. GIMMERY			J. ECM JAMMING								K. FORMATION		
20	21		22		23	24		25		26			27		28	29	30		31		32		33		34	35		
CREW NUMBER	ONE TANKER 20 MINUTES CONTACT		MAXIMUM IN-FLIGHT GROSS WT		NUMBER OF DBY CONTACTS	TOTAL RENDEZVOUS		DURING DARKNESS		AN/APN-12/76 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		NR OF S.E.G. GUNNERY MISSIONS	FIGHTER ATTACK MISSIONS	BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		NR OF MAXIMUM CHAFF DISPENSE OUT	TOTAL HOURS	HOURS ABOVE 30,000'	HOURS BELOW 10,000'
	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		1	2			RUNS	POINTS	RUNS	POINTS	ATT.	SUCC.	RUNS	POINTS	ACCOMP			
6-10	14-15	18-19	22-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	67-68	69-71	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	46-47	49-51	52-54	56-58
IN54	SEE PART I																											
IN55	SEE PART I																											
IN56	SEE PART I																											
IN57	SEE PART I																											
IN60	SEE PART I																											
IN76	SEE PART I																											
IN80	SEE PART I																											
IN81	SEE PART I																											
IN82	SEE PART I																											
IN83	SEE PART I																											
IN84	SEE PART I																											

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL

L. GENERAL	M. PILOT PROFICIENCY										N. ATO		O. RADAR APPR.	P. PRESS FLT.	Q. EMERG DRILL	R. SIM.STR. REPT	S. NIGHT CELL	T. AIR WEAPONS		U. CREW CHECK	V. MISCELLANEOUS								
36	37	38		39		40		42			43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	
CREW NUMBER	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT AT POSITION	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRATEGIC REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (AIRMIF)	NUMBER OF SIMULATED MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED								
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																		
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27										
L01	-	02	-	02	-	02	-	-	-	-	-	-	-	01	02	01	05	02	-	01	FEB									
L02	01	04	01	04	01	01	01	-	-	-	01	-	-	-	-	-	-	-	-	-	SEP									
L36	-	02	-	02	-	-	-	-	-	-	-	-	-	-	-	-	06	-	-	01	OCT									
L61	-	05	-	05	-	01	-	-	-	-	-	-	-	-	-	-	03	-	01	-	SEP									
L66	-	07	-	07	-	03	01	-	-	-	-	-	-	-	-	-	05	01	-	01	AUG									
R34	01	07	07	07	07	03	07	-	01	-	01	-	-	01	-	-	03	-	01	-	AUG									
SUB TOTAL	02	27	08	27	08	10	09	-	01	-	02	-	-	02	02	01	22	03	02	03										
L05	01	04	01	04	01	01	01	-	01	-	01	-	-	03	02	01	05	01	-	-	SEP									
L37	-	01	-	01	-	-	-	-	-	-	-	-	-	-	03	-	03	-	-	-	NOV									
L71	-	04	02	04	02	03	02	-	-	-	-	-	-	-	-	01	-	-	-	01	JAN									
SUB TOTAL	01	09	03	09	03	04	03	-	01	-	01	-	-	03	05	02	08	01	-	-										
R06	01	04	02	04	02	04	02	01	01	01	01	-	-	03	03	01	-	-	-	01	SEP									
R08	-	02	-	02	-	01	-	-	-	-	-	-	-	01	01	02	06	-	-	01	OCT									
R10	01	05	-	05	-	07	03	-	01	-	01	-	-	01	-	-	-	-	-	01	NOV									
R11	01	06	03	06	03	05	01	01	02	-	-	-	-	03	02	02	05	-	-	01	AUG									

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT | MONTH | PAGE NO.

L. GENERAL	M. PILOT PROFICIENCY										N. TO		O. RADAR APPR.	P. RECIP. FLT	Q. EMERG. DRILL	R. SIM. STR. REPT	S. NIGHT CELL	MISCELLANEOUS			
36	37	38		39		40		41		42	43	44	45	46	47	48	49	50	51	52	53
CREW NUMBER	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PERFORMED AS FLT COMBAT POSITION	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	MONTH LAST INSTRUMENT TRAINING FLIGHT COMPLETED
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP										
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27	
R12	01	06	01	05	02	08	04	–	–	–	–	–	–	04	02	–	04	01	–	01	JAN
R13	01	02	02	02	02	03	–	02	01	02	01	–	–	03	03	01	06	–	–	01	JUN
R14	01	03	03	03	03	03	02	–	–	–	–	–	–	–	01	01	–	–	–	01	JAN
R15	–	03	02	03	02	02	–	–	–	01	01	–	–	–	03	03	06	–	–	–	NOV
R16	–	05	02	05	02	03	01	–	–	–	–	–	–	–	01	01	02	01	–	–	JUN
R31	–	04	–	04	–	04	–	–	–	–	–	–	–	–	02	01	–	01	01	–	SEP
R33	01	05	05	05	05	03	05	01	01	01	01	–	–	–	01	01	05	–	–	–	AUG
R39	–	05	–	05	–	01	–	–	–	–	–	–	–	03	03	01	04	–	01	01	NOV
R40	–	04	–	04	–	03	–	–	–	–	–	–	–	–	–	01	05	01	01	–	JUL
R41	–	08	04	08	04	04	02	–	–	–	–	–	–	03	03	01	08	01	–	–	JAN
R42	–	01	–	01	–	01	–	–	–	–	–	–	–	–	–	01	03	–	–	–	AUG
R43	–	06	02	06	02	10	08	01	01	01	01	–	–	03	03	01	01	–	01	–	JAN
R45	–	04	03	04	03	02	–	–	–	–	–	–	–	01	02	02	04	01	01	01	JUN
R49	–	04	01	04	01	01	01	–	–	–	–	–	–	01	–	01	–	–	–	–	JAN
R62	SEE PART I																				DEC
R65	–	03	–	03	–	03	–	–	–	–	–	–	–	01	03	–	03	–	–	01	OCT
R67	–	02	01	02	01	03	01	–	–	–	01	–	–	01	01	–	02	–	–	–	AUG

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT

L. GENERAL	M. PILOT PROFICIENCY											N. ATO		O. RADAR APPR	P. PRESS FLT	Q. EMERG DRILL	R. SIM. STR. REPT	S. NIGHT CELL	AIR REA...		STDZN CHECK
36	37	38		39		40		41		42		43	44	45	46	47	48	49	50	51	52
CREW NUMBER	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS AC	TAKE-OFFS CP	LANDINGS AC	LANDINGS CP	ILS OR GCA AC	ILS OR GCA CP	PPI APPROACHES AC	PPI APPROACHES CP	GYRO-OUT APPROACHES AC	GYRO-OUT APPROACHES CP	NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT-COMBAT POSITION	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27	
R68	-	04	02	04	02	02	02	-	-	-	-	-	-	01	03	01	04	01	-	01	AUG
R69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MAY
R70	-	06	01	06	01	04	01	-	-	02	01	-	-	-	02	01	06	-	-	01	NOV
R73	-	04	01	04	01	01	07	02	-	-	-	-	-	02	01	01	03	-	01	01	JAN
R74	01	04	01	04	01	01	02	-	-	-	-	-	-	02	02	03	06	01	01	01	JUN
R75	01	04	-	04	-	03	01	01	01	01	01	-	-	01	03	01	06	-	-	-	OCT
R77	-	04	01	04	01	01	-	-	-	-	-	-	-	-	01	02	05	-	-	-	JAN
R79	01	03	01	03	01	04	-	-	01	-	-	-	-	01	03	-	02	-	-	-	SEP
SUB TOTAL	10	111	38	110	39	83	43	09	09	09	09	-	-	35	49	29	102	08	07	15	
N09	-	03	-	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N18	-	04	02	04	02	05	-	-	-	-	-	-	-	-	-	02	01	-	-	-	
N47	-	07	-	07	-	06	02	04	-	-	-	-	-	-	-	02	-	-	-	-	
N51	SEE	PART I																			
SUB TOTAL	-	14	02	14	02	11	02	04	-	-	-	-	-	-	-	04	01	-	-	-	
WING TOTAL	13	161	[illegible]	160	52	108	57	[illegible]	[illegible]	09	12	-	-	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	09	18	

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT | MONTH | PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL

L. GENERAL	M. PILOT PROFICIENCY											N. ATO		O. RADAR APPR	P. PRESS FLT	Q. EMERG DRILL	R. SIM. STR. REPT	S. NIGHT CELL	T. AIR WEAPONS		U. STD'BD CHECK	MISCELLANEOUS							
36	37	38		39		40		41		42		43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
CREW NUMBER	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		NR OF ATO TAKE-OFFS	NR OF WATER INJECTION TAKE-OFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT-COMBAT POSITION	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED STRIKE REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (Aircraft)	NUMBER OF SIMULATOR MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED								
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																		
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27									
XXXXX	-	116	15	116	15	44	07	02	-	03	-	-	-	-	-	-	-	-	-	-									
COMBAT R PRACT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
NON R PRACT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
SUB TOTAL	-	116	15	116	15	44	07	02	-	03	-	-	-	-	-	-	-	-	-	-									
IN03	SEE	PART I																											
IN04	SEE	PART I																											
IN19	SEE	PART I																											
IN20	SEE	PART I																											
IN21	SEE	PART I																											
IN22	SEE	PART I																											
IN23	SEE	PART I																											
IN35	SEE	PART I																											
IN48	SEE	PART I																											
IN50	SEE	PART I																											
IN52	SEE	PART I																											
IN53	SEE	PART I																											

SAC FORM 1 OCT 56 184b PREVIOUS [illegible] TION IS OBSOLETE. FC: 2720.

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: [illegible] BOMBARDMENT WING

MONTH: [illegible]

PAGE NR | NR OF PAGES | REPORTS CONTROL SYMBOL

L. GENERAL	M. PILOT PROFICIENCY										N. ATO		O. RADAR APPS	P. PRESS FLT	Q. EMERG DRILL	R. SIM. STR. REPT	S. NIGHT CELL	T. AIR WEAPONS	U. STD EVAL	MISCELLANEOUS								
36	37	38		39		40		41		42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
CREW NUMBER	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES	NR OF ATO TAKEOFFS	NR OF WATER INJECTION TAKEOFFS	NR OF AIR-BORNE RADAR DIRECTED APPROACHES	NR HOURS PRESSURIZED FLT/COMBAT POSITION	NR OF CREW EMERGENCY PROCEDURE DRILLS	NUMBER OF SIMULATED FLIGHT REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (AIRCRAFT)	NUMBER OF SIMULATION MISSIONS	MONTH LAST STANDARDIZATION CHECK COMPLETED								
		AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																	
6-10	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	56-58	60-62	63-65	66-68	69-71	13-15	17-19	21-23	25-27								
IN54	SEE PART I																											
IN55	SEE PART I																											
IN56	SEE PART I																											
IN57	SEE PART I																											
IN60	SEE PART I																											
IN76	SEE PART I																											
IN80	SEE PART I																											
IN81	SEE PART I																											
IN82	SEE PART I																											
IN83	SEE PART I																											
IN84	SEE PART I																											

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Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

2

January 1957

PART IV. Wing Commander's Remarks (RCS: 9-SAC-T12)

1. The lack of replacement flight engineers precludes the formation of additional crews. This in turn precludes proper utilization of four (4) "Blue Flame" officers who cannot be formed into crews. Three (3) of these officers are being used as assistants in Squadron Operations; the fourth has applied for discharge. Due to the high number of assigned pilots, it is impossible, within the available sorties, to provide these officers with thirty-five (35) hours of flying time per month.

2. The effectiveness of this squadron was reduced by severe weather throughout the month and an excessive number of engine changes. The weather problem, both severe cold, and below minimums, resulted in the loss of 53:00 hours (nine (9) sorties). In addition, some of the maintenance losses are partially attributable to the cold.

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

2-511-C
70-0257

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HEADQUARTERS 307TH AIR REFUELING SQUADRON
Lincoln Air Force Base
Nebraska

PART III - Squadron Commander's Remarks: January 1957

1. Hours flown performing missions ordered by:

a. Higher Headquarters: COMMITMENT	HOURS PROGRAMMED	HOURS FLOWN
(1) Support 98th Bomb Wing	120:00	158:55
(2) Static Display (Offutt AFB)	None	:30
	120:00	159:25

(a) Reference Priority 2: This commitment was received after monthly training program was established.

b. Eighth Air Force Air Training Priorities:

(1) Programmed and Accomplished for Current Month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	AFR 60-2	Concurrent with other flying - None	
2	Support 98th Bomb Wing	120:00	158:55
3	Non-ready Crew Training	84:00	78:30
4	Combat Ready Crew Training	510:00	248:15
		714:00	485:40

(a) Reference Priority 2: Additional commitments received after monthly program was complete.

(b) Reference Priority 4: Deficiency here can be attributed to weather cancellations (38:00 hours), maintenance cancellations (117:15 hours), and severe cold weather causing a high number of ground aborts. Also, 38:55 flying hours was diverted to higher headquarters missions.

(2) Flying Time Programmed for Following Month:

PRIORITY	COMMITMENT	HOURS PROGRAMMED
1	Air Force Regulation 60-2	Concurrent with other flying
2	Support higher headquarters directives	80:00
3	Non-ready Crew Training	144:00
4	Combat Ready Crew Training	418:00
	TOTAL	642:00

2. Weather or Local Conditions:

a. 38:00 hours were lost due to weather below minimums at the local base. However, 15:00 hours were lost the following day due to severe cold weather.

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3. Air Traffic Control Delays:

a. None.

4. Restrictive Directives:

a. None.

5. Combat Crew Gains and Losses:

a. Crew Members Gained:

(1) Co-Pilot: One (1).

(2) Radio Operator: One (1).

b. Crew Members Lost:

(1) Aircraft Commander: One (1).

(2) Navigator: One (1).

(3) Boom Operator: One (1).

(4) Radio Operator: One (1).

6. Crew Member Changes:

a. Navigators: One (1).

b. Aircraft Commander: One (1).

c. Co-Pilots: Four (4).

d. Boom Operators: Two (2).

7. New Crews:

a. None.

8. Crew Status Change:

a. M-27 to T-27, Effective 31 January 1957, Upgraded.

9. Standardization Crews:	Date Assigned
a. T-11 - Wing Standardization Crew:	DEC 55.
b. T-22 - Assistant Wing Standardization Crew:	JUL 56.
c. T-14 - Assistant Wing Standardization Crew:	NOV 56.

10. Material and Personnel Problems:

a. None.

11. Refueling Data:

a. Sorties Scheduled and confirmed:	66
b. Number of Sorties:	
(1) Airborne:	46
(2) Effecting complete rendezvous:	24
(3) Transferring Required Fuel:	36

307th Air Refueling Squadron Commanders Remarks Cont'd.

c. Number of Aborts due to:

(1) Adverse Weather: 7.

(2) Aircraft Malfunction: 2.

(3) Rendezvous Equipment Malfunction: 0.

(4) Refueling Equipment Malfunction: 1.

(5) Other Causes:

(a) Receiver Cancellations & Aborts: 3.

(b) Air Aborts: 3.

(c) Maintenance Cancellations: 13.

d. Mass Night Cell Refueling:

(1) Confirmed Sorties: 16.

(2) Airborne Sorties: 16.

(3) Sorties Effecting complete rendezvous: 16.

(a) Includes all aircraft in cell formation.

(4) Sorties transferring required fuel: 14.

e. Total Fuel Transferred: 1,026,850 lbs., 171,142 Gallons.

12. Comments or Recommendations of Squadron Commander:

a. This squadron is having difficulty in 51-19 upgrading of replacement pilots. Within the next three (3) months five (5) combat ready pilots are being separated, however, due to the heavy commitments imposed on this squadron for air refueling missions we have been unable to complete the required 51-19 training to upgrade the replacements. Percentage of completion of SAC Regulation 50-8 was 34.6 per cent.

13. Ground Training:

a. Combat Ready Crews responsbile for phase I, SAC Reg 50-24 requirements: Twenty (20).

b. Combat Ready Crews completing SAC Regulation 50-24 requirements: Six (6).

c. Combat Ready Crews scheduled to attend Block Training in accordance with SAC Regulation 50-24 during February 1957: Four (4).

d. None.

Everett B Thurlow

EVERETT B THURLOW
Lt Col, USAF
Commander

70-0257

CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT – PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307th Air Refueling Squadron	January	1	3	9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15				16	17	18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LOS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (GCA-TR)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR					
																							1	2	3			
9-10	11-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
T11	KC097	02	08	–	–	–	–	–	–	–	–	–	–	–	–	–	01	01	–	–	–	01	03	–	–	–	–	–
T22	KC097	05	22	–	02	02	02	02	–	–	–	–	–	–	01	01	–	–	01	01	–	–	–	–	–	02	–	–
T14	KC097	02	10	–	01	01	–	–	01	01	01	01	–	–	–	–	01	01	–	–	–	–	–	–	–	–	–	–
SUB TOTAL	–	08	40	–	03	03	02	02	01	01	01	01	–	–	01	01	02	02	01	01	–	01	–	–	–	02	–	–
T01	KC097	02	09	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
T03	KC097	02	10	–	02	02	–	–	02	02	02	02	–	–	01	01	02	02	01	01	–	02	03	05	–	–	–	–
T05	KC097	06	35	–	02	02	01	01	01	01	02	02	–	–	01	01	01	01	01	01	–	–	–	–	–	–	–	–
*T05	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	* 03	* 02	* 07	* 08	* 02	* 02	* 02
*T05	KC097–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	* 01	* 10	–	–	–	–	–
T06	KC097	04	24	–	03	03	02	02	01	01	02	02	–	–	03	03	02	02	03	03	–	01	02	–	–	04	–	–
T07	KC097	07	41	–	05	04	03	02	02	02	02	02	–	–	04	04	02	02	04	04	01	02	05	10	–	01	–	–
T08	KC097	05	24	–	04	04	02	02	02	02	02	02	–	–	03	03	02	02	02	02	–	02	01	04	–	01	–	–
T09	KC097	04	28	–	03	02	01	01	02	01	02	02	–	–	–	–	02	02	–	–	01	01	08	–	–	01	–	–
T10	KC097	04	24	–	04	04	04	04	–	–	03	03	–	–	02	01	–	–	02	02	–	–	–	–	–	01	–	–
T12	KC097	01	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
T21	KC097	04	35	–	02	02	–	–	02	02	02	02	–	–	–	–	02	02	01	01	–	01	08	–	–	14	–	–

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Air Force-SAC, Offutt

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AIR REFUELING AIR TRAINING REPORT – PART I

UNIT: 307th Air Refueling Squadron | MONTH: January | PAGE NR: 2 | NR OF PAGES: 3 | REPORTS CONTROL SYMBOL: 9-SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15				16	17	18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS.		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (SCR-718)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	CIRCULAR ERROR 3			
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
#T13	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
T17	KC097	03	09	–	02	01	01	–	01	01	–	–	–	–	–	–	01	01	–	–	–	–	–	–	–	–	–	–
T18	KC097	02	09	–	01	01	–	–	01	01	01	01	–	–	–	–	01	01	–	–	01	01	00	–	–	–	–	–
T19	KC097	03	17	–	01	01	–	–	01	01	01	01	–	–	–	–	01	01	–	–	–	01	00	–	–	–	–	–
T20	KC097	05	24	–	03	03	02	02	01	01	01	01	–	–	03	03	01	01	03	03	–	–	–	–	–	01	–	–
T23	KC097	01	06	–	01	01	01	01	–	–	–	–	–	–	02	02	–	–	02	02	–	–	–	–	–	–	–	–
T24	KC097	05	36	–	03	03	–	–	03	03	03	03	–	–	03	03	01	01	03	03	01	02	03	08	–	–	–	–
T25	KC097	05	33	–	04	04	02	02	02	02	02	02	–	–	03	02	02	02	02	01	01	02	02	11	–	02	01	–
T27	KC097	01	08	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
SUB TOTAL	–	65	353	–	40	37	19	17	21	20	25	25	–	–	27	25	19	19	24	22	05	19	–	–	–	14	03	02
M27	KC097	03	19	–	–	–	–	–	–	–	–	–	–	–	02	02	–	–	02	02	–	–	–	–	–	01	–	–
#M27	KC097	–	–	–	*02	*02	*02	*02	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
M26	KC097	03	15	–	01	01	01	01	–	–	–	–	–	–	01	01	01	01	01	01	–	01	–	–	–	–	–	–
M28	KC097	02	16	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
M29	KC097	05	33	–	02	02	02	02	–	–	–	–	–	–	04	02	–	–	01	–	–	01	–	–	–	03	–	–
M30	KC097	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	–	–	01	–	–

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AIR REFUELING AIR TRAINING REPORT – PART I	UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	307th Air Refueling Squadron	January	3	3	9 SAC-T12

A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION								
1	2	3	4	5	6		7		8		9		10		11		12		13		14	15				16	17	18
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-76		NR OF DAY CELESTIAL NAVIGATION LEGS	NIGHT CELESTIAL				NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS. PATTERN LEGS (SCR-718)	NUMBER OF LORAN NAVIGATION LEGS
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		TOTAL LEGS	CIRCULAR ERROR					
																							1	2	3			
6-10	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	52-54	56-58	60-62	63-65
SUB TOTAL	–	13	83	–	05	05	05	05	–	–	–	–	–	–	07	05	01	01	07	05	01	03	–	–	–	05	–	–
TOTAL	–	86	476	–	48	45	26	24	22	21	26	26	–	–	35	31	22	22	32	28	06	23	–	–	–	21	03	02
XXXXX	KC097	01	10	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	03	01	–	–	–	–	–	–
COMBAT READY PRACTICE	–	–	–	–	02	02	–	–	02	02	–	–	–	–	–	–	–	–	–	–	01	–	–	–	–	01	–	–
NON-READY PRACTICE	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	01	–	–	01	01	–	–	–	–	–	01	–	–
SUB TOTAL	–	01	10	–	02	02	–	–	02	02	–	–	–	–	01	01	–	–	01	01	04	01	–	–	–	02	–	–

1. Ave No. CR & Higher Category Crews Assigned: 20
2. Ave No. CR & Higher Category Crews Available: 19.3
3. Ave No. NCR Crews Assigned: 5.0
4. Ave No. NCR Crews Available: 3.5
5. Ave No. Standboard Crews by Category: 3 READY

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AIR REFUELING AIR TRAINING REPORT – PART II | UNIT: 307th Air Refueling Squadron | MONTH: January | PAGE NR: 1 | NR OF PAGES: 3 | REPORTS CONTROL SYMBOL: 9-SAC-T12

E. GEN	F. CEL GRID NAV.			G. P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. NO	L. MISCELLANEOUS									
19	20			21	22	23	24	25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR		NUMBER OF COMPLETE PILOT PROF. MISSIONS	KC-97		NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRCREW)	NR OF SIMULATED LANDINGS (MAX PASS)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STANDARDIZATION CHECK	LRCC	PERF INDEX	PERF INDEX	DRY CONTACTS	ARA	TAKE OFFS	LNDGS	ILS GCA	PPI	GYRO OUT	
		1	2		LOAD. & UNLOAD. EMP PASS. OR CARGO	PRECOMPUTATION OF MAX LOAD																			
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65												
T11	-	-	-	-	-	-	-	-	-	-	-	01	-	01	NOV	-	-	-	06	-	- 2	- 2	- 2	- -	- -	-
T22	01	20	-	-	-	-	01	01	01	-	-	-	-	-	JAN	01	97	-	34	-	6 3	6 3	2 1	- -	- -	-
T14	-	-	-	-	-	-	-	-	-	-	-	01	-	01	DEC	-	-	-	10	-	1 1	1 1	- -	- -	- -	-
SUB TOTAL	01	-	-	-	-	-	01	01	01	-	-	02	-	02	-	01	-	-	50	-	7 6	7 6	2 3	- -	- -	-
T01	-	-	-	-	-	02	-	-	-	-	-	-	-	-	SEP	-	-	-	-	-	2 -	2 -	5 -	- -	- -	-
T03	-	-	-	-	01	02	01	01	01	-	01	01	-	01	SEP	01	93	-	04	-	8 1	8 1	5 1	- -	- -	-
T05	-	-	-	-	01	-	06	06	06	02	-	01	-	01	JUN	02	98	99	-	-	4 2	4 2	2 1	- -	- -	-
*T05	02	05	08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- -	- -	- -	- -	- -	-
*T05	01	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	- -	- -	- -	- -	- -	-
T06	01	15	-	-	01	01	-	-	-	-	-	01	-	01	JAN	-	-	-	12	01	4 -	4 -	3 2	- -	- -	-
T07	-	-	-	01	-	-	03	03	03	01	02	01	-	01	JUN	-	-	-	39	03	7 4	7 4	1 -	- -	- -	-
T08	-	-	-	-	-	02	02	02	02	-	-	01	-	01	NOV	-	-	-	15	-	13 -	13 -	2 -	- -	- -	-
T09	01	06	-	-	02	02	03	03	03	-	-	02	-	02	OCT	01	90	-	21	03	3 -	3 -	3 1	- -	- -	-
T10	-	-	-	-	-	-	01	01	01	-	-	-	-	-	AUG	-	-	-	92	-	6 1	6 1	2 1	- -	- -	-
T12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SEP	-	-	-	-	-	-	1 -	1 -	- -	- -	-
T13	-	-	-	-	-	02	-	-	-	-	-	01	-	01	JUL	-	-	-	04	-	- 1	- 1	- 1	- -	- -	-

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AIR REFUELING AIR TRAINING REPORT – PART II | UNIT: 307th Air Refueling Squadron | MONTH: January | PAGE NR: 2 | NR OF PAGES: 3 | REPORTS CONTROL SYMBOL: 9-SAC-T12

E. GEN	F. CEL GRID NAV.			G P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. BD.	L. MISCELLANEOUS								
19	20			21	22	23	24	25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NUMBER OF COMPLETE PUBLISHED MISSIONS	KC-97 LOAD, UNLOAD, REP PASS, OR CARGO	KC-97 PRECOMPUTATION OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED FLASH LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STANDARDIZATION CHECK	LRCC	PERF INDEX	PERF INDEX	DRY CONTACTS	ARA	TAKE OFFS	LNDGS	ILS GCA	PPI	GYRO OUT	
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65												
*T13	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*2 –	*2 –	*2 –	– –	– –	–
T17	–	–	–	–	–	02	01	01	01	01	01	–	–	–	DEC	–	–	–	–	–	3 1	3 1	– 1	– –	– –	–
T18	–	–	–	01	01	02	01	01	01	–	–	01	–	01	JUN	–	–	–	–	04	3 –	3 –	2 –	– –	– –	–
T19	–	–	–	–	01	–	–	–	–	–	–	01	–	01	NOV	–	–	–	02	01	1 1	1 1	– 1	– –	– –	–
T20	01	10	–	–	01	–	01	01	01	01	01	01	–	01	JAN	–	–	–	20	01	6 –	6 –	3 1	– –	– –	–
T23	–	–	–	–	01	01	01	01	01	–	–	–	–	–	DEC	–	–	–	–	–	1 –	1 –	2 –	– –	– –	–
T24	01	09	–	–	–	02	01	01	01	–	–	01	–	01	AUG	–	–	–	06	02	7 5	7 5	4 4	– –	2 2	–
T25	–	–	–	–	01	01	01	01	01	01	–	02	–	02	AUG	02	91	94	51	–	4 2	4 2	3 2	– –	– –	–
T27	–	–	–	–	–	–	–	–	–	–	–	–	–	–	JAN	–	–	–	12	–	1 –	1 –	– –	– –	– –	–
SUB TOTAL	07	–	–	02	10	19	22	22	22	06	05	14	–	14	–	06	–	–	278	16	76 18	76 18	40 16	– –	2 2	–
M27	01	–	–	01	01	–	01	01	01	–	–	–	–	–	–	01	–	–	10	–	5 –	5 –	3 1	– –	– –	–
*M27	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	*33	–	– –	– –	– –	– –	– –	–
M26	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	21	–	6 –	6 –	3 –	– –	– –	–
M28	–	–	–	–	–	02	01	01	01	–	–	–	–	–	–	–	–	–	–	–	2 1	2 1	3 5	– –	1 2	–
M29	02	–	–	–	01	01	–	–	–	–	01	–	–	–	–	02	–	–	22	–	3	3 2	– 3	– –	– –	–
M3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	1 4	1 4	2 2	– –	– –	–

SAC FORM 1 APR 54 36 e ...VIOUS EDITIONS ARE OBSOLETE. PC: 2720 TC-0257 2-511-2 Air Force-SAC, Offutt

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AIR REFUELING AIR TRAINING REPORT – PART II

UNIT: 307th Air Refueling Squadron | MONTH: January | PAGE NR: 3 | NR OF PAGES: 3 | REPORTS CONTROL SYMBOL: 9-SAC-T12

E. GEN	F. CEL GRID NAV.			G.P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. BD	L. MISCELLANEOUS										
19	20			21	22	23	24	25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR 1	CIRCULAR ERROR 2	NUMBER OF COMPLETE PILOT PROF. MISSIONS	KC-97 LOAD, & UNLOAD, EXP PASS. OR CARGO	KC-97 PRECOMPUTATION OF MAX LOAD	NUMBER OF SIMULATED BAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDINGS (AIRCREW)	NR OF SIMULATED CRASH LANDINGS (MAX PASS.)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CEL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STANDARDIZATION CHECK	LRCC	PERF INDEX	PERF INDEX	DRY CONTACTS	ARA	TAKE OFFS	LNDGS	ILS GCA	PPI	GYRO OUT	
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65												
SUB TOTAL	03	–	–	01	02	03	02	02	02	–	01	–	–	–	–	03	–	–	86	–	17 7	17 7	11 11	– –	1 2	–
TOTAL	11	–	–	03	12	22	25	25	06	06	06	16	–	16	–	10	–	–	414	16	100 31	100 31	53 30	– –	3 4	–
XXXXX	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	–	–	–	1 –	1 –	1 –	– –	– –	–
COMBAT READY PRACTICE	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	2 –	2 –	1 –	– –	– –	–
NON-COMBAT READY PRACTICE-01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	01	–	–	52	01	5 7	5 7	2 6	– –	– –	–
SUB TOTAL	01	–	–	–	–	–	–	–	–	–	–	–	–	–	–	02	–	–	52	01	8 7	8 7	4 6	– –	– –	–

SAC FORM 36 APR 54 — PREVIOUS EDITIONS ARE OBSOLETE. FC: 2720 — 7C-0257 — 2-511-C — Air Force-SAC, Offutt — *(When Filled In)* **CONFIDENTIAL**

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - DEC	JAN	FEB	MAR	Average or Total
A. [illegible]		46.4					
1. Manning in Required Specialties							
a. Officer MTRS, Percent Score		90	90.0	90.0			
(1) Number Required			429	429			
(2) Number Assigned			442	445			
(3) Number IRS			398	400			
(4) Percent IRS			92.8	93.2			
b. Airman MTRS, Direct Support Skills, Percent Score		40	40	40			
(1) Number Required			1068	1068			
(2) Number Assigned			1061	1062			
(3) Number IRS			852	854			
(4) Percent IRS			79.8	80.0			
c. Airman MTRS, Indirect Support Skills, Percent Score		10	10	10			
(1) Number Required			503	503			
(2) Number Assigned			472	490			
(3) Number IRS			317	328			
(4) Percent IRS			63.0	65.2			

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
4. OJT Effectiveness, Percent Score			N/S	55.0			
a. Number on OJT vs Number Eligible, Percent Score			N/S	15.0			
(1) Number on OJT			N/S	481			
(2) Number Eligible			N/S	482			
(3) Percent on OJT			N/S	99.8			
b. Number Passing Test (APT / AFJRT) vs Number Tested, Percent Score			N/S	300			
(1) Number Passing Tests			N/S	79			
(2) Number Tested			N/S	99			
(3) Percent Passing Tests			N/S	79.8			
c. Number Upgraded of Number on OJT, Percent Score			N/S	10.0			
(1) Number Upgraded			N/S	41			
(2) Number on OJT			N/S	506			
(3) Percent Upgraded			N/S	8.1			

ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957				Average of Teams
2. AWOL Rate, Percent Score		100	0	0			0
a. Average Strength			1956	1990			3946
b. Number going AWOL			5	6			11
c. Rate per 1000			2.6	3.0			2.8
3. Reenlistment Rate, Percent Score		20	90	30			60.0
a. Number Eligible			48	30			78
b. Number Reenlisting			31	8			39
c. Percent Reenlisting			64.5	26.7			50.0
B. MATERIEL		N/A					
1. Flying Hours, Percent of Required, Percent Score							
a. Hours Required							
(1) Bombardment							
(a) Home Station							
(b) Detachment TDY							
(2) Tanker							
(a) Home Station							
(b) Detachment TDY							
(3) Total							

ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
c. Indirect Labor, non-productive	N/A	—	—	—			
(1) Actual							
(2) Percent Effective							
C. GENERAL ITEMS							
1. Cost per Flying Hour, Percent Score		88	77.9	85.2			84.2
a. Flying Hours			1497	1719			3216
(1) Bombardment			1020	1231			2251
(2) Tanker			477	488			965
b. Bombardment, Costs, Personnel, Percent Score			63	73			68
(1) Total Cost			386291	369464			755755
(2) Cost per Flying Hour			379	300			336
(3) Standard Cost per Flying Hour			240	220			230

Item	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
c. Department Costs, Supply, Percent Score							
(1) Aviation POL - Percent Score			80	100			90
(a) Total Cost			175478	246103			421581
(b) Cost per Flying Hour			172	199			187
(c) Standard Cost per Flying Hour			197	197			197
(d) Performance Index			80	99			95
(2) All Other Supply - Percent Score			100	100			100
(a) Total Cost			30381	24012			54393
(b) Cost per Flying Hour			30	20			24
(c) Standard Cost per Flying Hour			31	31			31
d. Department Costs, Contractual Services and Other, Percent Score			100	67			100
(1) Total Cost			3609	10895			14504
(2) Cost per Flying Hour			4	9			6
(3) Standard Cost per Flying Hour			6	6			6

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
e. Tanker Costs, Personnel, Percent Score			53	57			55
(1) Total Cost			197010	190047			387057
(2) Cost per Flying Hour			477	389			401
(3) Standard Cost per Flying Hour			413	220			220
f. Tanker Cost, Supply - Percent Score							
(1) Aviation POL - Percent Score			85	90			90
(a) Total Cost			75236	62778			138014
(b) Cost per Flying Hour			158	129			143
(c) Standard Cost per Flying Hour			135	135			135
(d) Performance Index			80	105			94
(2) All Other Supply - Percent Score			83	100			94
(a) Total Cost			8399	7382			15781
(b) Cost per Flying Hour			18	15			16
g. Tanker Costs, Contractual Services and Other, Percent Score			86	100			100
(1) Total Costs			3320	722			4042
(2) Cost per Flying Hour			7	1			4
(3) Standard Cost per Flying Hour			6	6			6

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ITEM	Last SAC Statement SAC ... Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
2. Safety							
a. Flying, Percent Score		100	100	100			100
(1) Number of Accidents			0	0			0
(2) Flying Hours			1497	1719			3216
(3) Rate per 100,000 Hours Flown			0.0	0.0			0.0
b. Ground, Percent Score		60	40	60			40
(1) Ground Safety Index			11.52	8.08			9.79
(a) Military Injury Rate per 100,000 Man-Days Exposure			11.52	8.08			9.79
1. Number of Military Disabling Injuries			7	5			12
2. Number of Man-Days Exposure			60760	61876			122636
(b) Government Motor Vehicle Accident Rate per 100,000 miles Driven			0.0	0.0			0.0
1. Number of Accidents			0	0			0
2. Number of Miles Driven			22118	23218			45336
(c) Civilian Injury Rate per 1,000,000 Manhours Exposure			0.0	0.0			0.0
1. Number of civilian Disabling Injuries			0	0			0
2. Number of Manhours Exposure			504	552			1056

ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 19 DEC	JAN	FEB	MAR	Average or Total
(2) Accident Cost Index			.48	.24			.36
(a) Total Cost			950	480			1430
(b) Mean Strength			1960	1999			3959
3. Reports on Time (No Information Required)							
4. USCH Sabotage			N/A	N/A			
a. Number Available Aircraft							
b. Number Aircraft Sabotaged							
c. Percent Aircraft Not Sabotaged							
d. Number Flyaway Kit Systems							
e. Number Flyaway Kit Systems Sabotaged							
f. Percent Flyaway Kit Systems Sabotaged							
g. Ground Rules Violated (Yes or No)							

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
D. OPERATIONS							
1. Training Accomplishments							
a. Bombardment, Percent Score		90		28.1			
(1) Average Number Non-combat Ready Crews				3.0			
(2) Average Number Combat Ready and above Crews				38.0			
(5) Number Standboard Crews ~~Authorized~~ Assigned Average				6.[illegible]			
b. Tanker, Percent Score		96.9		34.[illegible]			
(1) Average Number Non-Combat Ready Crews				3.5			
(2) Average Number Combat Ready Crews				20.0			
(3) Number Standboard Crews ~~Authorized~~ Assigned Average				3.0			
2. Wing Reliability - Bomber							
a. Radar RBS Bombing, Percent Score				88.2			
(1) Number Accomplished		88.9		136			
(2) Number Acceptable				120			
b. Visual RBS Bombing, Percent Score		81.7		94.1			
(1) Number Accomplished				17			
(2) Number Acceptable				16			

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IDEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 19 DEC	JAN	FEB	MAR	Average or Total
c. Night Celestial Navigation, Percent Score		100	[redacted]	100.0			
(1) Number Accomplished				25			
(2) Number Acceptable				25			
d. Grid Celestial Navigation, Percent Score		99.2		97.7			
(1) Number Accomplished				44			
(2) Number Acceptable				43			
e. Gunnery Score		85.2		71.4			
(1) Number of ~~crews successfully~~ Gunnery Missions ~~completing the gunnery mission~~ No. with 75% Fire-out				7			
				5			
f. Big Photo Record, Percent Score							
(1) Number Accomplished							
(2) Number Acceptable							
g. Cruise Control, Percent Score							
(1) Number Accomplished							
(2) Number Acceptable							

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
h. Rendezvous, Percent Score		98.9		100.0			
(1) Number Attempted				11			
(2) Number Successful				11			
i. Refueling							
(1) Wet Hookups, Percent Score		99.1		100.0			
(a) Number Attempted				13			
(b) Number Successful				13			
(2) Mass Night Refueling, Percent Score		91.7		90.9			
(a) Number Attempted				11			
(b) Number Successful				10			

ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
2a Wing Reliability - Tanker							
a. Night Celestial Navigation		100		100.0			
(1) Number Accomplished				20			
(2) Number Acceptable				20			
b. Grid Celestial Navigation		100		100.0			
(1) Number Accomplished				8			
(2) Number Acceptable				8			
c. Cruise Control		100		100.0			
(1) Number Accomplished				7			
(2) Number Acceptable				7			
d. Rendezvous		94.3		92.9			
(1) Number Accomplished				28			
(2) Number Acceptable				26			
e. Refueling							
(1) Wet Hookups, Percent Score		99.4		93.0			
(a) Number Attempted				43			
(b) Number Successful				40			

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	SAC Upper Quartile	Wing Data	DEC	JAN	FEB	MAR	Average or Total
(2) Mass Night Refueling, Percent Score		91.8		87.5			
(a) Number Attempted				16			
(b) Number Successful				14			

ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
3. USCM Effectiveness, Percent Score - Bomber		NA	100.0				
a. Aircraft Effective Over Tgt, Percent Score			91.7				
(1) Number Aircraft Required			36				
(2) Number Aircraft Effective			33				
b. Aircraft Completing Mission as Briefed, Percent Score			91.7				
(1) Number Aircraft Required			36				
(2) Number Aircraft Completing Mission as Briefed			33				
c. Accomplishment of USCM Minimums, Percent Score			94.0				
(1) Number Crews Required			35				
(2) Number Crews Accomplishing USCM Minimums			33				
d. USCM Crew Reliability							
(1) Navigation, Percent Score			100.0				
(a) Number Accomplished			31				
(b) Number Acceptable			31				

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 195? DEC	JAN	FEB	MAR	Average or Total
(2) Cruise Control, Percent Score			N/A				
(a) Number Accomplished							
(b) Number Acceptable							
(3) Wet Hookups, Percent Score			87.0				
(a) Number Attempted			68				
(b) Number Successful			59				
(4) Rendezvous, Percent Score			100.0				
(a) Number Attempted			18				
(b) Number Successful			18				
e. Conformance with EWR (Yes or No), Percent Score			100.0				
f. Combat Reporting (Adjusted), Percent Score							
(1) Reports							
(a) Number Required			22				
(b) Number Received			22				
(c) Number with No Error			22				
(d) Number SOP Conformance			22				
(e) Number Received on Time			17				

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
(1) Late Reports							
1. Number Reports			5				
2. Total Minutes Late			145				
3. Average Time Late			29				
(2) Accuracy, Percent Score			100.0				
(3) Conformance with Existing SOP's, Percent Score			100.0				
(4) Reports on Time, Percent Score			77.3				
(5) Average Time Late, Percent Score			85.5				
(6) Combat Reporting (Unadjusted), Percent Score			90.7				
(7) Adjustment, Percent			90.7				
g. USCM Sub-Total, Percent Score			94.5				
h. Bonus Points for more than 70% of Available Aircraft Effective over Target			8.6				
(1) Percentage Bonus (InExcess of 70%)			8.6				
TOTAL USCM SCORE			200				

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
3. USCM Effectiveness, Percent Score - Tanker		NA	91.0				
a. Aircraft Effective Over Tgt, Percent Score			97.7				
(1) Number Aircraft Required			43				
(2) Number Aircraft Effective			42				
b. Aircraft Completing Mission as Briefed, Percent Score			N/A				
(1) Number Aircraft Required							
(2) Number Aircraft Completing Mission as Briefed							
c. Accomplishment of USCM Minimums, Percent Score			95				
(1) Number Crews Required			43				
(2) Number Crews Accomplishing USCM Minimums			41				
d. USCM Crew Reliability			N/A				
(1) Navigation, Percent Score							
(a) Number Accomplished							
(b) Number Acceptable							

Item	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
(2) Cruise Control, Percent Score			N/A				
(a) Number Accomplished							
(b) Number Acceptable							
(3) Wet Hookups, Percent Score			97				
(a) Number Attempted			31				
(b) Number Successful			30				
(4) Rendezvous, Percent Score			0				
(a) Number Attempted			10				
(b) Number Successful			0				
e. Conformance with EWI (Yes or No), Percent Score			YES 100.0				
f. Combat Reporting (Adjusted), Percent Score							
(1) Reports							
(a) Number Required			25				
(b) Number Received			25				
(c) Number with No Error			25				
(d) Number SOP Conformance			25				
(e) Number Received on Time			13				

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
(5) Late Reports							
1. Number Reports			12				
2. Total Minutes Late			169				
3. Average Time Late			14				
(2) Accuracy, Percent Score			100.0				
(3) Conformance with Existing SOP's, Percent Score			100.0				
(4) Reports on Time, Percent Score			52.0				
(5) Average Time Late, Percent Score			93.0				
(6) Combat Reporting (Unadjusted), Percent Score			86.3				
(7) Adjustment, Percent			86.3				
g. USCM Sub-Total, Percent Score			91				
h. Bonus Points for more than 70% of Available Aircraft Effective over Target			N/A				
(1) Percentage Bonus (InExcess of 70%)			N/A				
TOTAL USCM SCORE			91				

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Item	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 19[illegible] DEC	JAN	FEB	MAR	Average or Total
4. Non-Combat Ready Crew Upgrading							
a. Bombardment, Percent Score		25		0.0			
(1) Number of NCR Crews Upgraded to CR				0			
(2) Number Points for Upgrading Crews				0			
(3) Average Number CR Crews Assigned				0			
(4) Number Points for CR Crews Assigned				0			
b. Tanker, Percent Score		50		50.0			
(1) Number of NCR Crews Upgraded to CR				1			
(2) Number points for Upgrading Crews				25			
(3) Average Number CR Crews Assigned				20			
(4) Number Points for CR Crews Assigned				75			
5. Non-Combat Ready Crew Flying Time							
a. Bombardment, Percent Score		86.3		46.7			
(1) Average Number NCR Crews Available				3.0			
(2) Total NCR Flying Hours Required				225			
(3) Total NCR Hours Flown				105			

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ITEM	Last SAC Statement SAC Upper Quartile	Wing Data	Current Period - 1957 DEC	JAN	FEB	MAR	Average or Total
b. Tanker, Percent Score		68.9		26.3			
(1) Average Number MOR Crews Available				3.5			
(2) Total MOR Flying Hours Required				315			
(3) Total MOR Hours Flown				83			
6. Probation							
a. Bombardment, Percent Score		94.7					
(1) Number crews not on Probation for Other than SEG							
(2) Number Crews subject to Probation							
7. Evaluation							
a. Bombardment, Percent Score		60		N/A			
(1) Number of evaluations or re-evaluations successfully completed.				0			
(2) Number of Evaluations or Re-evaluations given				0			
8. Lead Crews			N/A	N/A			
a. Fighter Only							

BOMBER ITEM OF TRAINING (1)	NON-COMBAT READY			COMBAT READY			TOTAL		
	END RQMT (2)	TOTAL RQMT (3)	ACCOMP (4)	END RQMT (5)	TOTAL RQMT (6)	ACCOMP (7)	RQMT (8) 3+6	ACCOMP (9) 4+7	% ACCOMP (10) 9÷8
% Complete - Training Accomp									28.1
1. RBS Radar	17	51	17	9	288	116	339	133	39.2
2. Direct Aiming	5	15	6	2	64	29	79	35	43.0
3. Offset Class IIIA Targets	5	15	1	2	64	30	79	31	39.2
4. Fixed Angle	1	3	0	1	32	14	35	14	40.0
5. GPI	0	0	1	2	64	19	65	20	30.8
6. Mach .81	6	18	0	2	64	33	82	33	40.2
7. Evasive Action	3	9	0	2	64	19	64	19	29.7
8. IBDA	0	0	0	2	64	37	64	37	57.8
9. RBS Visual Attacks	5	15	0	2	64	17	79	17	21.5
10. Radar Attack - Camera Scored	2	6	1	2	64	20	70	21	30.0
11. IBDA at Mach .81	1	3	1	1	32	10	35	11	31.4
12. Fixed Angle	1	3	0	1	32	10	35	10	28.6
13. Visual Attack - Camera Scored	2	6	0	1	32	2	38	2	5.3
14. Visual Release	4	12	6	2	64	0	76	6	7.9
15. Navigation - Night Celestial Leg	4	12	4	2	64	21	76	25	32.9
16. Day Celestial Leg	2	6	0	1	32	6	38	6	15.8
17. Celestial Grid Leg	2	6	2	2	64	35	70	37	52.9
18. Radar Grid Leg	1	3	1	1	32	8	35	9	25.7

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ROUTES / REFUELING TRACKS (1)	1 ID POINT (2)	POINT (3)	ACCOMP (4)	POINT (5)	POINT (6)	ACCOMP (7)	POINT (8) 346	ACCOMP (9) 4.7	% ACCOMP (10) 9.8
9. Pressure Pattern Leg	1	3	0	1	32	1	35	1	2.9
0. Refueling - Total	3	9	0	3	96	11	105	11	10.5
1. Mass Night Refueling	0	0	0	1	32	8	32	8	25.0
2. Max Gross Weight - Nite	0	0	0	1	32	1	32	1	3.1
3. CPT Gross weight- 20 Min Contact	2	6	0	1	32	3	38	3	7.9
4. Max Gross weight - Day or Nite	1	3	0	0	0	1	3	1	33.3
5. Dry Contacts	6	18	0	6	192	30	210	30	14.3
6. Rendezvous Total	4	12	0	3	96	9	108	9	8.3
7. Night	1	3	0	2	64	4	67	4	6.0
8. APN 12/76 Primary	1	3	0	1	32	9	35	9	25.7
9. Gunnery - Max Load	2	6	1	1	32	7	38	8	21.1
0. Fighter Att. Mission	1	3	0	1	32	7	35	7	20.0
1. Big Snow Run	2	6	NA	2	64	NA	70	NA	NA
2. Little Snow Run	2	6	NA	2	64	NA	70	NA	NA
3. Little River Run	1	3	NA	1	32	NA	35	NA	NA
4. Big Photo Chatter Run	1	3	NA	1	32	NA	35	NA	NA
5. Max Chaff Dispense - Out	1	3	NA	1	32	NA	35	NA	NA
6. Formation Flying - Total Hours	3	9	0	3	96	6	105	6	(5.7)
7. Hours at 30,000 ft or Above	2	6	0	2	64	2	70	2	(2.9)

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BCM EM OF TRAINING (1)	NON-COMBAT READY			COMBAT READY			TOTAL		
	IND RQMT (2)	TOTAL RQMT (3)	ACCOMP (4)	IND RQMT (5)	TOTAL RQMT (6)	ACCOMP (7)	RQMT (8) 346	ACCOMP (9) 427	% ACCOMP (10) 9 + 8
38. Hours at 10,000 ft or Below	1	3	0	1	32	4	35	4	(11.4)
38a Average of items 36, 37, 38	-	-	-	-	-	-	-	-	6.7
39. Pilot Prof. Mission	2	6	0	1	32	11	38	11	29.0
40. Take Offs - Acft Comm.	6	18	14	3	96	120	114	134	(100.0)
41. Take Offs - Co-Pilot	3	9	2	2	64	41	73	43	(58.9)
42. Landings - Acft Comm.	6	18	14	3	96	119	114	133	(100.0)
43. Landings - Co-Pilot	3	9	2	2	64	42	73	44	(60.3)
44. ILS or GCA - Acft. Comm.	4	12	11	3	96	87	108	130	(100.0)
45. ILS or GCA - Co-Pilot	2	6	2	2	64	46	70	48	(68.6)
46. PPI Approach - Acft. Comm.	2	6	4	1	32	9	38	13	(34.2)
47. PPI Approach - Co-Pilot	1	3	0	1	32	10	35	10	(28.6)
48. Gyro - Out Approach - Acft. Comm.	2	6	0	1	32	9	38	9	(23.7)
49. Gyro - Out Approach - Co-Pilot	1	3	0	1	32	10	35	10	(28.6)
49a. Average of Items 47 through 49.	-	-	-	-	-	-	-	-	60.3
50. Airborne Radar Directed Approach	3	9	0	3	96	38	105	38	36.2
51. Pressurized Flight - Combat Position - Hours	4	12	0	3	96	54	108	54	50.0
52. Emergency Proc. Drill	4	12	4	1	32	31	44	35	79.5
53. Simulated Strike Reports	0	0	1	4	128	110	129	111	86.0
54. Night Cell Mission	0	0	0	2	64	9	64	9	14.1
55. Air Weapons Mission	0	0	0	1	32	7	64	7	10.9
56. Water Injection Takeoff	0	0	0	1	32	0	32	0	0.0

BCM EI OF TRAINING (1)	NON-COMBAT READY			COMBAT READY			TOTAL		
	HHD RQMT (2)	TOTAL RQMT (3)	ACCOMP (4)	HHD RQMT (5)	TOTAL RQMT (6)	ACCOMP (7)	RQMT (8) 346	ACCOMP (9) 4 + 7	% ACCOMP (10) 9 ÷ 8
38. Hours at 10,000 ft or Below	1	3	0	1	32	4	35	4	(11.4)
38a Average of items 36, 37, 38	-	-	-	-	-	-	-	-	6.7
39. Pilot Prof. Mission	2	6	0	1	32	11	38	11	29.0
40. Take Offs - Acft Comm.	6	18	14	3	96	120	114	134	(100.0)
41. Take Offs - Co-Pilot	3	9	2	2	64	41	73	43	(58.9)
42. Landings - Acft Comm.	6	18	14	3	96	119	114	133	(100.0)
43. Landings - Co-Pilot	3	9	2	2	64	42	73	44	(60.3)
44. ILS or GCA - Acft. Comm.	4	12	11	3	96	87	108	130	(100.0)
45. ILS or GCA - Co-Pilot	2	6	2	2	64	46	70	48	(68.6)
46. PPI Approach - Acft. Comm.	2	6	4	1	32	9	38	13	(34.2)
47. PPI Approach - Co-Pilot	1	3	0	1	32	10	35	10	(28.6)
48. Gyro - Out Approach - Acft. Comm.	2	6	0	1	32	9	38	9	(23.7)
49. Gyro - Out Approach - Co-Pilot	1	3	0	1	32	10	35	10	(28.6)
50a. Average of items 40 through 49.	-	-	-	-	-	-	-	-	60.3
50. Airborne Radar Directed Approach	3	9	0	3	96	38	105	38	36.2
51. Pressurized Flight - Combat Position - Hours	4	12	0	3	96	54	108	54	50.0
52. Emergency Proc. Drill	4	12	4	1	32	31	44	35	79.5
53. Simulated Strike Reports	0	0	1	4	128	110	129	111	86.0
54. Night Cell Mission	0	0	0	2	64	9	64	9	14.1
55. Air Weapons Mission	0	0	0	1	32	7	64	7	10.9
56. Water Injection Takeoff	0	0	0	1	32	0	32	0	0.0

26. ILS or GCA - Co-Pilot	2	7	11	2	34	16	41	27	(65.8)
27. ILS Approach - Left Seat	2	7	0	1	17	0	24	0	(0.0)
28. ILS Approach - Co-Pilot	1	4	0	1	17	0	21	0	(0.0)
29. Area - Out Approach - Left Seat	2	7	1	1	17	2	24	3	(12.5)
30. Area - Out Approach - Co-Pilot	1	4	2	1	17	2	21	4	(19.0)
31. Average of Items 14 Thru 23	-	-	-	-	-	-	-	-	35.4
24. Cruise Control Mission	1	4	3	1	17	6	21	9	42.9
25. ATP Loading and Calculator	1	4	2	1	17	10	21	12	57.1
26. Precomp or Max Load	6	21	3	6	102	19	123	22	17.9
27. Emergency Procedure - Simulated Bailout	3	11	2	3	51	22	62	24	(38.7)
28. Simulated Ditching	3	11	2	3	51	22	62	24	(38.7)
29. Simulated Crash Land-Chase	3	11	2	3	51	22	62	24	(38.7)
30. Simulated Crash Land-Pass	1	4	0	1	17	6	21	6	(28.6)
31. Pass. Energ. Proc. Briefing	3	11	1	3	51	5	62	6	( )
32. Average of Items 27 - 31 Incl	-	-	-	-	-	-	-	-	30.9
33. Cell Flying - Day Missions	1	4	0	0	0	0	4	0	0.0
34. Cell Flying - Night Missions	1	4	0	2	34	14	38	14	36.8
35. Airborne Radar Directed Approach	3	11	0	3	51	16	62	16	25.8

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307th Bombardment Wing

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TARGET FOLDER

OPERATION PACESETTER VI

PREPARED BY: INTELLIGENCE DIVISION 307TH B.W.

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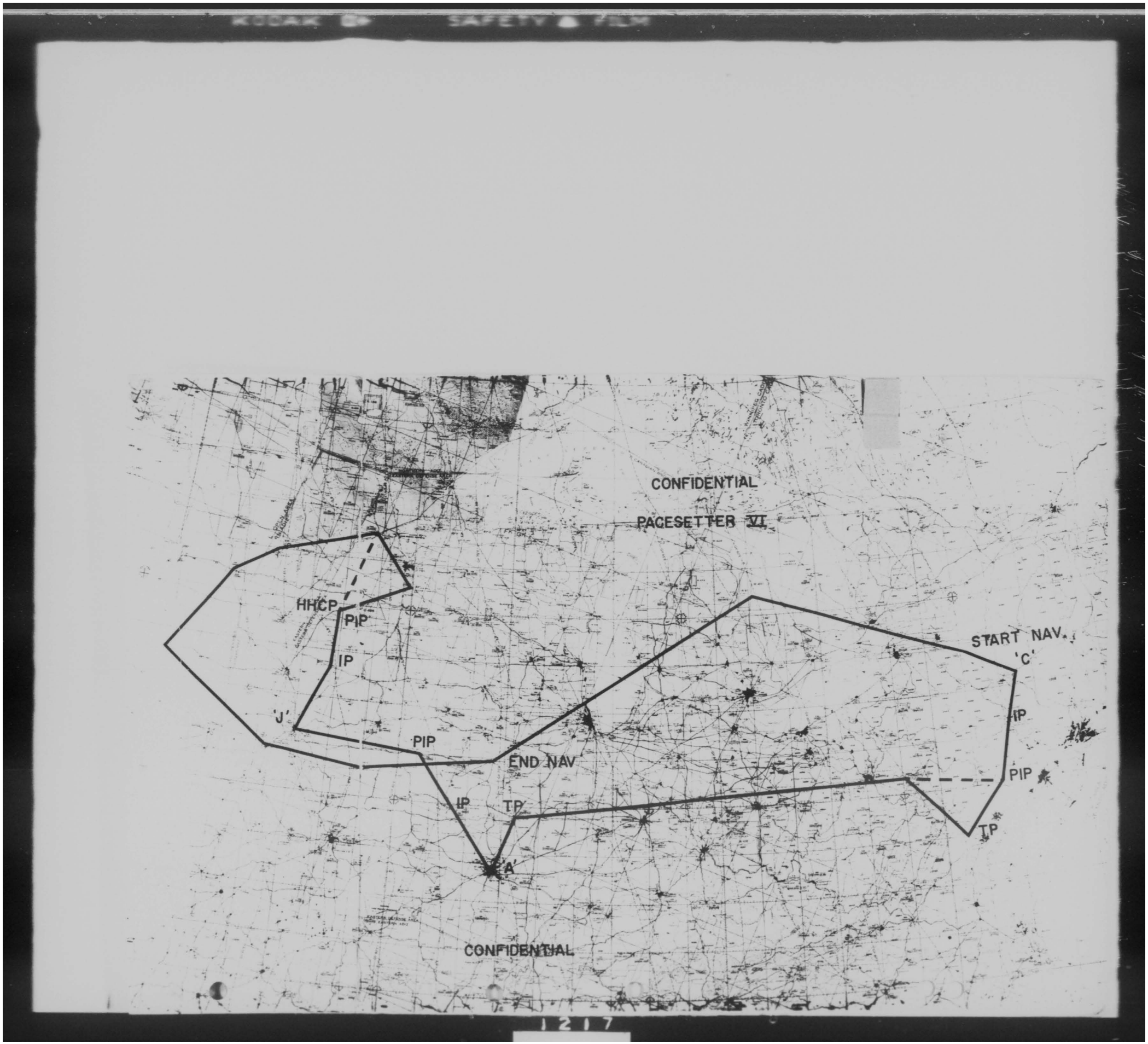

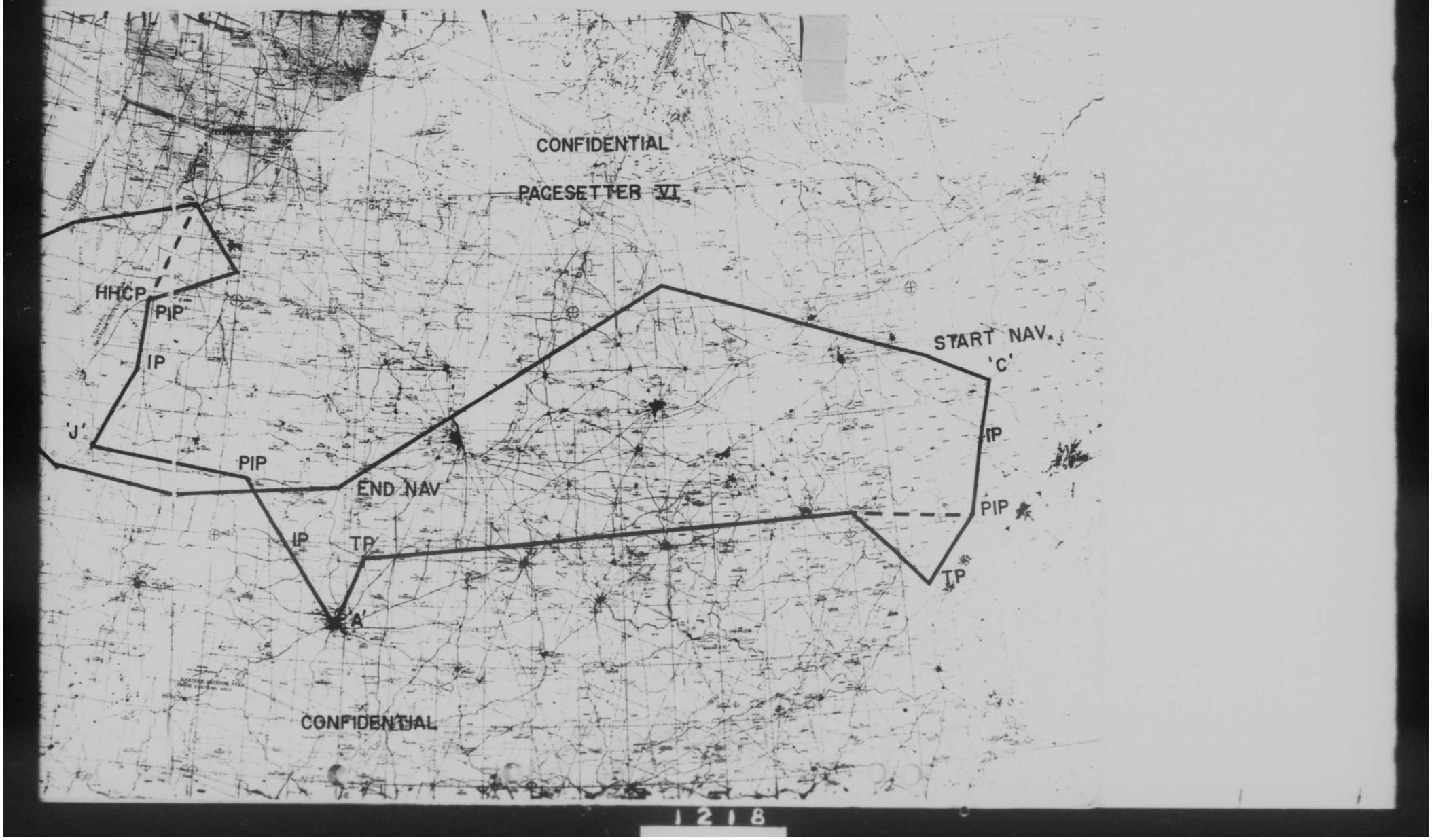

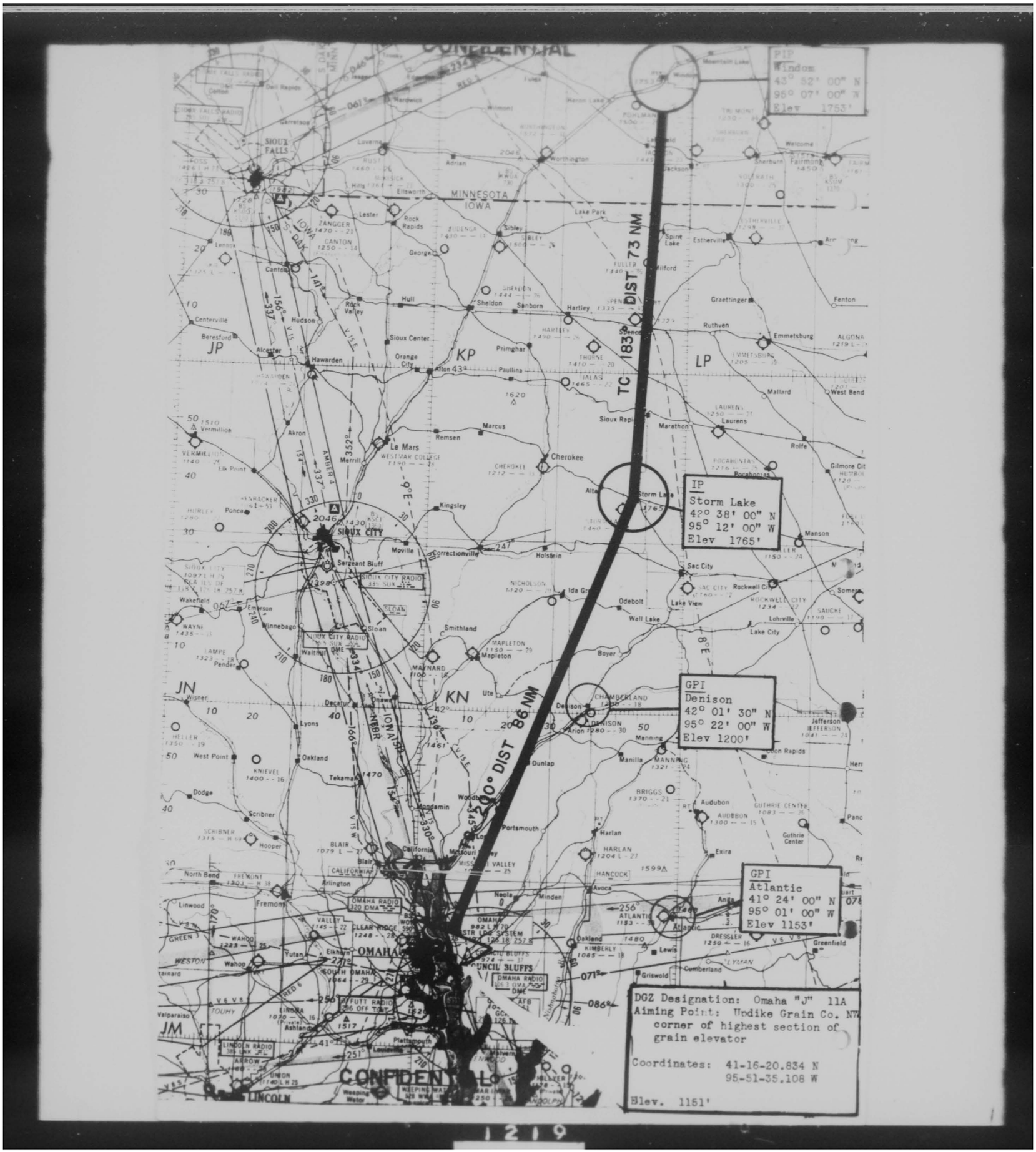

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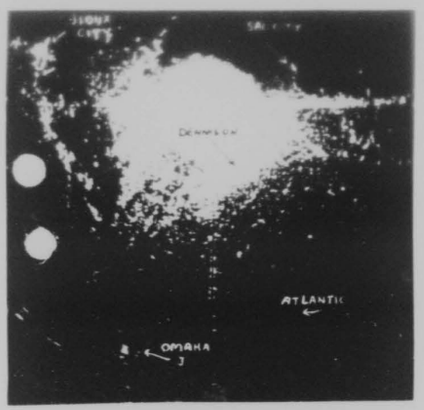

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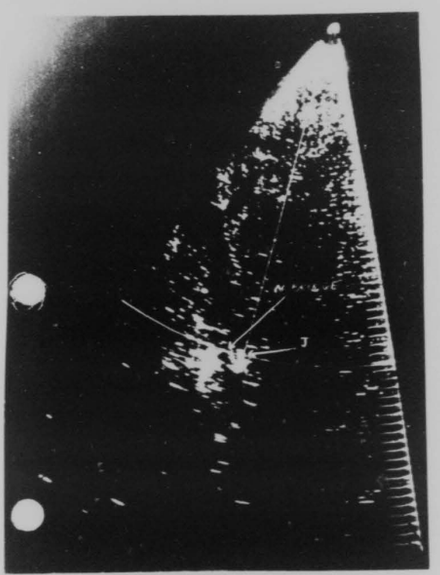

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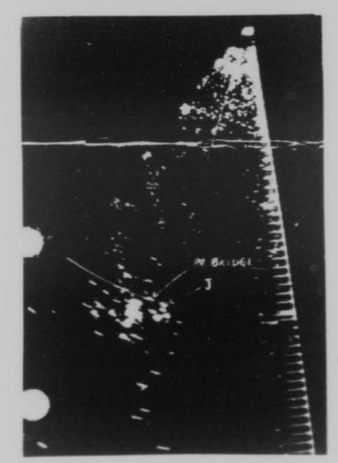

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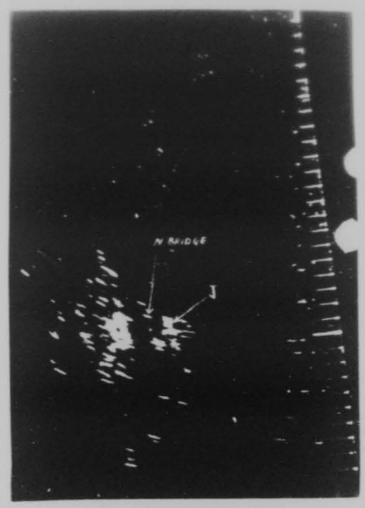

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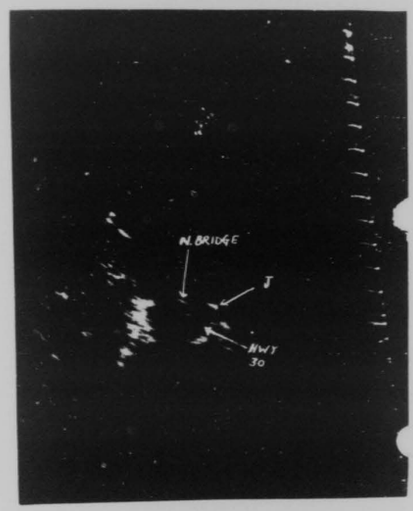

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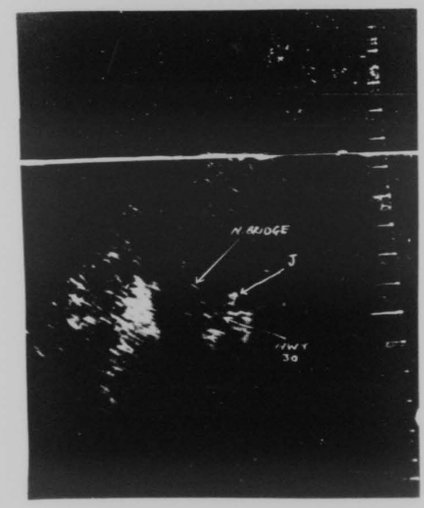

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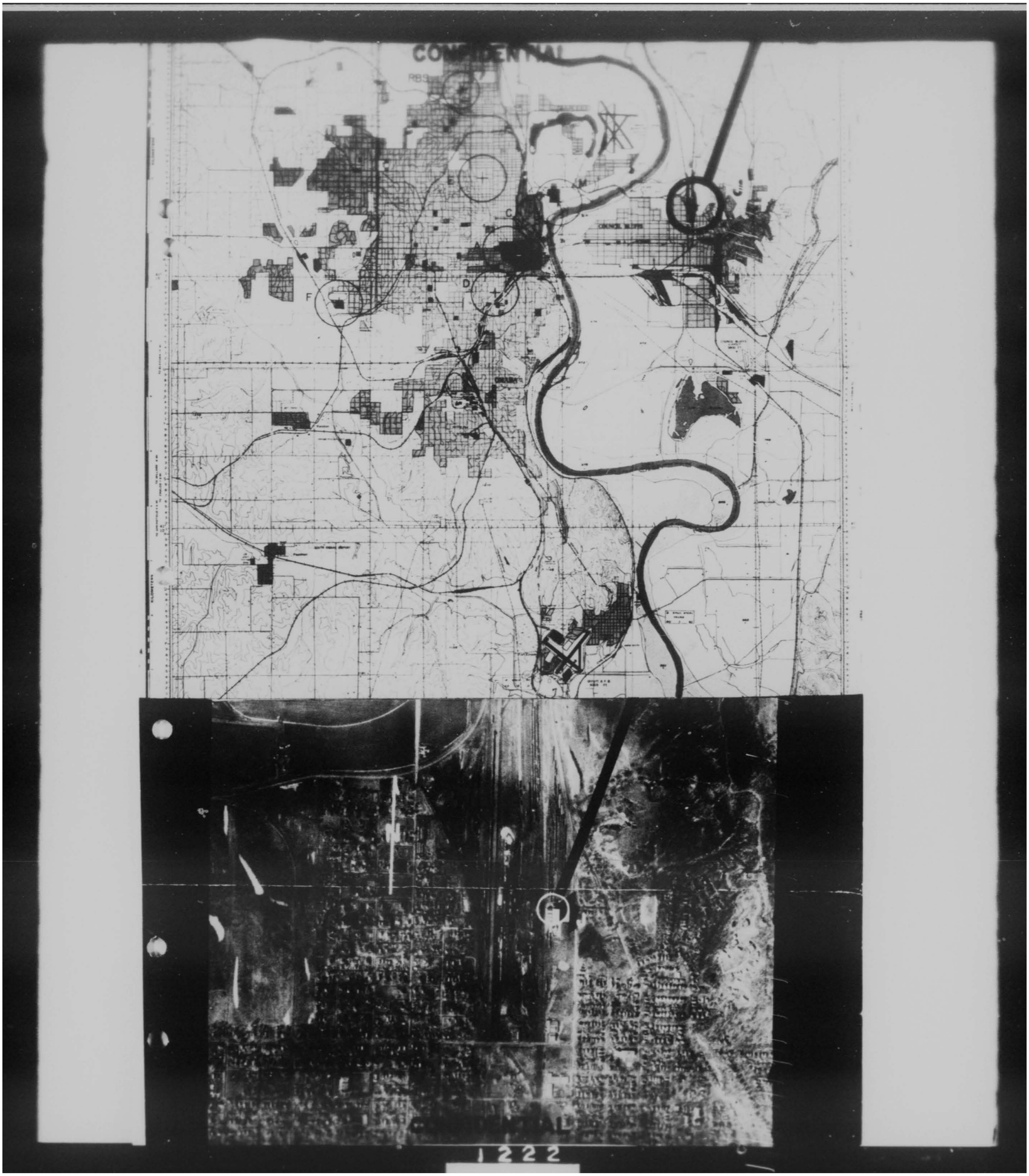

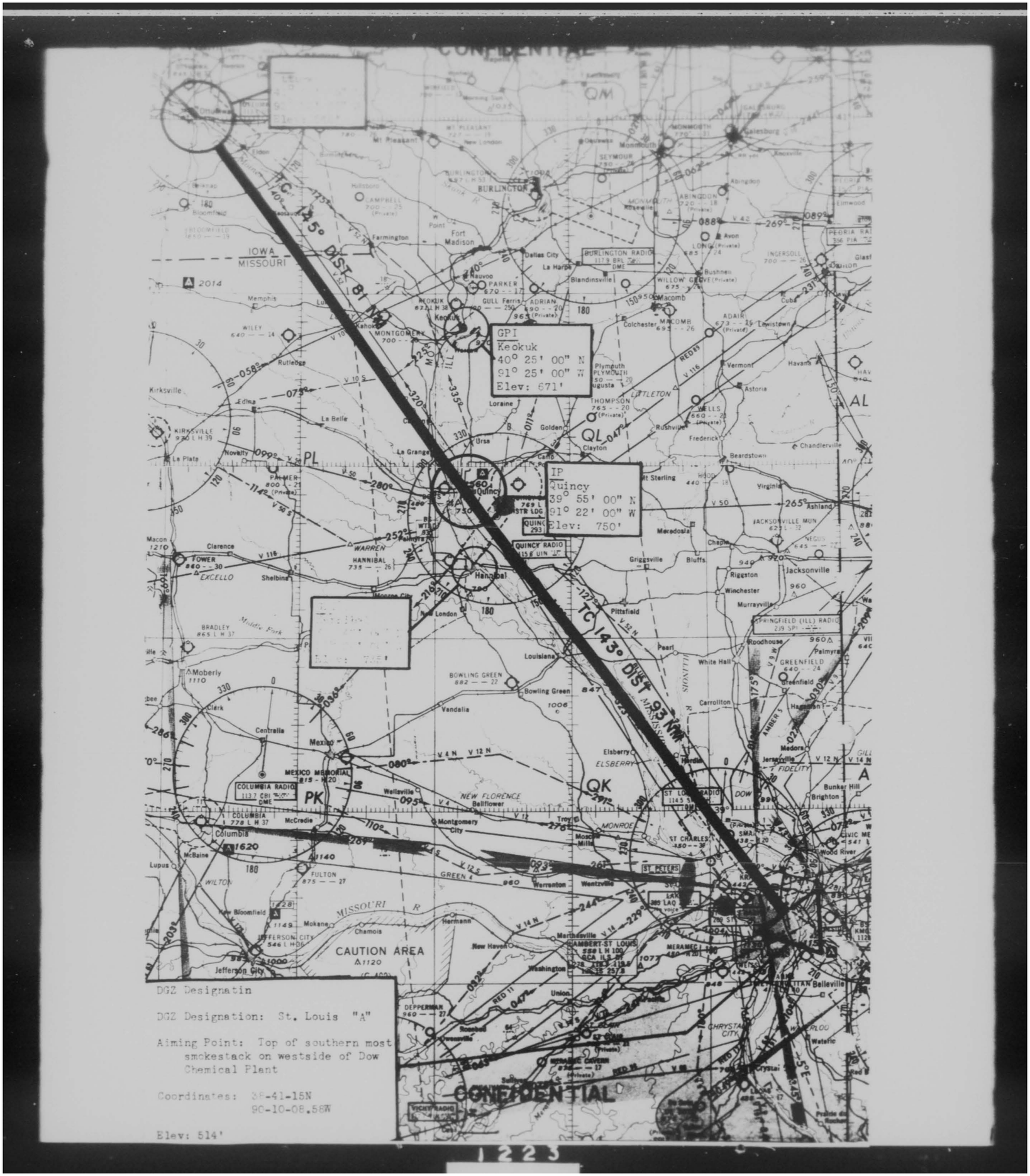

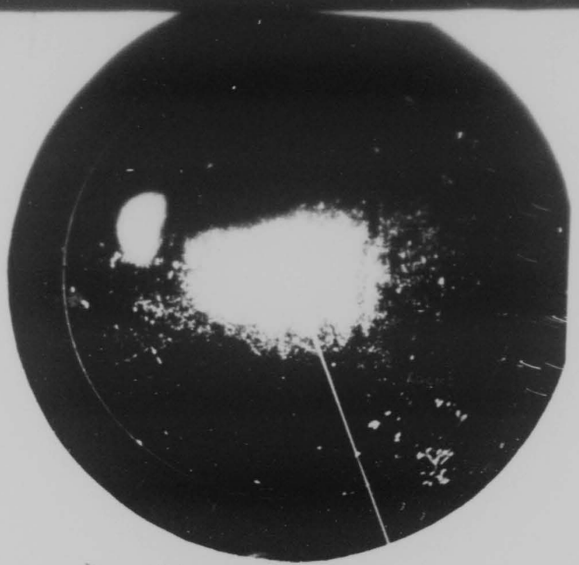

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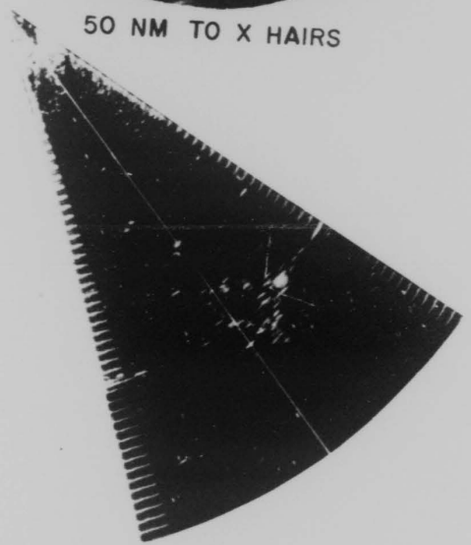

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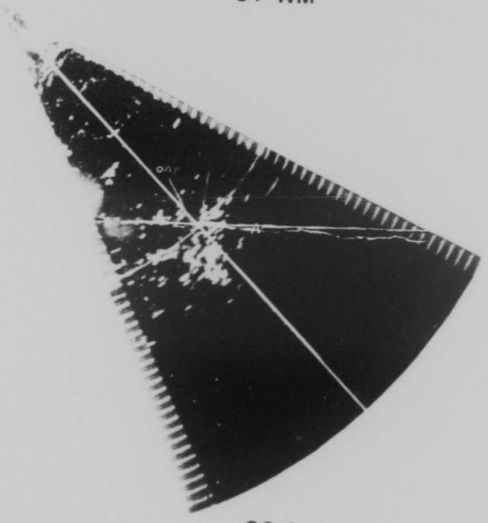

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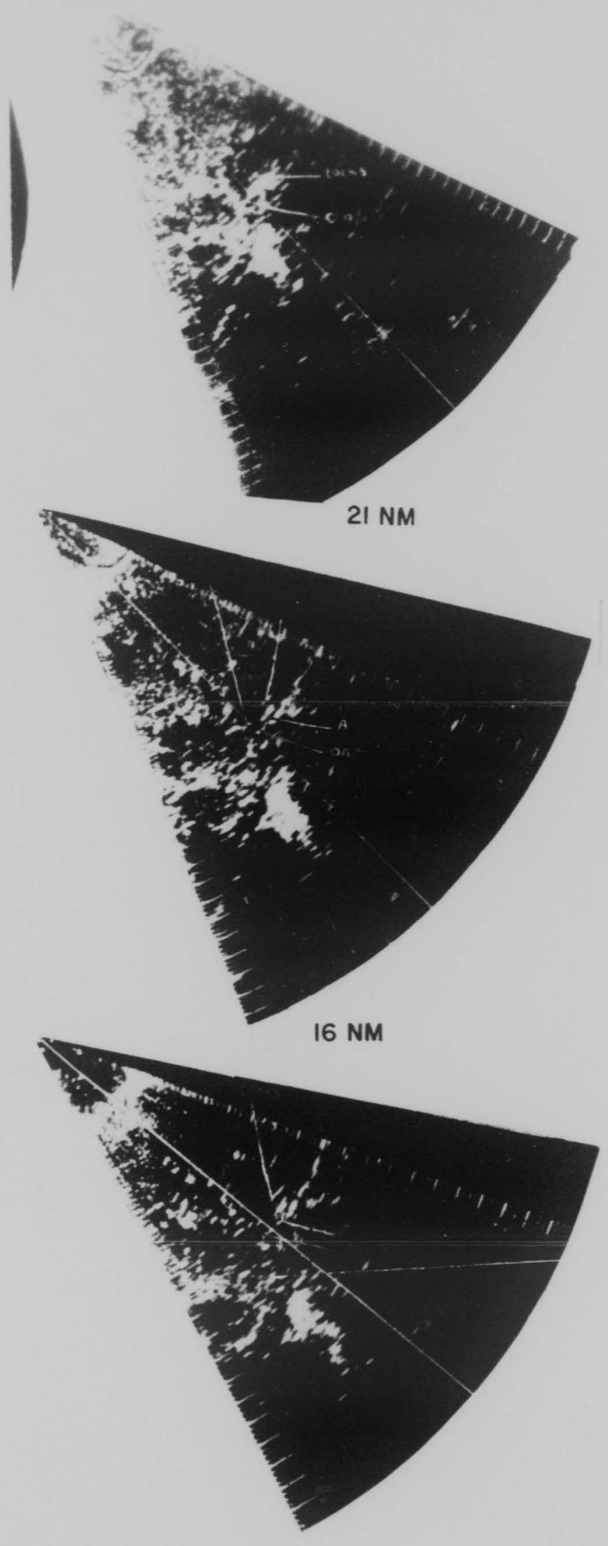

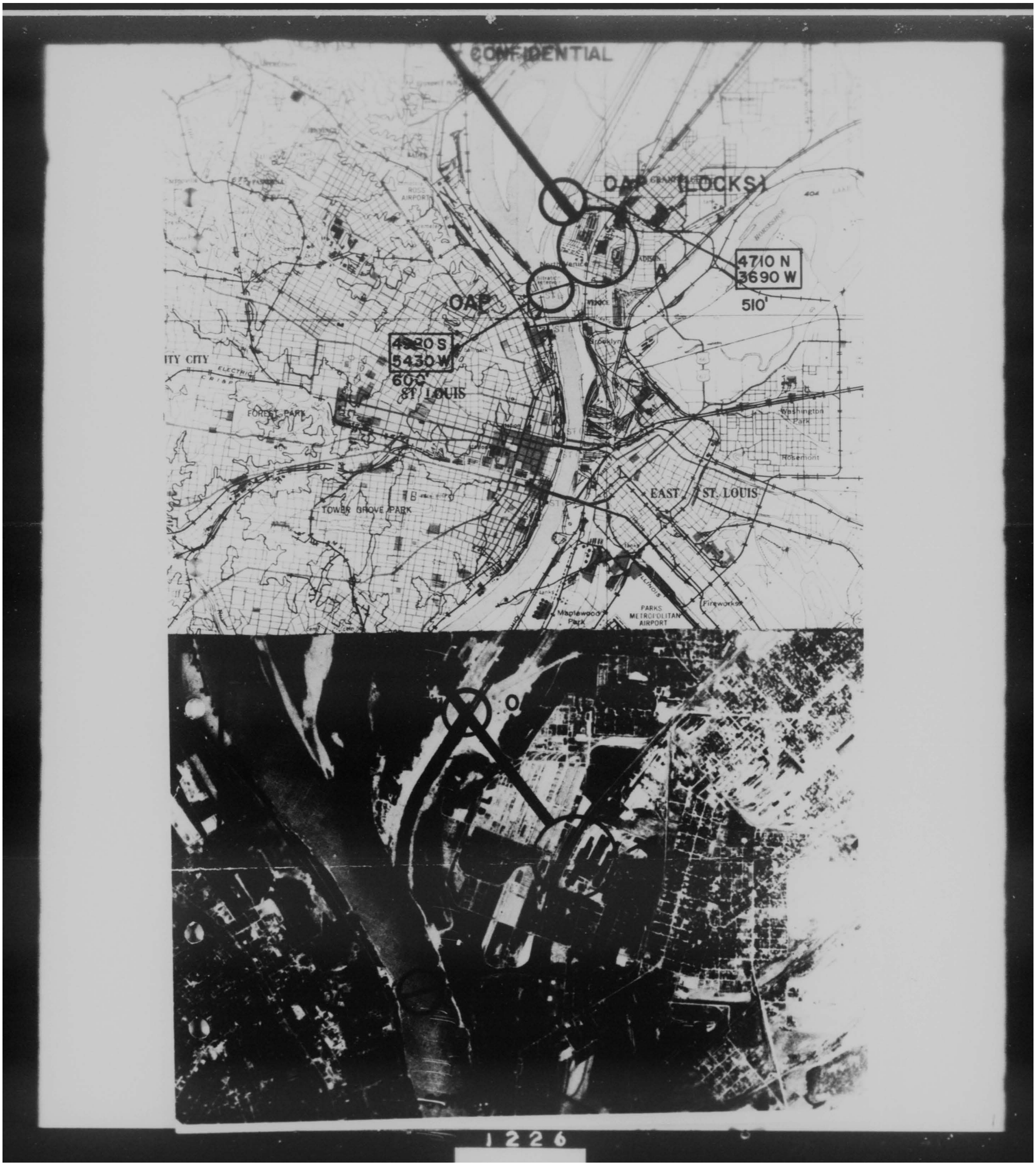

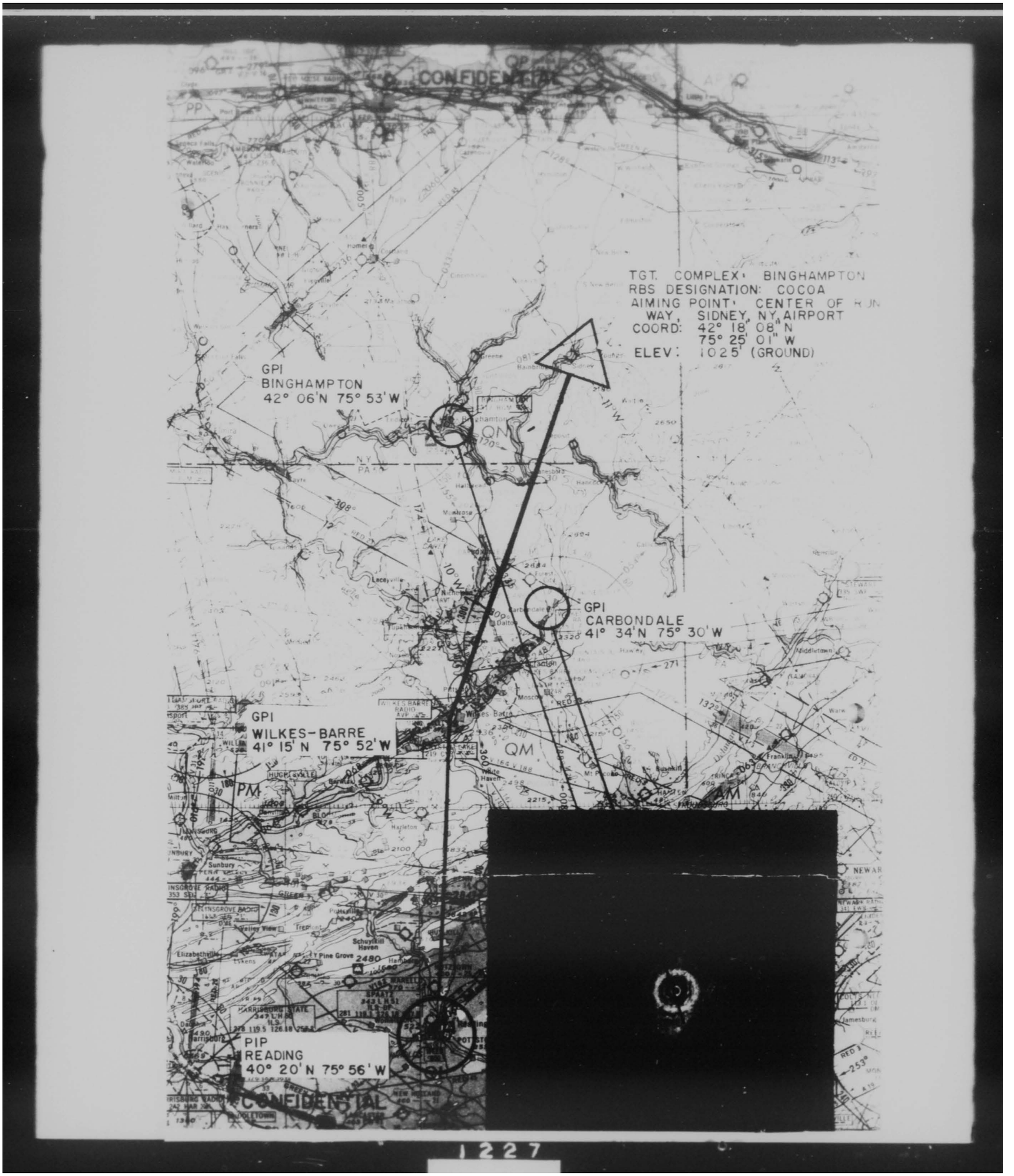

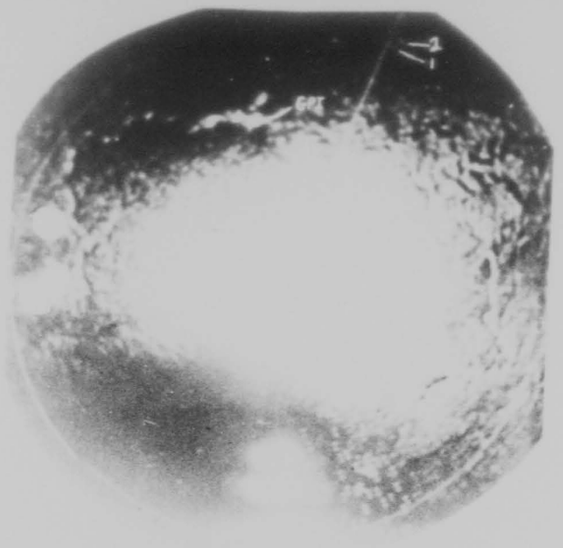

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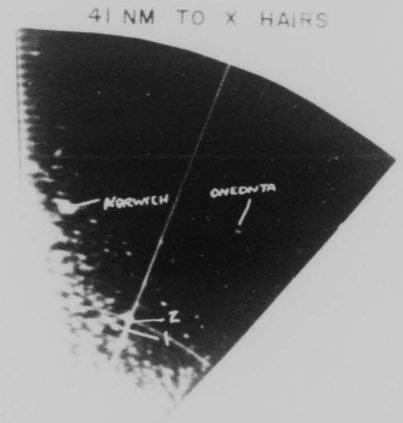

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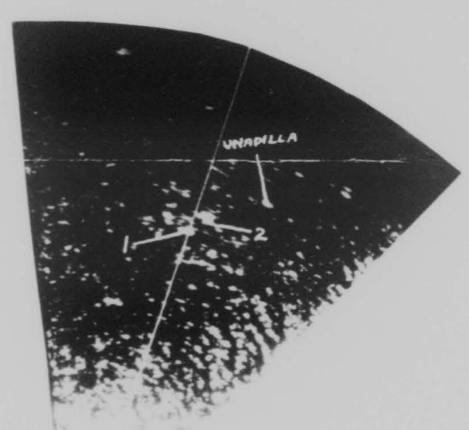

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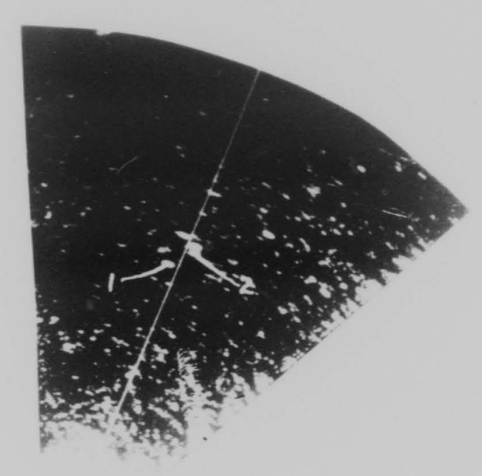

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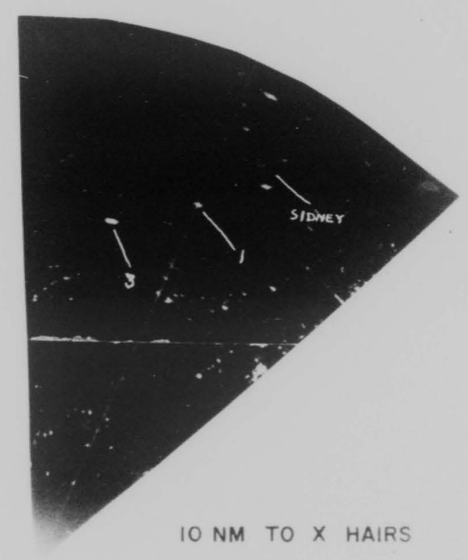

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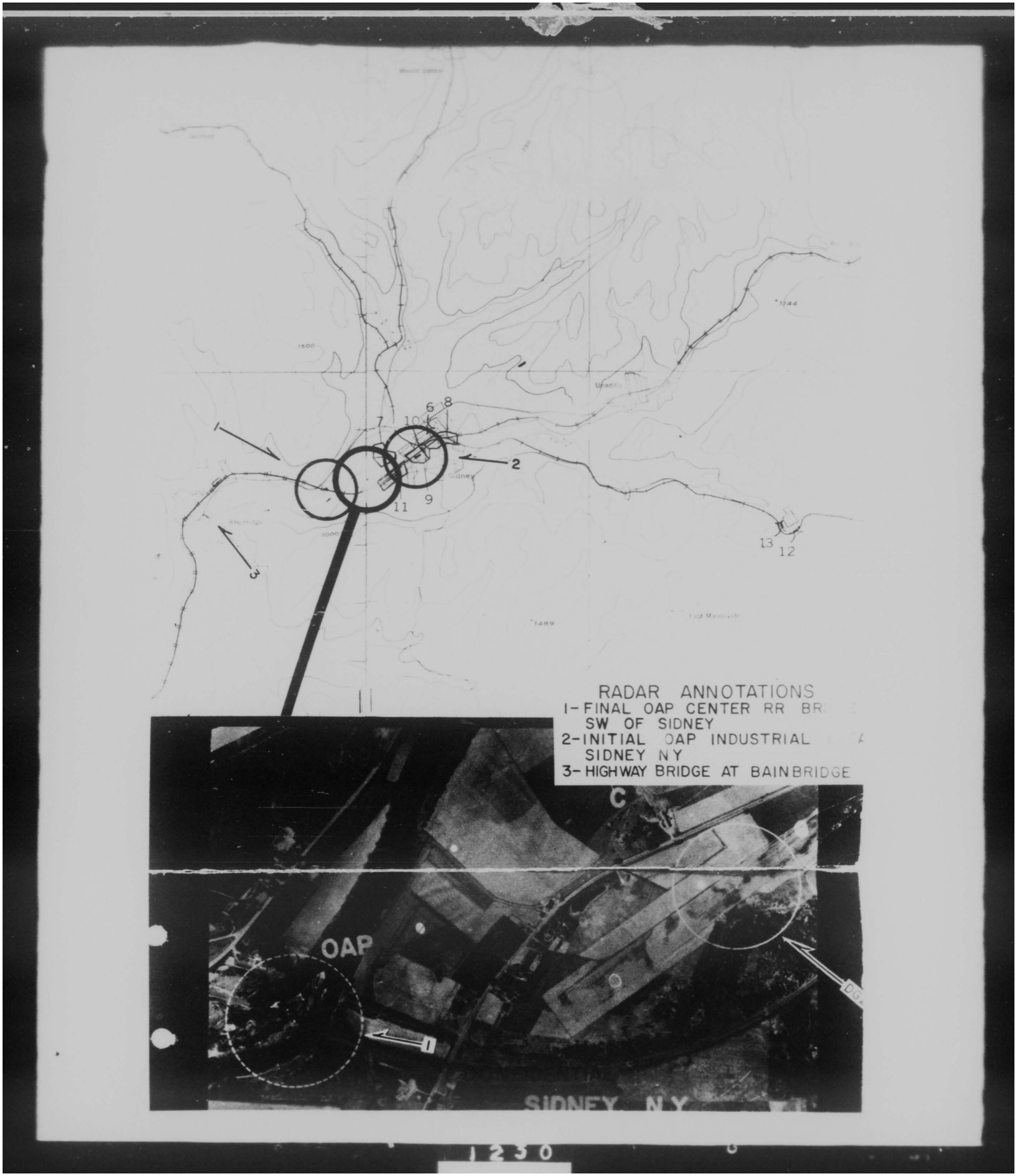

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307th Bombardment Wing

5

8TH AIR FORCE

OPERATIONS ORDER 248-56

PACESETTER VI

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C O N F I D E N T I A L

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1400Z, 10 January 1957

OPERATIONS ORDER

"PACE SETTER VI"

NO. 248-56

This document consists of 51 pages.

6C-3727

C O N F I D E N T I A L

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TO

OPERATIONS ORDER

"PACE SETTER VI"

C O N F I D E N T I A L

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1400Z, 10 January 1957

OPERATIONS ORDER - PACE SETTER VI

CHART REFERENCES:

JNX/01

TASK ORGANIZATIONS:

370th Bombardment Squadron	Lt Col Iannacito
371st Bombardment Squadron	Lt Col Richard
372nd Bombardment Squadron	Lt Col Benson
307th Field Maintenance Squadron	Maj Webb
307th Armament & Electronics Squadron	Lt Col Smith
307th Periodic Maintenance Squadron	Lt Col Tillepaugh
307th Bombardment Wing Headquarters Section	Capt Gottlieb

1. GENERAL SITUATION: A requirement exists for this Wing to conduct a bomber stream mission against targets in Omaha, Nebraska, St. Louis, Missouri and Sydney, New York. The unclassified nickname of this operation is Pace Setter VI. (C)

a. Enemy Forces: Omitted. (U)

b. Friendly Forces:

(1) 818th Air Division: Provide overall supervision of this mission. (U)

(2) 818th Air Base Group: Provide required base support. (U)

(3) 1911-2 AACS Det: Provide tower facilities, electronic nav aids and electronic landing aids. (U)

(4) Det 8, 2nd Weather Squadron: Prepare weather Annex and present weather briefings as required. (U)

2. MISSION: Conduct simulated bombing attacks against targets J (Omaha), A (St. Louis) and C (Binghamton); then navigate the prescribed withdrawal route using grid procedures with night celestial fixing. (C)

3. TASKS FOR SUBORDINATE UNITS:

a. 370th, 371st, 372nd Bombardment Squadrons will:

(1) Schedule the aircraft and crews listed in Annex B, Appendix 1, to fly this mission as briefed. (U)

(2) Execute the mission as directed by the Wing Commander. (U)

(3) Schedule the alloted crews and aircraft for practice missions as planned by the Wing, insuring all crews use the selected OAP's and methods of bombing directed. (U)

(4) Direct each observer to disable the optics at the HHCL by prescribed method. (U)

(5) Assure that Aircraft Commanders are familiar with Instrument Approach procedures and NOTAMS for the briefed alternates and emergency air bases enroute. (U)

(6) Assure that each observer scheduled for this mission accomplishes a minimum of twelve (12) hours target study under the supervision of the Wing Target Study Section and five (5) T-2 trainer runs using GPI procedures on the Binghamton plate. (U)

(7) Accomplish other tasks as specified herein. (U)

b. 307th Field Maintenance Squadron will:

(1) Provide the required field maintenance support necessary to mount the prescribed number of aircraft. (U)

c. 307th A&E Squadron will:

(1) Insure that all O-15 and O-23 camera magazines are fully loaded and pre-flighted on installation. (U)

(2) Have all aircraft A&E systems ready for observers pre-flight or acceptance check by 1300 hours, Friday, 25 January 1957 for aircraft flying 28 January and by 1300 hours, Monday, 28 January for aircraft flying 29 January. (C)

(3) Provide maximum A&E maintenance support to assure mounting required aircraft. (U)

(4) Insure maximum number of accuracy checks on computer systems. (C)

d. 307th Periodic Maintenance Squadron will:

(1) Provide the required periodic maintenance support necessary to mount prescribed number of aircraft. (U)

e. 307th Headquarters Section will:

(1) Support this operation as required. (U)

(2) Special Maintenance/Engineering Report - Wing Maintenance Control in accordance with Eighth Air Force Regulation (Prop) (file MDM1), Subject: Evaluation and/or Special Mission Reports, dated 28 November 1955. (U)

X. GENERAL INSTRUCTIONS:

(1) The effective date of the mission schedule in Annex B, page 1, is 0228Z , 29 January 1957 (2028C, 28 January 1957) and page 2 is 0228Z, 30 January 1957 (2048C, 29 January 1957). (C)

(2) The first H Hour Control Point time is 0353Z, 29 January 1957 and 0353Z, 30 January 1957. The last possible HHCP time is 0653Z, 29 January and 0653Z, 30 January 1957. HHCP times commensurate with slot times will be made good, plus or minus two (2) minutes. (C)

(3) Aircraft will be scheduled to take off so that the lead aircraft will make the first HHCT good, with each succeeding aircraft arriving over the HHCP at ten (10) minute intervals thereafter. (C)

(4) Crews designated in Annex B will fly this mission. (U)

(5) Crews and aircraft airborne on the first day will not be rescheduled. Unused spares may be rescheduled. (U)

(6) Weather minimums for take off will be in accordance with Air Force Regulation 60-16 or local directives. (U)

(7) Minimum fuel reserves from Lincoln Air Force Base to weather alternates computed in accordance with Air Force Regulation 60-16 will be as outlined in paragraph 10, Annex B. (U)

(8) Routes and Alternates will be as shown in Annex B. (U)

(9) Safe Withdrawal procedures for aborting aircraft are specified in Annex B, paragraph 8. (U)

(10) Mission route avoids all danger areas effective at the time of overflight with the exception of R-491 through which clearance has been granted. Aircrait Commanders of aborting aircraft will avoid all danger areas after departing briefed route. (U)

(11) Method of bombing will be RBS direct on Omaha and offset on St. Louis and Binghamton. All crews are required to use the OAP combinations briefed by the Target Study Section. (C)

(12) IBDA Tactics flown at Mach .81 will be used on the DGZ at St. Louis and will be scored and reported by PI in competition with other participating wings. (C)

(13) Bomb load (Simulated): T 11N-60-42 bombing tables will be used with 2000' above MSL height of burst. (C)

(14) Bombing Altitudes:

(a) The first, third and subsequent odd slots will bomb Omaha (only) at 35,000 feet and the subsequent targets at 36,000 feet INDICATED ALTITUDE. (C)

(b) The second, fourth and other even slots will bomb all three (3) targets at 33,000 feet INDICATED ALTITUDE. (C)

(NOTE: Aircraft Commanders will obtain altitude setting from the nearest available source prior to Obs. alt. meas.) (C)

(15) All Observers will record exact bombs away time and photo frame number unless PMG is on. SAC Form 284, Radar Scope Photo Log will be completed in accordance with SAC Regulation 95-11. (U)

(16) Aircraft will not receive transmitted scores from St. Louis bomb plot. (St. Louis RBS will transmit scores to Headquarters, Eighth Air Force). ( )

(17) Recall Message: TALL CORN. (C)

(18) Destruction of this Operations Order in accordance with Air Force Regulation 205-1 will be effected within thirty (30) days after completion of the mission except for those staff agencies which desire to maintain a file on Pace Setter missions. (U)

(19) General briefing will be at 0830C, 25 January 1957 in the Wing Briefing Room. Attending personnel will be in their seats five (5) minutes prior. (U)

(20) Reports: See Annex A. (U)

(21) Disposition of Photographs: See Annex A. (U)

(22) Mission debriefing will be held immediately after landing in the Wing Briefing Room and all applicable charts and forms will be turned in. (U)

(23) Mission Critique will be conducted at 0830C, 11 February 1957 in the Wing Briefing Room. All crews present for duty will attend and will be seated by 0825C. (U)

(24) Press releases will not be made on this operation. (U)

(25) Project Officer is Major Frank M. Goetz, Jr., Ext 8014. (U)

4. ADMINISTRATION AND LOGISTICAL:

a. Normal administration and logistical matters will be provided by task organization. (U)

b. Maintenance control will establish a preflight aircraft schedule which will state a specific time for each aircraft preflight on 25 January and 28 January 1957. Schedule will be furnished each tactical squadron by 23 January 1957. (U)

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal. (U)

b. Communications: See Annex C. (U)

A. E. AENCHBACHER
Lt Colonel, USAF
Director of Operations

ANNEXES:

A. Intelligence (U)

B. Operations (U) Appendix 1 (C) Appendix 2 (C)

C. Communications (C)

D. Flying Safety (C)

E. Weather (C)

F. Maintenance (C)

DISTRIBUTION:

8AF	5 cys
818ADIV	2 cys
818ABG	2 cys
1911-2 AACS DET	2 cys
DET 21, 5TH WEAGP	1 cy
370 BOMRON	15 cys
371 BOMRON	15 cys
372 BOMRON	15 cys
307 FLD MAINTRON	2 cys
307 A&EMAINTRON	2 cys
307 PERMAINTRON	1 cy
307 BW HQ SEC	1 cy
BASE OPS	2 cys
BASE HISTORIAN	5 cys

STAFF DISTRIBUTION:

WG COMDR	1 cy
WG ADJ	2 cys
DM	1 cy
DP	1 cy
DO	15 cys
SAFETY	1 cy
COMP	1 cy

OFFICIAL:

A E Kinchlbacher Lt Col USAF

[redacted]N

[redacted] Director of Operations

307BW OPSORD
NO. 248-56

6C-3727

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
18 January 1957

ANNEX A

TO

OPERATIONS ORDER

NO. 248-56

INTELLIGENCE

This Annex Consists of 6 Pages

6C-3727

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

ANNEX A TO 307TH BOMB WING OPERATIONS PLAN "PACESETTER VI" - INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation: Significance of the mission is stated in paragraph 2 of the Operations Order.

b. Enemy Order of Battle: ADC and Canadian fighters have not been requested to simulate intercepts, however, identification passes or practice intercepts may be made by ADC or Canadian units even though not specifically requested. Type aircraft, range and location of fighters will be furnished in the General Mission Briefings.

c. Capabilities of Enemy Forces:

(1) Aircraft:

Type	Combat Radius	Hours Endurance	Speed 40,000	Time to 40,000	Al Equip
F-86D	250	1.41	535	6.8	AN/APG-37
F-89C	297	1.54	487	9.8	AN/APG-33
F-94C	---	.86	472	9.1	E-5
CF-100	230	--	550(30,000)	7.0	Unk Type

(2) Radar: There are many factors that effect the capabilities of the EW-GCI equipment. In addition, ADC uses a variety of equipment. Therefore, the following capabilities should be used as a generalization only:

(a) EW over water - 200NM.

(b) EW over land - 180NM.

(c) GCI - 120NM.

ANNEX A
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(3) General Briefings will include areas of EW and GCI coverage.

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

(1) General: Crews will record and report all sightings or observations of intelligence interest including unidentified flying objects, aircraft in distress, items requiring CIRVIS reports in accordance with JANAP 146C, etc.

(2) Specific: Crews will obtain and record, in accordance with instructions on page 75, SAC Manual 50-38, the following information concerning each fighter intercept and/or sighting:

(a) Coordinates where attack or observation took place. If repeated passes were made by the same aircraft, the coordinates of start and stop of intercept and/or sighting is required.

(b) ZULU time of attack or observation. If repeated passes are made by the same aircraft, the time of start and stop of intercept and/or sighting is required.

(c) Total number of attacks and/or passes made by each fighter.

(d) Number and type of aircraft attacking and/or sighted.

(e) Pressure altitude at time of attack.

(f) Clock position of aircraft on its attack into the bomber and clock position of breakaway.

(g) Relative altitude of fighter on its attack into the bomber and relative altitude of breakaway, i.e., high, level, low.

(h) Visibility at flight altitude. Use following terms:

GOOD - Six (6) miles or more

FAIR - Two (2) to Six (6) miles

POOR - Less than two (2) miles

(i) Weather - report overcast, undercast or clouds at flight altitude at time of intercept in eighths.

(j) Altitude of non-attacking fighters observed.

(k) Action of observed aircraft if it did not attack.

b. Means of Obtaining Information:

(1) Visual and radar observation by crew members in flight. Crews will make every effort to record information concerning observations immediately so that it is not forgotten.

c. Means of Reporting EEI:

(1) Transmit urgent and transitory information from the aircraft in accordance with JANAP 146C and other pertinent directives.

(2) Flash type information whether or not transmitted from the air will be reported immediately after landing at the Intelligence debriefing.

(3) Routine information will be reported to the Intelligence debriefer during normal debriefing.

(4) Crew will report intact to the Intelligence desk to initiate the debriefing and will expeditiously complete entire debriefing in accordance with instructions displayed in the debriefing room.

3. INTELLIGENCE ACTIVITIES:

a. Maps and Targets Materials:

(1) Navigational material will be furnished by each Tactical Squadron Operations.

(2) Target materials will be provided in mission folders by Wing Target Intelligence personnel.

b. Targets: The targets for this mission are as follows:

Target	Coordinates	Bombing Method	DGZ	Mach
OMAHA	41°16'20.834"N 95°51'35.108"W	Direct	JULIET	.74
ST LOUIS	38°41'15.00N 90°10'08.58"W	Optional	ALFA (Hi Jink Breakaway)	.81
BINGHAMPTON	42°18'12.533"N 75°25'03.313"W	Optional	COCA	.74

c. Photographic Requirements:

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

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

(3) All photography will be obtained in accordance with the SAC Tactical Doctrine and applicable observer publications.

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

d. Survival Intelligence:

(1) Rescue facilities and/or aircraft are located at the following points:

UNITED STATES AIR FORCE:

44th Air Rescue Squadron, Lowry Air Force Base, Denver, Colo.

5th Air Rescue Group, Westover AFB, Massachusetts (includes 46th Air Rescue Squadron)

49th Air Rescue Squadron, Selfridge AFB, Mt. Clemens, Michigan

UNITED STATES NAVY:

Naval Air Station, Brunswick, Maine

Naval Air Station, South Weymouth, Massachusetts

Naval Air Station, Quonset Point, Rhode Island

Naval Air Station, Lakehurst, New Jersey

Naval Air Station, Atlantic City, New Jersey

UNITED STATES COAST GUARD

The Coast Guard operates Search and Rescue Coordination Centers and provides surface and/or aircraft for SAR Missions from the following facilities:

RCC, Eastern Area, New York, N.Y., Digby 91400

RCC, Boston, Massachusetts, Captiol 7-3710

RCC, St. Louis, Missouri, Main 1-8100, Main 1-8847 or Main 1-8845 (night only)

CGAS Floyd Bennett Field, Brooklyn, N. Y.

CIVILIAN

For civilian rescue aid, contact the local Air Traffic Control Center or local Flight Information Service Station, see appropriate Radio Facility Chart for call signs and frequencies.

C O N F I D E N T I A L

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

ANNEX B

TO

OPERATIONS ORDER

NO. 248-56

AIR OPERATIONS

This Annex Consists of 5 Pages

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C O N F I D E N T I A L

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

ANNEX B TO 307TH BOMB WING OPERATIONS ORDER 248-56 - OPERATIONS

1. Pace Setter Six is the sixth in a series of monthly 307th Bomb Wing maximum effort bomber stream missions directed by Eighth Air Force.

a. As other Eighth Air Force Wings are participating in these missions, a wing trophy and individual crew awards will be presented. (8AFR 51-31 and 51-32).

b. Crews listed in Appendix 1 to this Annex will fly Pace Setter Six.

2. ROUTE: As specified in Attachment 2, Appendix 2, this Annex.

3. ALTITUDES:

	Odd Slots (1-3-5 etc)	Even Slots (2-4-6 etc)
Lincoln to Yankton, S.D.	To 32,000' Climb	To 29,000'
Yankton, S.D. to Aberdeen, Minn	33,000'	30,000'
Aberdeen to Redwood Falls, Minn	35,000'	33,000'
Redwood Falls, Minn to Omaha, Nebr	35,000'	33,000'
Omaha to Binghamton, N.Y.	36,000'	33,000'
Binghamton to LAFB	38,000'	35,000'

a. All altitudes are MSL. The AC will obtain the nearest altimeter setting just prior to observer altitude measurement.

4. TARGETS: Omaha "JULIET", St. Louis "ALPHA", Binghamton "COCO". See paragraph 2, Appendix 2 to this Annex.

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5. NAVIGATION:

a. A grid leg, with celestial fixing, begins at Geneva, N. Y. and ends at Galesburg AP, Illinois, with a turning point at 44°22'N/ 82°53'W. Procedures in SAC Regulation 51-11 apply.

6. PRE TAKE OFF:

a. For times see Appendix 1 to this Annex.

b. Any aircraft which aborts BEFORE TAXI will notify SAFEWAY CONTROL; aircraft aborting AFTER TAXI will notify TOWER and request a "slot" for re-entry into bomber stream.

c. Aircraft pre flight and MA acceptance will be completed the day prior to the mission.

7. TAKE OFF:

a. For times see Appendix 1 to this Annex.

b. Any aircraft which has not begun its take-off roll four (4) minutes after scheduled take-off time will abort and clear the runway via the west exit of the center taxi way.

8. EMERGENCIES:

a. Any aircraft aborting after take-off will leave the stream to the left and avoid all RBS sites by 60 NM if possible.

b. If conditions permit, positions will be maintained in the Bomber Stream and ARTC contacted for clearance. Aircraft will avoid all danger areas and crossing bomber stream unless 3000' above the highest or 3000' below the lowest aircraft at the point of crossing enroute to intended landing.

c. The following priority is established for bases to be used in emergency and/or weather alternates:

Enroute Emergency Airfields		Weather Alternates
Offutt AFB	Campbell AFB	Smoky Hill AFB
Ellsworth AFB	Westover AFB	Forbes AFB
Whiteman AFB	Plattsburg AFB	Whiteman AFB
Chanute AFB	Wurtsmith AFB	
Lockbourne AFB		

9. ADIZ:

a. The new ADIZ boundaries are shown in current RF charts.

b. Aircraft must be within ten (10) NM of course center line and plus or minus five (5) minutes of ETA when crossing ADIZ boundary or notify nearest radio facility. No altitude duration is permitted.

10. FUEL CONSIDERATION:

a. The following amounts of fuel, at optimum altitude over Lincoln, are required to reach the indicated alternate bases and have 12000# of fuel over the alternate. (60K headwind and optimum altitude).

17,800 lbs - Ellsworth

17,050 lbs - Tulsa

15,400 lbs - McConnell

14,200 lbs - Smoky Hill

12,575 lbs - Offutt

15,150 lbs - Whiteman

b. See Attachment 1, Appendix 2 to this Annex for fuel loads and predicted reserves over Lincoln.

11. COMMUNICATIONS: See Annex C.

12. INTERROGATION: Crews will report to the Wing Briefing Room as soon as possible after landing. All forms, charts, logs, etc., required for the mission will be processed during interrogation.

APPENDIX 1 - Time Schedule

APPENDIX 2 - Navigation and Bombing

ATTACHMENT 1 - Flight Plan

ATTACHMENT 2 - Bombing Data

ATTACHMENT 3 - Route Overlay

OFFICIAL:

A E Kinchlacher LtCol USAF

[redacted]

DEP DIR OF OPERATIONS

ANNEX B TO
307BW OPSORD
NO. 248-56

6C-3727

C O N F I D E N T I A L

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

APPENDIX 1

TO

ANNEX B

TO

OPERATIONS ORDER

NO. 248-56

TIME SCHEDULE

This Appendix consists of 3 Pages

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C O N F I D E N T I A L

SCHEDULE

29 January 1957 (ZULU)

SLOT	A/C NAME	CREW #	TAIL #	PREFLIGHT/ ACCEPT	STATION TIME	PRE T/O BRIEF	START ENG	T/O TIME (SOUTH)	HHCP
1	Hermann	L-01		25 Jan 57	2358Z	0050Z	0203Z	0228Z	0353Z
2	McCrary	L-05		25 Jan 57	0008Z	0050Z	0213Z	0238Z	0403Z
3	Crook	R-06		25 Jan 57	0018Z	0050Z	0223Z	0248Z	0413Z
4	Brooks	R-08		25 Jan 57	0028Z	0120Z	0233Z	0258Z	0423Z
5	Dance	R-12		25 Jan 57	0038Z	0120Z	0243Z	0308Z	0433Z
6	Howard	IN-18		25 Jan 57	0048Z	0120Z	0253Z	0318Z	0443Z
7	Bifford	R-37		25 Jan 57	0058Z	0150Z	0303Z	0328Z	0453Z
8	Darden	L-36		25 Jan 57	0108Z	0150Z	0313Z	0338Z	0503Z
9	Guy	R-40		25 Jan 57	0118Z	0150Z	0323Z	0348Z	0513Z
10	Peterson	R-41		25 Jan 57	0128Z	0220Z	0333Z	0358Z	0523Z
11	Behan	R-45		25 Jan 57	0138Z	0220Z	0343Z	0408Z	0533Z
12	Gieker	L-66		25 Jan 57	0148Z	0220Z	0353Z	0418Z	0543Z
13	Holden	R-61		25 Jan 57	0158Z	0250Z	0403Z	0428Z	0553Z
14	Phillips	R-68		25 Jan 57	0208Z	0250Z	0413Z	0438Z	0603Z
15	Morrison	R-70		25 Jan 57	0218Z	0250Z	0423Z	0448Z	0613Z
16	Kohlscheen	L-71		25 Jan 57	0228Z	0320Z	0433Z	0458Z	0623Z
SPARES									
#1	Ecelbarger	R-16		25 Jan 57	0238Z	0320Z	0443Z	0508Z	0633Z
#2	Trudeau	R-15		25 Jan 57	0248Z	0320Z	0453Z	0518Z	0643Z

CONFIDENTIAL

SCHEDULE

30 January 1957 (ZULU)

SLOT	A/C NAME	CREW #	TAIL #	PREFLIGHT/ ACCEPT	STATION TIME	PRE T/O BRIEF	START ENG	T/O TIME (SOUTH)	HHCP
1	Minnick	R-33		28 Jan 57	2358Z	0050Z	0203Z	0228Z	0353Z
2	Hoover	R-34		28 Jan 57	0008Z	0050Z	0213Z	0238Z	0403Z
3	Hofman	R-39		28 Jan 57	0018Z	0050Z	0223Z	0248Z	0413Z
4	Williams	R-43		28 Jan 57	0028Z	0120Z	0233Z	0258Z	0423Z
5	Miller	IN-47		28 Jan 57	0038Z	0120Z	0243Z	0308Z	0433Z
6	Terry	R-73		28 Jan 57	0048Z	0120Z	0253Z	0318Z	0443Z
7	Reilly	R-74		28 Jan 57	0058Z	0150Z	0303Z	0328Z	0453Z
8	Heller	R-77		28 Jan 57	0108Z	0150Z	0313Z	0338Z	0503Z
9	Myer	R-79		28 Jan 57	0118Z	0150Z	0323Z	0348Z	0513Z
10	Boudreaux	R-65		28 Jan 57	0128Z	0220Z	0333Z	0358Z	0523Z
11	Sullivan	L-02		28 Jan 57	0138Z	0220Z	0343Z	0408Z	0533Z
12	Biggs	R-11		28 Jan 57	0148Z	0220Z	0353Z	0418Z	0543Z
13	Clark	R-13		28 Jan 57	0158Z	0250Z	0403Z	0428Z	0553Z
14	Chappelle	IN-09		28 Jan 57	0208Z	0250Z	0413Z	0438Z	0603Z
SPARES									
#1	Hull	R-62		28 Jan 57	0218Z	0250Z	0423Z	0448Z	0613Z
#2	Dodge	R-75		28 Jan 57	0228Z	0320Z	0433Z	0458Z	0623Z

C O N F I D E N T I A L

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

APPENDIX 2

TO

ANNEX B

TO

OPERATIONS ORDER

NO. 248-56

NAVIGATION AND BOMBING

This Appendix Consists of 7 Pages

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C O N F I D E N T I A L

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

APPENDIX 2 TO ANNEX B TO 307BW OPERATIONS ORDER 248-56 - NAVIGATION AND BOMBING

1. NAVIGATION:

a. Maps and Charts: JN-29-30-45, or JNX/O-1. (U)

b. Route: See Attachments 1 and 3 to this Appendix. (U)

c. Control Times: See Appendix 1 to Annex B.

(NOTE: ALL times are ZULU). (C)

d. Target Times (Approx): 29 - 30 January 1957

	Omaha, Neb.	St. Louis, Mo.	Binghamton, N.Y.
Acft #1	0416Z	0457Z	0652Z
Acft #2	0426Z	0507Z	0702Z
Acft #3	0436Z	0517Z	0712Z
Acft #4	0446Z	0527Z	0722Z
Acft #5	0456Z	0537Z	0732Z
Acft #6	0506Z	0547Z	0742Z
Acft #7	0516Z	0557Z	0752Z
Acft #8	0526Z	0607Z	0802Z
Acft #9	0536Z	0617Z	0812Z
Acft #10	0546Z	0627Z	0822Z
Acft #11	0556Z	0637Z	0832Z

Target Times (Continued) 29 - 30 January 1957

	Omaha, Neb.	St. Louis, Mo.	Binghamton, N.Y.
Acft #12	0606Z	0647Z	0842Z
Acft #13	0616Z	0657Z	0852Z
Acft #14	0626Z	0707Z	0902Z
Acft #15	0636Z	0717Z	0912Z
Acft #16	0646Z	0727Z	0922Z

e. Control Altitudes:

(1) Bomber stream aircraft will have either 2,000' or a 3,000' vertical separation and a horizontal separation of ten (10) minutes. Odd numbered aircraft, i.e., 1, 3, 5, etc., will fly 36M from Omaha to Binghamton. (C)

(2) Departing Binghamton, odd "slot" aircraft will climb to 38M by "Start Nav" point at Geneva, N. Y. (C)

(3) Even "slot" aircraft, i.e., 2,4,6, etc., will fly 33M from Alexandria VOR to Binghamton, N. Y. (C)

(4) Departing Binghamton, even "slots" will climb to 35M by "Start Nav" point at Geneva, N. Y. (C)

(5) All aircraft will hold their established altitudes of 35M and 38M until arrival over Lincoln AFB.

(6) Aircraft will fly MSL using latest altimeter settings received enroute. MSL will be flown on the Bomb Run. Latest altimeter setting will be set in the Aircraft Commander's Kollsman window just prior to observers altitude measurements. (U)

f. Navigation accomplishments:

(1) A nite celestial grid leg will start at Geneva, N. Y. and terminate at Galesburg AP, Illinois with a turning point at 44°22'N/ 82°53'W. The GCI site (Postcard) at Galesburg AP will be the primary method of scoring. Scope photography will be obtained at termination to supplement GCI scoring or assure scoring in the event of GCI failure. Scope must be in polar orientation at the time photography is obtained. (C)

(2) A controlled ETA will be accomplished at the HHCP by each observer. Tolerance of plus or minus two (2) minutes is allowed. (C)

g. All available navigational aids may be used to maintain course and position prior to Start Nav at Geneva, N. Y. and after End Nav at Galesburg AP, Illinois. As required by SAC Reg 51-11, during all celestial missions, a rated officer other than the primary navigator will maintain aircraft position in order to observe traffic regulations and insure safety.

h. Observers will monitor letdown and landing phase of flight by Airborne Radar as outlined in SAC Manual 50-38. (U)

2. BOMBING:

a. Three (3) RBS runs will be accomplished as outlined below: (C)

(1) Omaha RBS (Record)

(a) Pre IP - Windom, Minnesota

(b) IP - Storm Lake, Iowa

1. Elevation - 1160'

(c) Target - J (41°16'N 95°52'W)

1. Elevation - 1151'

2. Variation - 9°E (Minus)

3. GPI Points

a. Denison (42°00'N 95°23'W; El. 1280')

b. Atlantic (41°22'N 95°03'W; El. 1153')

4. Direct aiming

5. IP to Target: MH 198°, 92NM

(2) St. Louis, RBS: (Record)

(a) Pre IP - Ottumwa, Iowa

(b) IP - Quincy, Illinois

1. Elevation - 769'

(c) Target A (38°41'N 90°10'W)

1. Elevation - 514'

2. Variation - 5°E (Minus)

3. GPI Points:

a. Keokuk, Mo (40°24'N, 91°25'W; El. 650')

b. Hannibal, Mo (39°38'N 91°20'W; El. 735')

(d) Offset Aiming Points:

1. Locks (OAP #1)

a. Elevation: 510'

b. Offset distance/direction: N-4,710', W-3690'

c. Location: 38°42'N; 90°11'W

2. Bridge (OAP #2)

a. Elevation: 600'

b. Offset distance/direction: S-4920', W-5430'

c. Location: 38°41'N; 90°11'W

(e) IP to Target: MH 145°, 94NM

(3) Binghamton RBS (Record)

(a) Pre IP - Lancaster, Pennsylvania

(b) IP - Wilkes-Barre, Pennsylvania

1. Elevation - 956'

(c) Target C - Sydney Air Port (42°18'N 75°25'W)

1. Elevation: 1025'

2. Variation: 11°W (Plus)

3. GPI Points:

a. Carbondale (41°34'N; 75°30'W; Elev. 920')

b. Binghamton (42°06'N; 75°53'W; Elev. 950')

(d) Offset Aiming Points

1. Scintilla Plant (OAP #1)

a. Elevation: 1025'

b. Offset distance/direction: N-2160'; E-4970'

c. Location: 42°18½'N; 75°24'W

2. Bridge (OAP #2)

a. Elevation: 1025'

b. Offset distance/direction: S-1000', W-3710'

c. Location: 42°18'N; 75°26'W

(e) IP to Target: MH 018°, 60NM

b. Method of Bombing: Radar with no visual assistance. (U)

c. GPI procedures will be utilized to the extent necessary to achieve maximum effectiveness. (U)

d. Photography: O-15 and O-23 photography will be obtained on the bomb runs. (U)

e. Bombing Tables: Mark VI tables will be used with 2000' height of burst. (U)

CONFIDENTIAL "PACESETTER VI" CONFIDENTIAL

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | SQUADRON | WING 307th | AIRCRAFT TYPE AND SERIAL NO. B-47E | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

III. PRE-FLIGHT PLAN

FROM LAFB / ROUTE	L AND O	T.C.	WIND DIV. / DRIFT	T.H.	VAR.	M.H.	TEMP. °C / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN.	GROSS WEIGHT
North Takeoff SETTO x Accel							°				10	3	10		43,500	177,195
							°				10	3	10		4,800	
Level Off YANKTON, S.D.	CL	345	290/35 -4	341	-10	331	29/32	.76⅞	390	369	114	19	123		38,700	172,395
VOR Aberdeen, S.D.	CC	345	280/55 -7	338	-10	328	30/33 °	.73	425	400	155 / 269	23 / 45	163 / 296		9200 / 29,500	7,200 / 164,995
VOR Alexandria, Minn.	CL	083	-2	081	-9	072	33/35 °	✓	✓	479	130 / 409	16 / 0101	113 / 409		3300 / 73,965	3,300 / 157,660
VOR Redwood Falls, Minn.	CR	174	+7	181	-8	173	✓ °	✓	✓	439	75 / 484	12 / 0113	85 / 494		2181 / 71,784	2181 / 155,479
HHCP and PIP Windom, Minn.	CR	180	+7	187	-8	179	✓ °	✓	✓	430	36 / 520	5 / 0118	36 / 529		786 / 70,998	786 / 154,693
IP Storm Lake, Ia.	CR	180	+7	187	-8	179	✓ °	✓	✓	430	72 / 602	10 / 0128	72 / 601		1836 / 69,162	1836 / 152,857
Tgt J Omaha, Neb	CR	200	+7	207	-9	198	✓ °	✓	✓	417	86 / 688	13 / 0141	92 / 693		2279 / 66,883	2279 / 150,578
PIP Ottumwa, Iowa	CR CR	091	270/60 0	091	-8	083	33/36 °	✓	✓	485	158 / 846	20 / 0201	142 / 835		3401 / 63,482	3401 / 147,177
IP Quincy, Mo.	CR	152	+6	158	-6	152	✓ °	.81	467	493	80 / 926	10 / 0211	78 / 913		2250 / 61,232	2250 / 144,927
Tgt A St Louis, Mo.	CR	144	+6	150	-5	145	✓ °	✓	✓	499	94 / 1020	11 / 0222	86 / 999		2500 / 58,732	2500 / 142,427
Springfield, Ill.	CR	019	-8	011	-5	006	✓ °	.74	425	440	70 / 1090	10 / 0232	71 / 1070		1643 / 57,089	1643 / 140,784
Johnstown, Pa.	CR	087	-1	086	+1	087	✓ °	✓	✓	484	490 / 1580	0101 / 0333	431 / 1501		9275 / 47,814	9,275 / 131,509
VOR Herndon, Va.	CR	137	+5	142	+7	149	✓ °	✓	✓	465	100 / 1680	13 / 0346	92 / 1593		1776 / 46,038	1776 / 129,733
PIP - Control Pt Lancaster, Pa.	CR	043	290/60 -7	036	+7	043	✓ °	✓	✓	455	80 / 1760	11 / 0357	78 / 1671		1500 / 44,538	1500 / 128,233
IP W. Nos - Barre, Pa.	CR	014	-7	007	+9	016	✓ °	✓	✓	428	76 / 1836	11 / 0408	78 / 1749		1495 / 43,043	1495 / 126,738
Tgt C Binghampton, N.Y.	CR	014	300/55 -7	007	+11	018	✓ °	✓	✓	408	60 / 1896	9 / 0417	64 / 1813		1270 / 41,773	1270 / 125,488
Start Nav Geneva, N.Y.	CC	305	0	305	+10	315	35/38 °	✓	✓	391	71 / 1967	11 / 0428	78 / 1891		1425 / 40,348	1425 / 124,063
TP 44°22'N 82°53'W	CR	289	290/60 -1	288	+7	295	✓ °	✓	✓	360	275 / 2242	46 / 0514	326 / 2217		6325 / 34,023	6325 / 117,738
End Nav Galesburg, Ill.	CR	238	270/60 +4	242	-1	241	✓ °	✓	✓	406	392 / 2634	58 / 0612	411 / 2628		9208 / 26,835	9208 / 110,580
VOR LAMONI, Ia.	CR	262	+2	264	-6	258	✓ °	✓	✓	368	167 / 2801	27 / 0639	191 / 2819		3262 / 23,573	3262 / 107,318
LAFB	CR	275	-1	274	-9	265	✓ °	✓	✓	366	128 / 2929	21 / 0700	148 / 2967		2523 / 21,050	2523 / 104,795
Letdown x Land							°					20 / 0720			4,000 / 17,050	4,000 / 100,795

DATE OF TAKE-OFF: 29 and 30 Jan 57 (Zulu)
ENGINE START | TAKE-OFF TIME First Acft 0228Z
LANDING TIME | DURATION OF FLT ↑ South Takeoff

AIRCRAFT BASIC WT	82,200	
CREW WT	1 101	
OIL WT	394	
ATO B/L WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		83,695
FUEL: FWD		
FUEL: CTR		
FUEL: AFT		
FUEL: FWD AUX	Full	
FUEL: A.B.		
FUEL: ATO		
FUEL: EXT.		
TOTAL		93,500
BOMBS WT		
AMMO WT		
ADD. FLUID WT		
INITIAL GROSS WT		177,195
START, TAXI AND RUN-UP FUEL ALW		3,000
TAKE-OFF GROSS WT		174,195

RUNWAY: PRESS. ALT 1973 | LENGTH 12,900 | AIR TEMP. 33°F
CRITICAL FIELD LENGTH: 9400
TAKE-OFF: DISTANCE 8,400 | SPEED 152 Kts
SPEED: REFUSAL 142K | ENERG REQT PLANE 167K | LINE 5000' 1225
NO. OF JATO BOTTLES REQUIRED | Tolerance = 10K
JATO THRUST | PELLANT WEIGHT | ADJUSTED TAKE-OFF WEIGHT | ADJUSTED TAKE-OFF DISTANCE | ATO FIRING SPEED

7C-011

Attach 1 — App 2 To Annex B CONFIDENTIAL 307th B.W. Op Order 248-56

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CONFIDENTIAL

BOMBING DATA

		1		2		3		4		5	
TGT DATA	RUN NO.										
	NAME	OMAHA "J"		ST. LOUIS "A"				[illegible]			
	AP NAME ELEV VAR	SYLVAN GLEN -9	1151	SMOKE STACK FOR CHEM	-5	514		SYRACUSE [illegible]	1025		
	AP LAT LONG	41-16N	95-52W	38-41N		90-10W		42-18N	75-25W		
DP	NAME ELEV VAR	STORM LK -9	1160	QUINCY	-6			WATER TOWER -9	550		
	DP LAT LONG	42-38N	95-10W	39-55N		91-22W		41-17N	75-54W		
DP POINTS	NAME ELEV VAR	DENISON -8	1280	KEOKUK	-6	650		CARBONDALE -9	1320		
	DP LAT LONG	42-00N	95-23W	40-24N		91-25W		41-34N	75-30W		
	NAME ELEV VAR	ATLANTIC -8	1153	HANNIBAL	-6	735		BINGHAMPTON -9	950		
	DP LAT LONG	41-23N	95-03W	39-38N		91-20W		42-06N	75-52W		
	NAME ELEV VAR										
	DP LAT LONG										
OFFSET	NAME ELEV	N/A		OAP#1 (LOCKS) 510		OAP#2 (BRIDGE) 600		OAP#1 (PLANT) 1025		OAP#2 (TOWER) 1025	
	LAT LONG			38-42-01		90-10-55		38-40-26	90-11-17	42-18N	75-24W	42-18N	75-26W
	N-S E-W			N-4710		W-3670		S-4920	W-5430	N-2160	[illegible]	S-1000	W-3710
IP TO TARGET		PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT
	T.C.	203°		144°				017°			
	T										
	T.H.										
	M.H.										
	G.S.										
	DISTANCE	88NM		94NM				64NM			
	TIME / TG	/	/	/	/	/	/	/	/	/	/
ALTITUDE COMPUTATION	POSITION										
	ELEVATION										
	MEASURED ALTITUDE										
	TRUE ALTITUDE										
	$D_2 - D_1$										
	ADJUSTED TRUE ALTITUDE										
	O.A.P. ELEVATION										
	ABSOLUTE ALT. SETTING										
	ADJUSTED TRUE ALTITUDE										
	T. ELEV.										
	BOMB ALT.										
TYPE BOMB											
T. A. S.											
G FACTOR INTERVAL											
TRAIL											
A. T. F.											
RELEASE	T. H. T. A. S.										
	WIND NS EW										
	TIME FRAME #										
	RUN TYPE CLASS										
	SCOPE SPEED C. E.										
	ACFT CON METHOD OF RELEASE										

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Attach. 2 - App 2 to Annex B
7C-0116

391st B.W.
Op. Order 44-56

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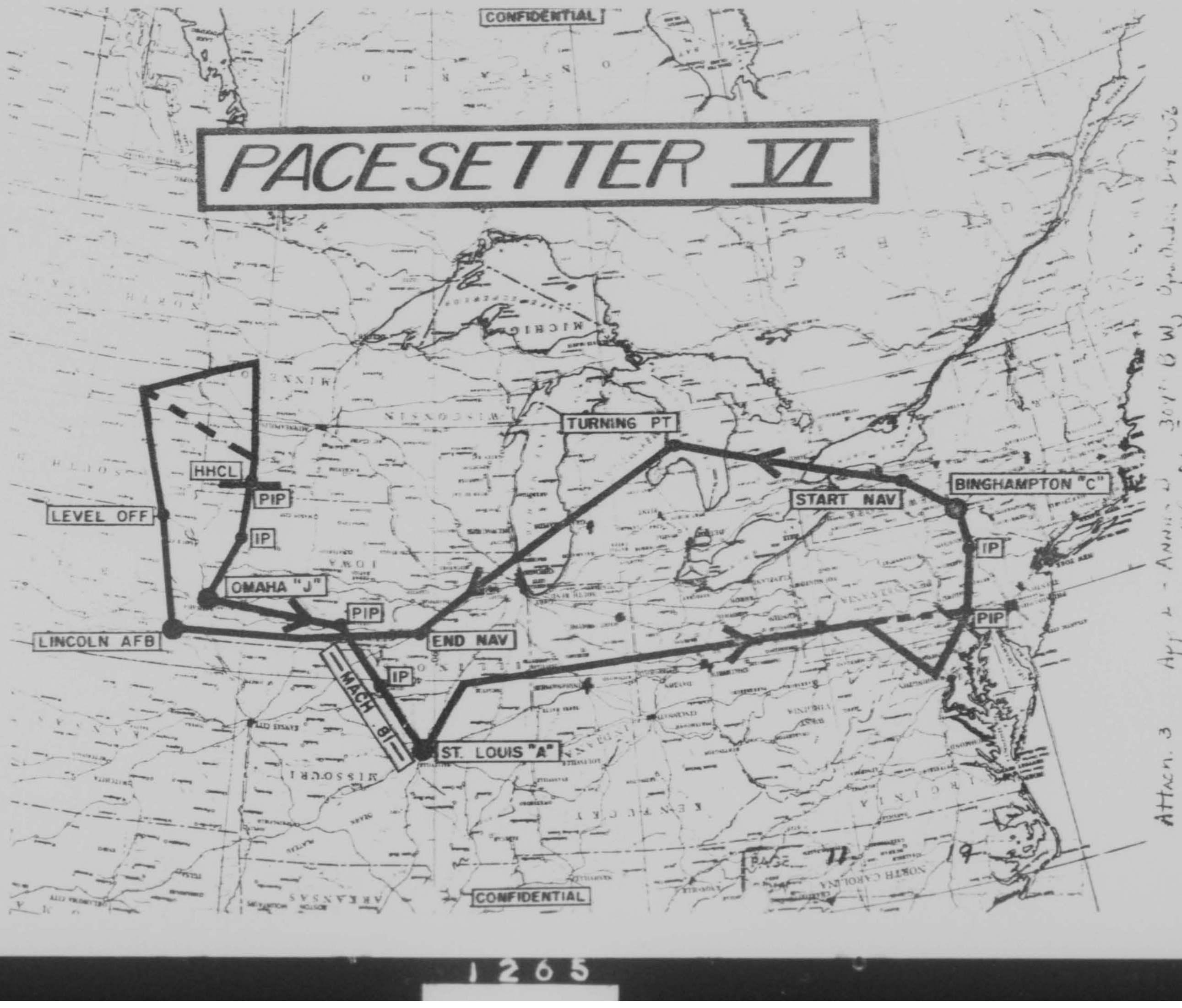

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

ANNEX C

TO

OPERATIONS ORDER

NUMBER 248-56

COMMUNICATIONS

This Annex Consists of 3 Pages

6C-3727

CONFIDENTIAL

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

ANNEX C TO OPERATIONS ORDER 248-56 - COMMUNICATIONS

1. GENERAL: SAC Manuals 55-8M, SACCEI, Radio Facility Charts United States and Supplemental Flight Information Document North America apply unless modified herein. (U)

2. AIRBORNE COMMUNICATIONS:

a. High Frequency Radio will be limited to the following: (C)

(1) Strike Report.

(2) Back-up for RBS Communication in event of UHF failure.

(3) Emergencies.

b. HF channelization dated 1 January 1957 applies. (U)

c. Strike Report will be transmitted for each target to AACS Air/Ground stations as specified in crew flimsy. (C)

d. SAC monitoring procedure ALFA applies. (U)

e. First and last aircraft in the bomber stream will make all ATC/ADIZ reports for the stream. (U)

f. UHF channelization will be as specified in crew flimsy. (U)

g. Call sign SAFEWAY with permanently assigned two digit suffix will be used for all Air/Ground reporting. (C)

h. Authentication will be in accordance with current edition of Air/Ground code (AFSAL). (C)

i. Aircraft Commanders will be prepared to utilize SACSUBS procedures when communicating with RBS and GCI sites. (U)

j. IFF will be as specified in SAC Regulation 55-23 except for special procedures to be utilized for scoring of Navigation leg at termination point. (C)

k. Recall word for this mission is TALL CORN. (C)

l. Each aircraft will contact GCI site, call sign "Post Card" on 364.2 mcs for scoring of Navigation Leg. Detailed procedures to be followed will be included in crew flimsy. (C)

3. EMERGENCY PROCEDURES:

a. Emergency procedures will be in accordance with ACP's 130 and 135, current Radio Facility Charts and SFID, North America. (U)

4. NAVIGATIONAL AIDS:

a. Navigational aids will be as listed in current Radio Facility Charts. (U)

5. HF Radio sets will not be pre-flight or post flight checked by air crew or maintenance personnel. (C

6. SECURITY:

a. Communications Security will be observed and no clear text transmissions will be made that would reveal unit designation, location, aircraft type or nature of the mission. (C)

C O N F I D E N T I A L

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

ANNEX D

TO

OPERATIONS ORDER

NUMBER 248-56

FLYING SAFETY

This Annex consists of 3 pages.

ANNEX D TO
307BW OPSORD
NO. 248-56

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C O N F I D E N T I A L

C O N F I D E N T I A L

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

ANNEX D TO 307BW OPERATIONS ORDER 248-56 - FLYING SAFETY

1. Flying Safety will take precedence throughout the entire mission. In the event of an emergency, flying safety consideration will take precedence over mission accomplishment.

2. All crews will be thoroughly briefed on adequate alternates over entire route with priority given in the following sequence:

a. SAC bases.

b. AMC bases.

c. Air Force bases.

d. Other

3. All crews scheduled for this mission will be checked out in accordance with SAC Regulation 51-19.

4. All participating pilots will be briefed and become familiar with letdown procedures for destination, selected emergency alternates and weather alternates prior to departure.

5. The provisions of SAC Regulation 62-19, and 8th AF Regulation 62-2, Crew Rest, should be fully implemented.

6. All navigational aids and facilities will be used on this mission.

7. Radar observers will monitor all approaches and landings in accordance with 8th Air Force Regulation 51-3.

8. Crew members will be briefed on their responsibilities of complying with SAC Reg 62-4 and 8th Air Force Reg 62-5, insofar as preliminary reports are concerned, if they are involved in an accident at or

near a base other than a SAC base. (This primarily concerns minor accidents since AFR 62-14 does not require a preliminary report of a minor accident.)

9. a. Crews will be briefed to adhere closely to the planned route to preclude violations of flying regulations.

b. One crew member, other than the primary navigator, will flight follow the aircraft to assure compliance with ARTC instructions and AFR 60-22 on ADIZ tolerances.

10. SAC Reg 60-10, as amended, pertaining to personnel limitations aboard tactical aircraft, will be complied with.

11. Fuel reserve for each flight will be planned to insure adequate reserve to destination and/or alternate, as required.

12. Crews will be briefed on emergency and crash landing procedures.

13. Current radio facilities charts, pilot's handbooks and/or jet letdown procedures for the appropriate areas will be in all aircraft utilized for this mission.

14. Pilots will have in their possession current dash one technical orders.

OFFICIAL:

A E Kinchbacher LT COL USAF

~~WARREN E. GRIFFIN~~
~~Major, USAF~~
~~Deputy~~ Director of Operations

ANNEX D TO
307BW OPSORD
248-56

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C O N F I D E N T I A L

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1400Z, 10 January 1957

ANNEX E

TO

OPERATIONS ORDER

NUMBER 248-56

WEATHER

ANNEX E TO
307BW OPSORD
248-56

This Annex consists of 3 pages

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C O N F I D E N T I A L

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

ANNEX E TO 307BW OPERATIONS ORDER 248-56 - WEATHER

1. This annex contains procedures for the preparation, coordination and presentation of forecasts for this operation. (U)

2. PREPARATION OF FORECASTS: The 307th Bombardment Wing Weather Officer is responsible for providing planning and operational forecasts to interested units and persons of the 307th Bomb Wing. (U)

a. Planning winds will be provided each crew scheduled to fly this mission. This forecast will be posted in each Squadron Mission Planning Room on 25 January for first take-off and on 28 January for second take-off. (U)

b. The operational forecast and a final weather flimsy will be presented to the crews at the pre-takeoff meeting. The weather flimsy will contain the following information: (U)

(1) Wind flow chart for 34,000 feet pressure altitude.

(2) Take-off data

(3) Climb data and route wind data.

(4) Target data, Redwood Falls, Minnesota, each pre-IP, and target.

(5) Terminal, alternate and route weather conditions.

c. A general planning outlook will be presented at the general briefing. (U)

d. All changes to the weather forecast subsequent to the general briefing that are of operational significance will be brought to the

attention of the Wing Commander and appropriate D/O personnel by the Wing Weather Officer. (U)

3. COORDINATION OF FORECASTS: The 307th Weather Officer, utilizing SOCS lines, will coordinate mission forecasts with the Duty Forecaster, Eighth Air Force Control Room (SOCS Drop 35) twenty-four (24) hours and twelve (12) hours prior to departure time for planning and operational forecasts respectively. Specific information required is as follows:

a. Route forecasts: (U)

(1) Winds 30M, 35M, 40M.

(2) Clouds and weather above 30M.

b. Terminals, alternate and target forecasts. The Duty Forecaster, Eighth Air Force Control Room, will be kept fully advised of significant changes or amendments made subsequent to the routine coordination set out above. (U)

4. DEBRIEFING: 307th Bomb Wing Weather Officer will debrief for Weather with emphasis on target and route winds, measured and bombing altitudes. (U)

5. REPORTS: 307th Bomb Wing Weather Officer will assist in the collection and transmission of B-21 (COMBAR) reports in accordance with SAC Regulation 105-2 and 1st Weather Group Regulation 55-86. (U)

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

MAINTENANCE PLAN
NUMBER 1-57

9 January 1957

TASK ORGANIZATION	COMMANDERS
307th Bombardment Wing (M)	Col. Thorup
370th Bombardment Squadron	Lt/Col. Iannicito
371st Bombardment Squadron	Lt/Col. Richard
372nd Bombardment Squadron	Lt/Col. Benson
307th Air Refueling Squadron	Lt/Col. Thurlow
307th Field Maintenance Squadron	Lt/Col. Tillapaugh
307th Armament & Electronics Squadron	Lt/Col. Smith
307th Periodic Maintenance Squadron	Capt. Zester
307th Bombardment Wing Headquarters Squadron	Capt. Gottlieb

1. GENERAL:

a. A requirement has been placed on the 307th Bombardment Wing (M) to fly a total of thirty (30) B-47 aircraft on the 28th and the 29th of January 1957. (Code name PACESETTER VI). Pacesetter VI will consist of a series of simulated combat missions for 15 B-47 aircraft on the 27th of January and 15 B-47 aircraft on the 28th of January 1957.

b. The overall operational timing during Pacesetter VI will require complete integration of all aircraft maintenance functions. The success of Pacesetter VI depends on the capability of Wing Maintenance Activities to produce fully operational aircraft at times specified.

2. MAINTENANCE MISSIONS: The 307th Bombardment Wing (M) will provide complete Maintenance Support required to:

a. Launch 15 B-47 aircraft on 27 January 1957.

b. Launch 15 B-47 aircraft on 28 January 1957.

3. The 818th Air Base Group will provide Logistical support of POL, Supply Expediter Service, and vehicles as required. Exact timing for this support will be coordinated by the 307th Wing Maintenance Control.

4. TASK FOR SUBORDINATE UNITS:

a. The 370th Bombardment Squadron will provide:
(1) Flight Line Maintenance support to launch 5 B-47 aircraft with one flying spare on 28 January 1957 and 5 B-47 aircraft on 29 January 1957.

b. The 371st Bombardment Squadron will provide:
(1) Flight Line Maintenance support to launch 5 B-47 aircraft with one flying spare on 28 January 1957 and 5 B-47 aircraft on 29 January 1957.

c. The 372nd Bombardment Squadron will provide:
(1) Flight Line Maintenance support to launch 5 B-47 aircraft with one flying spare on 28 January 1957 and 5 B-47 aircraft with one flying spare on 29 January 1957.

d. The 307th Armament and Electronics Squadron will provide:

(1) The necessary personnel, tools and test equipment to assure Armament and Electronics support to launch 15 B-47 aircraft on 28 January 1957 and 15 B-47 aircraft on 29 January 1957.

(2) Insure that O-15 and O-23 camera magazines are loaded and that cameras are operational.

(3) Have all A&E Systems ready for pre-flight and/or acceptance checks by 1200 25 January 1957 for aircraft flying 28 January and 1200 28 January 1957, and for aircraft flying 29 Janaury 1957.

(4) Provide maximum A&E support to assure mounting required aircraft.

(5) As far as practical, insure that accuracy checks on the computer systems are completed, also that the radar system is checked for optimum reliability.

e. The 307th Field Maintenance Squadron will provide:

(1) The necessary specialist personnel and tools to insure maintenance support to launch 15 B-47 aircraft on 28 January and 15 B-47 aircraft on 29 Janaury 1957.

f. The 307th Periodic Maintenance Squadron will provide:

(1) The normal periodic aircraft inspections as indicated in the Annex "E" to Operations Plan, Maintenance, 200-57

(2) Flight Line support (as required) to expedite maintenance of Flight Line Aircraft.

5. GENERAL INSTRUCTIONS:

a. All maintenance will be controlled and directed by Wing Maintenance Control.

b. Maintenance debriefing will be held immediately after landing in the 307th Bombardment Wing Briefing Room.

c. The functions, schedules, and responsibilities of all Maintenance and Supply personnel concerned with Pacesetter VI are concerned in detail in the following appendix:

(1) 370th Bombardment Squadron

(2) 371st Bombardment Squadron

(3) 372nd Bombardment Squadron

6. ADMINISTRATIVE & LOGISTICAL MATTERS:

a. Omitted.

7. COMMAND AND COMMUNICATIONS MATTERS:

a. Command Omitted.

b. Communications for this exercise will be by radio vehicles, fixed stations, dial phones, field phones and hot lines.

A. E. AENCHBACHER
Lt Colonel, USAF
Director of Operations

3 Incls
1. Appendix 1
2. Appendix 2
3. Appendix 3

370TH BOMBARDMENT SQUADRON

A/C#	23	24	25	28	29	30	31
916	F			M	PO	PO	PO
901		F			M	PO	PO
236	F			M			PO
224	F			M			F
140	PO	F			M		
214	- - -	- - - -	- - - -	-E C M	- - - -	- - - -	- - - -
139	PO	PO	PO	M			F
909	- - -	- - - -	- - - -	- - - -	- - - -E C M - -		- - - -
210	FT				M		
232				M/S	PO	PO	PO
208	- - -	- - - -	-D O C K - - - -		FT		
222		F			M		PO
143					M		
241	F			M			

LEGEND
M - MISSION
M/S - MISSION FLYING SPARE
FT - FLIGHT TEST
F - FLYING

APPENDIX "I"

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371ST BOMBARDMENT SQUADRON

A/C#	23	24	25	28	29	30	31
227	F			M	PO	PO	PO
234		F			M		
918				M			
219			FT				F
138		F			M		
911				M			
915			DOCK				
228					M		
240					M		
220				M/S			
912				M			
218				ECM			
902					M		
226				M			

LEGEND
M - MISSION
M/S - MISSION FLYING SPARE
FT - FLIGHT TEST
F- FLYING

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372ND BOMBARDMENT SQUADRON

A/C#	-23	24	25	28	29	30	31
142	F			M			
416		F			M		
917				M/S			
413	F			M			F
906	F				M		
134				M			
128				M			F
900					M		
223		F				F	
417			F				F
217	F			M			
144		F			M		
910					M		
225	----------DOCK----------						
141		F			M/S		

LEGEND
M - MISSION
M/S - MISSION FLYING SPARE
FT - FLIGHT TEST
F - FLYING

APPENDIX "III"

CONFIDENTIAL

6C-3727

CONFIDENTIAL

307th Bombardment Wing

6

CREW FLIMSY

8TH AIR FORCE

OPERATIONS ORDER 248-56

PACESETTER VI

CONFIDENTIAL

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HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

Crew Flimsy - Pacesetter VI

1. General briefing will be held at 0900C in the Wing Briefing Room on 25 January 1957.

2. Specialized briefing will be immediately following General Briefing.

3. Pre-Take-Off Meeting: Upstairs in Base Operations. (See schedule for times).

4. Debriefing will be held in the Wing Briefing Room immediately after landing.

5. Mission Outline: The mission will follow the Face Setter VI route. Primary route points are from Lincoln Air Force Base to Yankton, South Dakota to Aberdeen, South Dakota, to Alexandria, Minnesota, to Redwood Falls, Minnesota, to Windon, South Dakota, to Storm Lake, Iowa to Omaha for the first RBS run, to Ottumwa, Iowa, to Quincy, Illinois, to St. Louis for the second bomb run, to Springfield, Illinois, to Johnstown, Pennsylvania, to Herndon, Virginia, to Lancaster, Pennsylvania, to Wilkes-Barre, Pennsylvania, to Binghamton RBS area for the third RBS run. A celestial grid will be flown from Geneva, New York to Galesburg, Illinois with a turning point at 44°22'N, 82°53'W. Route details are outlined on a SAC Form 1 inclosed herein.

6. Altitude Separation:

a. Odd slots, i.e., 1, 3, 5, etc. Odd slots will depart Lincoln Air Force Base and establish a bombing altitude of 35,000 feet,

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1 OF 19

JC 0115

SCHEDULE
29 January 1957 (ZULU)

SLOT	CREW	ACFT COMDR	TAIL NO	SAFEWAY NO	PRE T.O. MEET	START ENG	TAXI	TAKE-OFF	BOMB ALT
1		Hermann			0050Z	0203Z	0218Z	0228Z	35/36M
2		McCrary			0050Z	0213Z	0228Z	0238Z	33M
3		Crook			0050Z	0223Z	0238Z	0248Z	35/36M
4		Brooks			0120Z	0233Z	0248Z	0258Z	33M
5		Dance			0120Z	0243Z	0258Z	0308Z	35/36M
6		Howard			0120Z	0253Z	0308Z	0318Z	33M
7		Bifford			0150Z	0303Z	0318Z	0328Z	35/36M
8		Darden			0150Z	0313Z	0328Z	0338Z	33M
9		Guy			0150Z	0323Z	0338Z	0348Z	35/36M
10		Minnick			0220Z	0333Z	0348Z	0358Z	33M
11		Behan			0220Z	0343Z	0358Z	0408Z	35/36M
12		Gieker			0220Z	0353Z	0408Z	0418Z	33M
13		Holden			0250Z	0403Z	0418Z	0428Z	35/36M
14		Phillips			0250Z	0413Z	0428Z	0438Z	33M
15		Morrison			0250Z	0423Z	0438Z	0448Z	35/36M
16		Kohlscheen			0320Z	0433Z	0448Z	0458Z	33M
SPARES									
#1	?	Ecolbarger			0320Z	0443Z	0458Z	0508Z	35/36M
#2		Trudeau			0320Z	0453Z	0508Z	0518Z	33M
#3					0350Z	0503Z	0518Z	0528Z	35/36M

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SCHEDULE
30 January 1957 (ZULU)

SLOT	CREW	ACFT COMDR	TAIL NO	SAFEWAY NO	PRE T.O. MEET	START ENG	TAXI	TAKE-OFF	BOMB ALT
1		Hoover			0050Z	0203Z	0218Z	0228Z	35/36M
2		Peterson			0050Z	0213Z	0228Z	0238Z	33M
3		Hofman			0050Z	0223Z	0238Z	0248Z	35/36M
4		Williams			0120Z	0233Z	0248Z	0258Z	33M
5		Miller			0120Z	0243Z	0258Z	0308Z	35/36M
6		Terry			0120Z	0253Z	0308Z	0318Z	33M
7		Reilly			0150Z	0303Z	0318Z	0328Z	35/36M
8		Heller			0150Z	0313Z	0328Z	0338Z	33M
9		Meyers			0150Z	0323Z	0338Z	0348Z	35/36M
10		Boudreaux			0220Z	0333Z	0348Z	0358Z	33M
11		Sullivan			0220Z	0343Z	0358Z	0408Z	35/36M
12		Biggs			0220Z	0353Z	0408Z	0418Z	33M
13		Clark			0250Z	0403Z	0418Z	0428Z	35/36M
14		Chappelle			0250Z	0413Z	0428Z	0438Z	33M
SPARES									
#1		Hull			0250Z	0423Z	0438Z	0448Z	35/36M
#2		Dodge			0320Z	0433Z	0448Z	0458Z	33M
#3					0320Z	0443Z	0458Z	0508Z	35/36M
#4					0320Z	0453Z	0508Z	0518Z	33M
#5					0350Z	0503Z	0518Z	0528Z	35/36M

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at Alexandria, Minnesota for the Omaha run. The other two bomb runs will be at 36,000 feet. After departing Binghamton, New York, odd slots will climb to 38,000 feet and continue at this altitude until completing the Nav Leg at Galesburg, Illinois. After departing Galesburg, Illinois remain at this altitude until arriving over Lincoln Air Force Base.

b. Even Slots, i.e., 2. 4. 6. etc. Even slots will fly the mission either two (2) or three (3) thousand feet lower than the odd slots. (Two (2) thousand for the Omaha run). For even slots initial level off will be at 33,000 feet. After departing Binghamton, climb to 35,000 feet and return to Lincoln Air Force Base at this altitude.

7. Navigation:

a. The Wing Navigator will file the necessary clearance required by SAC Regulation 55-18 for Canadian overflight.

b. Grid Celestial navigation leg will be flown from Geneva, New York to Galesburg, Illinois, with a turning point at 44°22'N 82°53'W. A rated crew member other than the primary navigator will maintain position of the aircraft during the grid leg to insure safety and compliance of flight rules.

c. Control Points: Two control points have been established to insure proper spacing on RBS run:

(1) Control Point #1: Control Point #1 is the HHCP at Windon, South Dakota. A dog leg has been established to facilitate in accomplishing this control problem. Control times are outlined below.

4 TC-0115

(2) Control Point #2: Control Point #2 has been established at Lancaster, Pennsylvania. A dog leg has been established to facilitate in accomplishing this control problem. Control times are listed below:

SLOT	HHCP	C.P.#2
1	0353Z	0632Z
2	0403Z	0642Z
3	0413Z	0652Z
4	0423Z	0702Z
5	0433Z	0712Z
6	0443Z	0722Z
7	0453Z	0732Z
8	0503Z	0742Z
9	0513Z	0752Z
10	0523Z	0802Z
11	0533Z	0812Z
12	0543Z	0822Z
13	0553Z	0832Z
14	0603Z	0842Z
15	0613Z	0852Z
16	0623Z	0902Z
17	0633Z	0912Z
18	0643Z	0922Z
19	0653Z	0932Z

5 19

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8. Bombing:

a. First Target:

Target:	Omaha J	Elev. 1151'
Type Run:	Radar Direct	Var. -9

b. Second Target:

Target:	St Louis "ALPHA"	Elev. 514' Var. -5
Type Run:	Radar Offset (Mach .81 IBDA)	
OAP #1:	Locks	Elev. 510'
	N - 4710'	W - 3690'
OAP #2:	Bridge	Elev. 600' Var. -5
	S - 4920'	W - 5430'

c. Third Target:

Target:	Binghamton "CHARLIE"	Elev. 1025' Var. +11
Type Run:	Radar Offset	
OAP #1:	Scintilla Factory	Elev. 1025'
	N - 2160'	E - 4970'
OAP #2:	Bridge	Elev. 1025'
	S - 1000'	W - 3710'
Variation:	11° West	

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CONFIDENTIAL

COMMUNICATIONS FLIMSY - PACESETTER VI

1. All aircraft will place UHF radio on TR/G position except when actually communicating on another frequency.

2. HF monitor periods 05:08 - 25:28 and 45:48 minutes past the hour will be observed by all aircraft. HF control stations for other than Strike Report are Andrews and Loring.

3. The first and last aircraft in the bomber stream will make all ATC position reports for the bomber stream. The first words of the text of all ATC reports will contain the phrase "PACESETTER VI - SAFEWAY ( )."

4. All aircraft will squawk two on IFF.

5. HF channelization will conform to 307th Bomb Wing HF channelization dated 1 January 1957.

6. Each aircraft will transmit a strike report after bombs away over Omaha, St. Louis and Binghamton. HF strike reports will be addressed to the 307th Bomb Wing (Trade Bravo and Headquarters SAC-Eighth Air Force (Storm Trooper) using target designators as listed below:

Omaha	111
St. Louis	222
Binghamton	333

Example of HF strike report for Omaha target:

"RAMEY - this is SAFEWAY 99 - relay to TRADE BRAVO and STORM TROOPER - ZIPPO - 081235Z - 111 - G-Golf - OVER"

HF strike reports should be sent to AACS air/ground stations 1500 miles or more from the target.

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7. RBS site frequencies:

Omaha	258.2 primary	240.6 secondary
St Louis	384.6 primary	258.2 secondary
Binghamton	356.8 primary	None

HF back-up, all sites: 5710.5 Ch 6

8. UHF channelization will be according to current Radio Facility Charts except as modified below:

CHANNEL	FREQ	USE
2	384.6	St Louis RBS, primary
7	*258.2	Omaha RBS, primary
8	*356.8	Binghamton RBS, primary
9	351.0	Interplane
10	364.2	GCI Common
11	311.0	SAC Common
12	321.0	SAFEWAY Control

* See Route Sheet for special GCI site frequencies to be set in manually in Ch 7 and 8.

9. Crews will not pre-flight or post-flight HF radio equipment.

10. SACSUB procedures will be complied with when contacting RBS sites.

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CONFIDENTIAL — "Pacesetter VI" — CONFIDENTIAL

MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

SQUADRON: | WING: 307th | AIRCRAFT TYPE AND SERIAL NO.: B-47E | CREW NUMBER: | ACFT CMDR (Name and Grade): | OBSERVER (Name and Grade): | CO-PILOT (Name and Grade):

III. PRE-FLIGHT PLAN

FROM / ROUTE	ALT & FUEL	T.C.	WIND DIR. / DRIFT	T.H.	VAR.	M.H.	TEMP. ALT	MACH	T.A.S.	G.S.	GRD DIS / ACC GRD DIS	TIME / ACC TIME	AIR DIS / ACC AIR DIS	ETA	FUEL FLIGHT PLAN: PRES. FUEL REMAIN.	GROSS WEIGHT
LAFB															43,500	177,195
North TAKEOFF							°				10	3	10		4,800	4,800
SETTO & Accel											10	3	10		88,700	172,395
Level Off			290/35				°				114	19	123		9200	9,200
YANKTON, S.D.	CL	345	-4	341	-10	331	29/32	.76⅞	390	369	124	22	133		81,500	165,135
VOR			289/55				°				155	23	163		4235	4,235
ABERDEEN, S.D.	CC	345	-7	338	-10	328	30/33	.73	425	400	279	45	296		77,265	160,960
VOR							°				130	16	113		3,300	3,300
ALEXANDRIA, MINN	CL	083	-2	081	-9	072	33/35	✓	✓	479	409	0101	409		73,965	159,660
VOR							°				85	12	85		2181	2,181
REDWOOD FALLS, MINN	CR	174	+7	181	-8	173	✓	✓	✓	439	494	0113	494		71,784	155,479
HMCP and PIP							°				36	5	36		786	786
WINDOM, MINN	CR	180	+7	187	-8	179	✓	✓	✓	430	530	0118	529		70,998	154,693
IP							°				72	10	72		1836	1836
STORM LAKE, IA	CR	180	+7	187	-8	179	✓	✓	✓	430	602	0128	601		69,162	152,857
Tgt J							°				86	13	72		2279	2279
OMAHA, NEB	CR	200	+7	207	-9	198	✓	✓	✓	412	688	0141	693		66,883	150,578
PIP	CC CR	091	270/60				°				158	20	142		3401	3401
OTTUMWA, IOWA			0	091	-8	083	33/36	✓	✓	485	846	0201	835		63,482	147,177
IP							°				80	10	78		2250	2250
GUINEY, MO	CR	152	+6	158	-6	152	✓	.81	467	493	926	0211	913		61,232	144,927
Tgt A							°				94	11	86		2500	2,500
ST LOUIS, MO	CR	144	+6	150	-5	145	✓	✓	✓	499	1020	0222	999		58,732	142,427
							°				92	10	91		1643	1,643
SPRINGFIELD, ILL	CR	019	-5	011	-5	006	✓	.74	425	440	1090	0232	1070		57,089	140,784
							°				490	0101	431		9275	9,275
JOHNSTOWN, PA	CR	087	-1	086	+1	087	✓	✓	✓	484	1580	0333	1501		47,814	131,509
VOR							°				100	13	92		1776	1,776
HERNDON, VA	CR	137	+5	142	+7	149	✓	✓	✓	465	1670	0346	1593		46,038	129,733
PIP - Control Pt			270/60				°				80	11	78		1500	1,500
LANCASTER, PA	CR	043	-7	036	+7	043	✓	✓	✓	455	1970	0357	1671		44536	128,233
IP							°				76	11	98		1475	1,475
WILKES-BARRE, PA	CR	014	-7	007	+9	016	✓	✓	-	428	1846	0408	1749		43,063	126,758
Tgt C			300/55				°				60	9	64		1270	1,270
BINGHAMPTON, N.Y.	CR	014	-7	007	+11	018	✓	✓	✓	408	1906	0417	1813		41,793	125,488
Start Nav							°				71	11	98		1425	1,425
GENEVA, N.Y.	CC	305	0	305	+10	315	35/38	✓	✓	391	1977	0428	1891		40,368	124,063
TP			270/60				°				295	46	326		6325	6,325
44°22'N 82°53W	CR	289	-1	288	+7	295	✓	✓	-	360	2252	0514	2217		34043	117,738
End Nav			270/60				°				392	58	411		7208	7,208
GALESBURG, ILL	CR	238	+4	242	-1	241	✓	✓	✓	406	2644	0612	2628		26835	110,530
VOR							°				167	27	191		3262	3,262
LAMONI, IA	CR	262	+2	264	-6	258	✓	✓	✓	368	2811	0639	2819		23573	127,268
							°				128	21	145		2523	2,523
LAFB	CR	275	-1	274	-9	265	✓	✓	✓	366	2939	0700	2967		21,050	104,745
							°					20			4,000	4,000
Letdown & Land												0720			17,050	100,745

DATE OF TAKE-OFF: 29 and 30 Jan 57 (Zulu)

ENGINE START: | TAKE-OFF TIME FIRST ACFT: 0788Z

LANDING TIME: | DURATION OF FLT: South TAKEOFF

AIR-CRAFT BASIC WT	82,200	
CREW WT	101	
OIL WT	394	
ATO BTL WEIGHT (Empty)		
EXT. TANKS WT (Empty)		
OPERATING WT		83,695
FUEL WEIGHT: P.M.		
C.M.		
A.M.		
FWD AMS	Full	
B.B.		
ATO		
EXT.		
TOTAL		93,500
BOMBS WT		
AMMO WT		
ADJ. FLUID WT		
INITIAL GROSS WT		177,195
START & TAXI FUEL A.M.		3,000
TAKE-OFF GROSS WT		174,195

RUNWAY: PRESS. ALT 1923 | LENGTH 12,900 | AIR TEMP 33°F

CRITICAL FIELD LENGTH: 9400

TAKE-OFF: DISTANCE 8,400 | SPEED 152 Kts

SPEED: REFUSAL 142K | ENGINE BEST FLARE 167K | CLIMB 5000' 228

NO. OF JATO BOTTLES REQUIRED: Tolerance ±10K

ATO FIRING: PELLANT WEIGHT | ADJUSTED TAKE-OFF WEIGHT | ADJUSTED TAKE-OFF DISTANCE | ATO FIRING SPEED

Attach 1 — Opp 2 To Annex B — CONFIDENTIAL — 307th B. Wg Ops Order 148-56

1290

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BOMBING DATA

		1		2		3		4		5	
TGT DATA	RUN NO.										
	NAME	OMAHA "J"		ST. LOUIS "A"				[illegible]			
	NAME ELEV VAR	Plain Elev -9	1151	SMOKESTACK -5	514			SYENITE A/S -11	1025		
	LAT LONG	41-16N	95-52W	39-41N	90-10W			42-18N	75-25W		
OPT POINTS	NAME ELEV VAR	STORM LK -9	1160	QUINCY -6				WILKES-BARRE -9	550		
	LAT LONG	42-38N	95-10W	39-55N	91-22W			41-17N	75-55W		
	NAME ELEV VAR	DENISON -8	1280	KEOKUK -6	470			CARBONDALE -13	1810		
	LAT LONG	42-00N	95-23W	40-24N	91-25W			41-34N	75-30W		
	NAME ELEV VAR	ATLANTIC -8	1153	HANNIBAL -6	735			PINE MDW TOW -7	950		
	LAT LONG	41-22N	95-03W	39-38N	91-20W			42-06N	75-52W		
	NAME ELEV VAR										
	LAT LONG										
OFFSET	NAME ELEV	N/A		OAP#1 (LOCKS) 510		OAP#2 (BRIDGE) 600		OAP#1 (HAWT) 1025		OAP#2 (POOL) 1025	
	LAT LONG			38-42-01	90-12-55	38-40-26	90-11-17	42-18N	75-24W	42-18N	75-26W
	N-S E-W			N-4710	W-3610	S-4920	W-5430	N 2160	W-4970	S-1000	W-3710
IP TO TARGET		PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT
	T. C.	203°		149°				017°			
	DRIFT										
	T. H.										
	M. H.										
	G. S.										
	DISTANCE	88NM		94NM				64NM			
	TIME / TG	/	/	/	/	/	/	/	/	/	/
ALTITUDE COMPUTATION	POSITION										
	ELEVATION										
	MEASURED ALTITUDE										
	TRUE ALTITUDE										
	$D_2 - D_1$										
	ADJUSTED TRUE ALTITUDE										
	OAP ELEVATION										
	ABSOLUTE ALT SETTING										
	ADJUSTED TRUE ALTITUDE										
	TGT ELEV										
	BOMB ALT										
TYPE BOMB											
T. A. S.											
Q FACTOR/INTERVAL											
TRAIL											
A. T. F.											

RELEASE											
T. H.	T. A. S.										
WIND HD	EW										
TIME	FRAME #									10	19
RUN TYPE	CLASS										
SCORE SCORED	C. E.										
ACFT CON	METHOD OF RELEASE										

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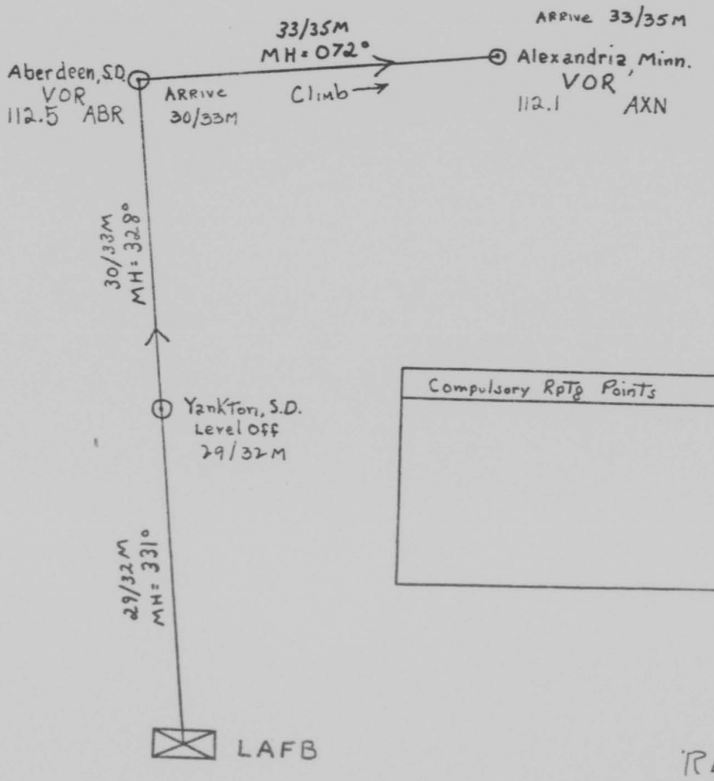
Attach. 2 - App 2 to Annex B
TC-3110

391st B. W.
Ops. Order 648-56

Attach. 3



Compulsory Rptg Points

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C-1

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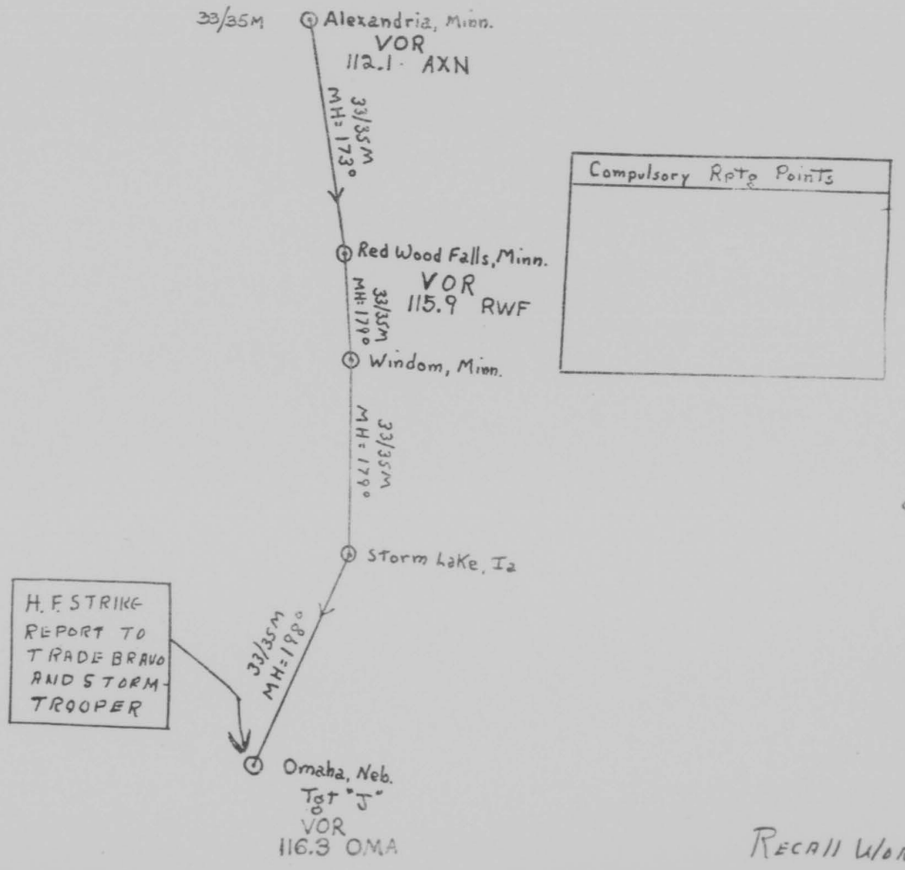
RECALL WORD:
TALL CORN



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C-2

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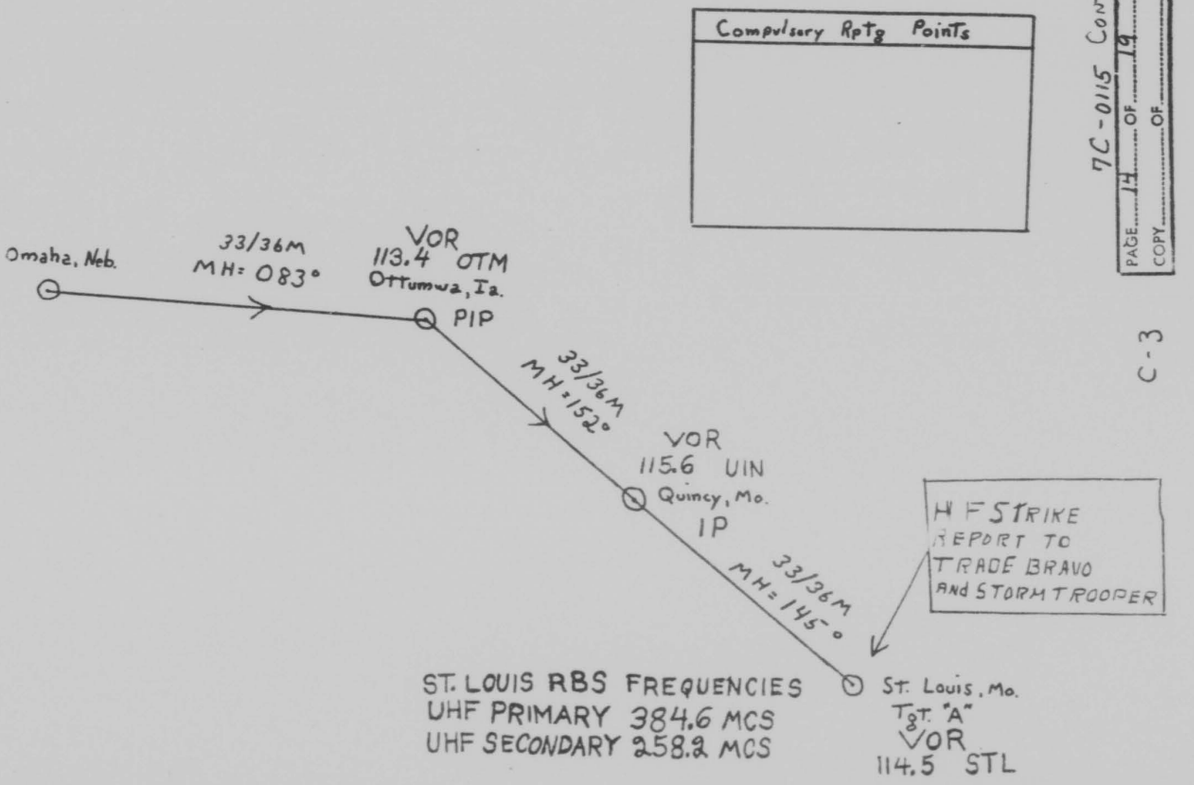
RECALL WORD:
"FALL CORN"

1294



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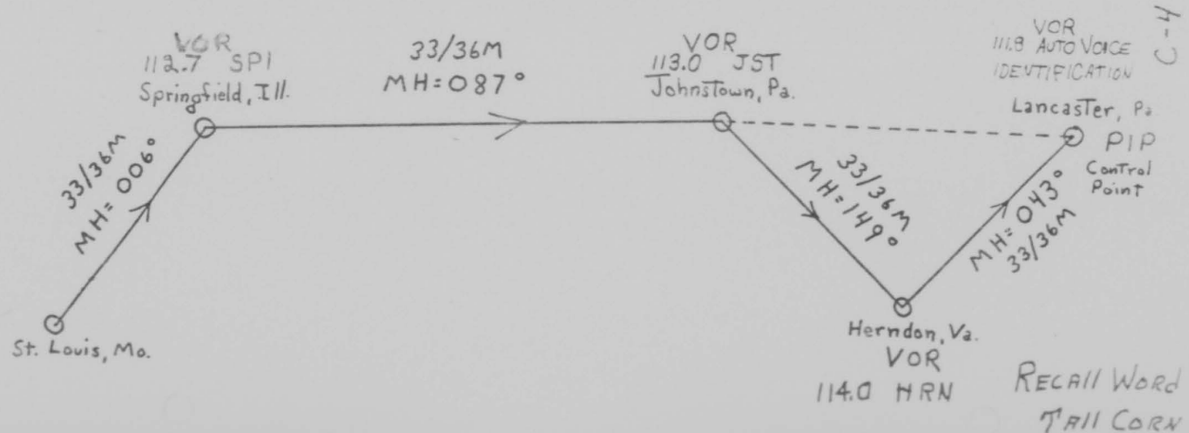
C-3

RECALL WORD:
MALL CORN

1295

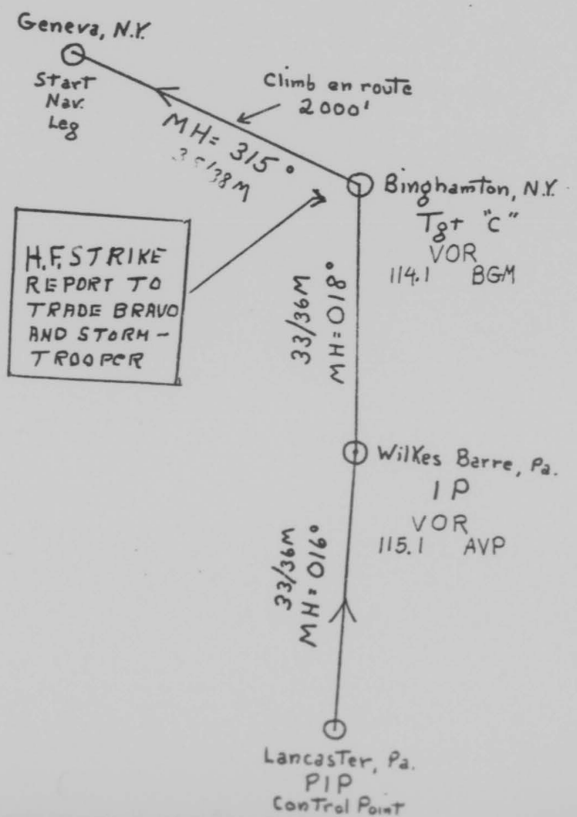
Compulsory RpTg Points



C-4

RECALL WORD
TALL CORN

1



Compulsory Rptg Points

BINGHAMTON RBS FREQUENCIES
UHF PRIMARY 356.8 MCS
UHF SECONDARY NONE

RECALL WORD
'ALL CORN

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C-5

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1. Procedures for GCI scoring of navigation leg for Pace Setter VI.

a. Individual aircraft will make initial contact with Post Card GCI site on channel 10, 364.2 mcs approximately 200 nautical miles from termination point.

b. At this time the GCI site will advise aircraft on which mode to place IFF on. Aircraft will use verbal identifier "Pace Setter" and give position, altitude, true course and ETA to termination (Galesburg A. P. Ill.)

c. The first aircraft in the stream will report as the first aircraft and the last aircraft in the stream will report as the last aircraft.

d. Aircraft will contact "Post Card" 10 minutes prior to ETA and receive instructions concerning which channel to switch to (298.8 or 316.1 mcs) for final GCI controller.

e. Aircraft will contact "Post Card" not later than 5 minutes prior to ETA on assigned frequency, giving final track and ETA.

f. Final contact will be made with "Post Card" 30 seconds out and make verbal count down from 5 seconds, 4 seconds, 3 seconds, 2 seconds, 1 second, HACK.

G. This constitutes termination of navigation leg for which "Post Card" will score. At this time IFF will be placed on standby.

[illegible] scores for navigation will not be transmitted to the crew by "Post Card" GCI site and will be witheld from the unit for approximately 24 hours.

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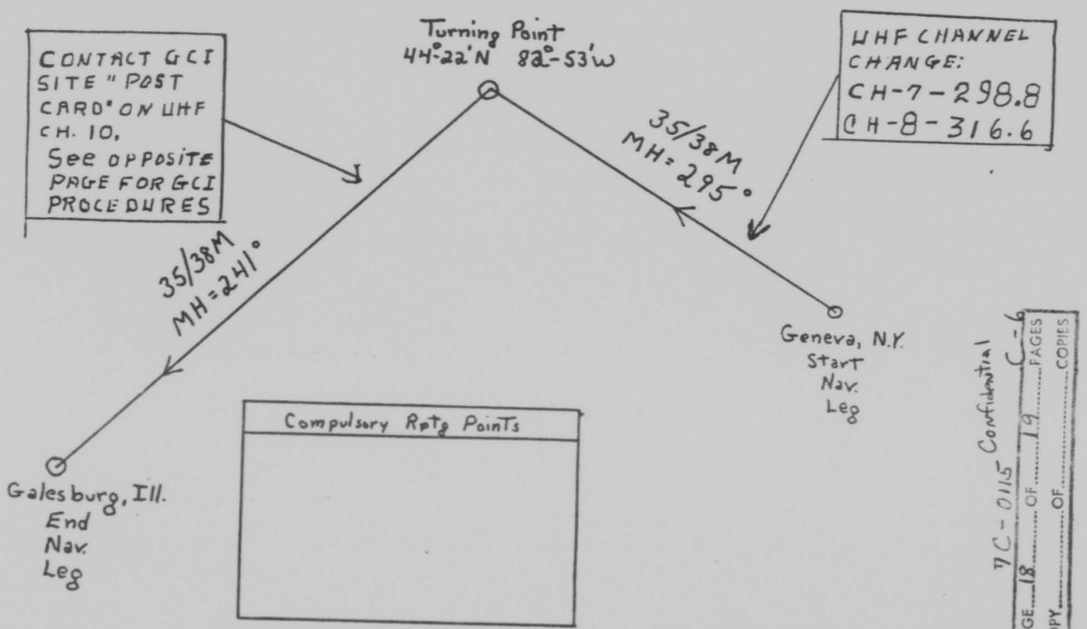
C-5(A)



RECALL WORD
TALL CORN

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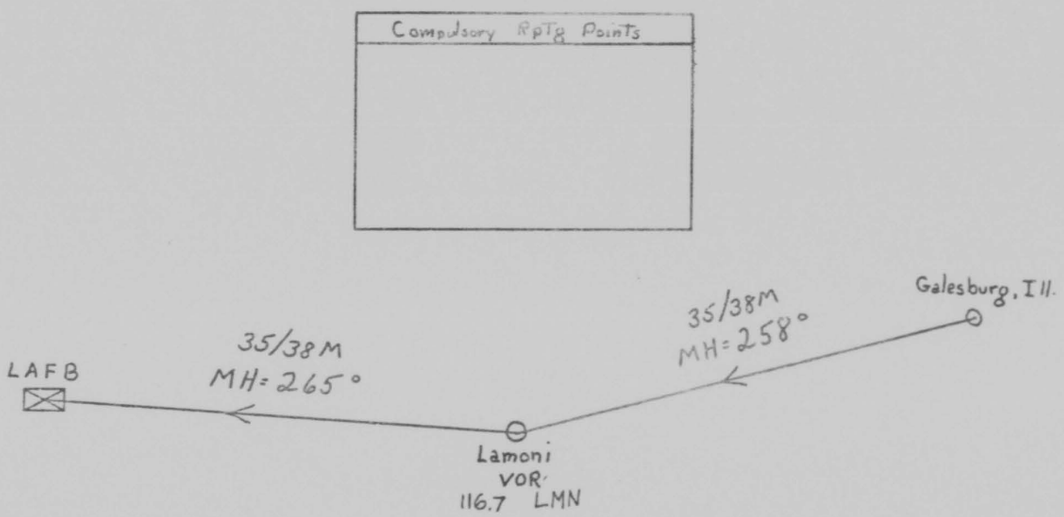

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RECALL WORD:
TRAIL CORN

1

ICA 132

NC 666
OO RJEHFW RJEDMH RJEDEC RJEDGD RJEDKG RJ[illegible]FB RJEFKY
DE RJEFEC 77
O 181655Z
FM C/MAF 8 WESTOVER AFB MASS
TO RJEDGD/COMAIRDIV 818 LINCOLN AFB NEBR
BT
/C O N F I D E N T I A L/DCO1B Ø224Ø SUBJECT: (UNCL) "FACE SEVEN VI".
REQUEST ALL UNITS TAKE IMMEDIATE ACTION TO ADD A SUFFIX TO THEIR
"FACE SEVEN VI" FLIGHT PLANS TO AID ARIC IN IDENTIFYING UNIT PLANS.
SUFFIXES HAVE BEEN ASSIGNED AS FOLLOWS:
26 AW MODEL 307 BW INDIA 98 BW CHARLIE
40 BW BRAVO 310 BW GOLF
90SRW CHO 340 BW FOXTROT
91 SRW ALPA 380 BW DELTA
EXAMPLE: 91ST SRW AT LOCKBOURNE WILL FILE FLIGHT PLAN AS FOLLOWS:
"FACE SEVEN" ALFA/ CATEGORY 5.
E.
1 /1[illegible]Ø JAN RJEFEC

THIS IS A CERTIFIED EXTRACT COPY:

7

Vaughan R. Stevens
VAUGHAN R. STEVENS
Major., USAF

307th
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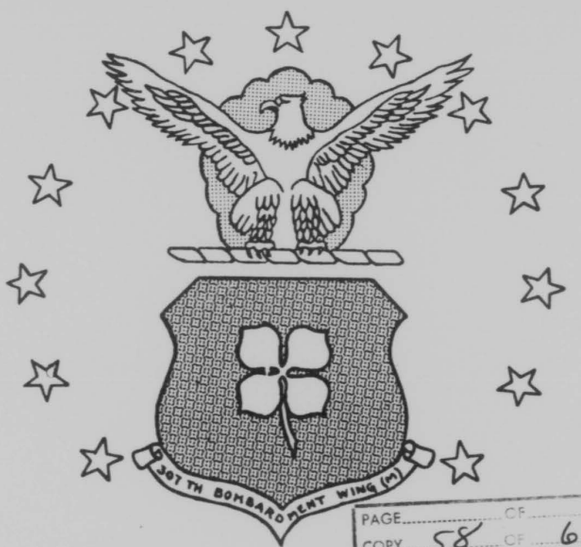
Bombardment Wing



8

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CREW FLIMSY

8TH AIR FORCE

OPERATIONS ORDER 248-56

PACESETTER VI

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7C-0099

1-222-C

1

1302

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HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

Crew Flimsy - Practice (Pacesetter VI)

1. General briefing will be held at 0815C in the Wing Briefing Room on 16 January 1957.

2. Specialized briefing will be immediately following General Briefing.

3. Pre-Take-Off Meeting: Upstairs in Base Operations. (See schedule for times).

4. Debriefing will be held in the 372nd Bomb Squadron Briefing Room immediately after landing.

5. Mission Outline: The mission will follow the Pace Setter VI route. Primary route points are from Lincoln Air Force Base to Yankton, South Dakota to Aberdeen, South Dakota, to Alexandria, Minnesota, to Redwood Falls, Minnesota, to Windon, South Dakota, to Storm Lake, Iowa to Omaha for the first RBS run, to Ottumwa, Iowa, to Quincy, Illinois, to St. Louis for the second bomb run, to Springfield, Illinois, to Johnstown, Pennsylvania, to Herndon, Virginia, to Lancaster, Pennsylvania, to Wilkes-Barre, Pennsylvania, to Binghamton RBS area for the third RBS run. A celestial grid (or other type navigation to satisfy crew requirements) will be flown from Geneva, New York to Galesburg, Illinois with a turning point at 44°22'N, 82°53'W. Route details are outlined on a SAC Form 1 inclosed herein.

6. Altitude Separation:

a. Odd slots, i.e., 1, 3, 5, etc. Odd slots will depart Lincoln Air Force Base and establish a bombing altitude of 35,000 feet,

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1303

SCHEDULE

SLOT	CREW	ACFT COMDR	TAIL NO	SAFEWAY NO	PRE T.O. MEET	START ENG	TAXI	TAKE-OFF	BOMB ALT
1		Darden			1700Z	1807Z	1822Z	1832Z	35/36M
2		Ames			1700Z	1817Z	1832Z	1842Z	33M
3		Guy			1700Z	1827Z	1842Z	1852Z	35/36M
4		Peterson			1730Z	1837Z	1852Z	1902Z	33M
5		Behan			1730Z	1847Z	1902Z	1912Z	35/36M
6		Hermann			1730Z	1857Z	1912Z	1922Z	33M
7		McCrary			1800Z	1907Z	1922Z	1932Z	35/36M
8		Clark			1800Z	1917Z	1932Z	1942Z	33M
9		Ecelbarger			1800Z	1927Z	1942Z	1952Z	35/36M
10		Boudreaux			1830Z	1937Z	1952Z	2002Z	33M
11		Phillips			1830Z	1947Z	2002Z	2012Z	35/36M
12		Morrison			1830Z	1957Z	2012Z	2022Z	33M
13		Terry			1900Z	2007Z	2022Z	2032Z	35/36M
14		Heller			1900Z	2017Z	2032Z	2042Z	33M
15					1900Z	2027Z	2042Z	2052Z	[illegible]/36M
16					1930Z	2037Z	2052Z	2102Z	33M
17					1930Z	2047Z	2102Z	2112Z	35/36M
18					1930Z	2057Z	2112Z	2122Z	33M
19					1940Z	2107Z	2122Z	2132Z	35/36M

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at Alexandria, Minnesota for the Omaha run. The other two bomb runs will be at 36,000 feet. After departing Binghamton, New York, odd slots will climb to 38,000 feet and continue at this altitude until completing the Nav Leg at Galesburg, Illinois. After departing Galesburg, Illinois remain at this altitude until arriving over Lincoln Air Force Base.

b. Even Slots, i.e., 2, 4, 6, etc. Even slots will fly the mission either two (2) or three (3) thousand feet lower than the odd slots. (Two (2) thousand for the Omaha run). For even slots initial level off will be at 33,000 feet. After departing Binghamton, climb to 35,000 feet, and return to Lincoln Air Force Base at this altitude.

7. Navigation:

a. The Wing Navigator will file the necessary clearance required by SAC Regulation 55-18 for Canadian overflight.

b. A navigation leg, celestial grid or other type if crew requirements dictate, will be flown from Geneva, New York to Galesburg, Illinois, with a turning point at 44°22'N 82°53'W. A rated crew member other than the primary navigator will maintain position of the aircraft during the grid leg to insure safety and compliance of flight rules.

c. Control Points: Two control points have been established to insure proper spacing on RBS run.

(1) Control Point #1: Control Point #1 is the HHCP at Windon, South Dakota. A dog leg has been established to facilitate in accomplishing this control problem. Control times are outlined below.

(2) Control Point #2: Control Point #2 has been established at Lancaster, Pennsylvania. A dog leg has been established to facilitate in accomplishing this control problem. Control times are listed below:

SLOT	HHCP	C.P.#2
1	1950Z	2229Z
2	2000Z	2239Z
3	2010Z	2249Z
4	2020Z	2259Z
5	2030Z	2309Z
6	2040Z	2319Z
7	2050Z	2329Z
8	2100Z	2339Z
9	2110Z	2349Z
10	2120Z	2359Z
11	2130Z	0009Z
12	2140Z	0019Z
13	2150Z	0029Z
14	2200Z	0039Z
15	2210Z	0049Z
16	2220Z	0059Z
17	2230Z	0109Z
18	2240Z	0119Z
19	2250Z	0129Z

8. Bombing:

a. First Target:

Target: Omaha J Elev. 1151'

Type Run: Radar Direct Var. -9

b. Second Target:

Target:	St Louis "ALPHA"	Elev. 514' Var. -5
Type Run:	Radar Offset (Mach .81 IBDA)	
OAP #1:	Locks	Elev. 510'
	N - 4710'	W - 3690'
OAP #2:	Bridge	Elev. 600' Var. -5
	S - 4920'	W - 5430'

c. Third Target:

Target:	Binghamton "CHARLIE"	Elev. 1025' Var.+11
Type Run:	Radar Offset	
OAP #1:	Scintilla Factory	Elev. 1025'
	N - 2160'	E - 4970'
OAP #2:	Bridge	Elev. 1025'
	S - 1000'	W - 3710'
Variation:	11° West	

CONFIDENTIAL

COMMUNICATIONS FLIMSY - PRACTICE (PACESETTER VI)

1. All aircraft will place UHF radio on TR/G position except when actually communicating on another frequency.

2. HF monitor periods 05:08 - 25:28 and 45:48 minutes past the hour will be observed by all aircraft.

3. The first and last aircraft in the bomber stream will make all ATC position reports for the bomber stream. The first words of the text of all ATC reports will contain the phrase "SAFEWAY ( ), Practice Pacesetter".

4. All aircraft will squawk two on IFF.

5. HF channelization will conform to 307th Bomb Wing HF channelization dated 1 January 1957.

6. Each aircraft will transmit a strike report after bombs away over Omaha, St. Louis and Binghamton. HF strike reports will be addressed to the 307th Bomb Wing (Trade Bravo) using target designators as listed below:

Omaha	111
St. Louis	222
Binghamton	333

Example of HF strike report for Omaha target:

"RAMEY - this is SAFEWAY 99 - relay to TRADE BRAVO - ZIPPO - 081235Z - 111 - G-Golf - OVER"

HF strike reports should be sent to AACS air/ground stations 1500 miles or more from the target.

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7. RBS site frequencies:

Omaha	258.2 primary	240.6 secondary
St Louis	384.6 primary	258.2 secondary
Binghamton	356.8 primary	None

HF back-up, all sites: 5710.5 Ch 6

8. UHF channelization will be according to current Radio Facility Charts except as modified below:

CHANNEL	FREQ	USE
2	384.6	St Louis RBS, primary
7	258.2	Omaha RBS, primary
8	356.8	Binghamton RBS, primary
9	351.0	Interplane
10	364.2	GCI Common
11	311.0	SAC Common
12	321.0	SAFEWAY Control

9. Crews will not pre-flight or post-flight HF radio equipment.

CONFIDENTIAL "Presetter II" CONFIDENTIAL

MISSION JET REINFORCEMENT AND RECONNAISSANCE MISSION FLIGHT PLAN | STOP OVER | WING 307th | AIRCRAFT TYPE AND SERIAL NO. B-47E | CREW NUMBER | ACFT COMDR (Name and Grade) | OBSERVER (Name and Grade) | CO-PILOT (Name and Grade)

III. PRE-FLIGHT PLAN

FROM / ROUTE	DOG LEG	T.C.	WIND DIR/V. / DRIFT	T.H.	VAR.	M.H.	TEMP. / ALT	MACH	T.A.S.	G.S.	GRD DIS ACC. GRD DIS	TIME ACC. TIME	AIR DIS ACC. AIR DIS	ETA	FUEL FLIGHT PLAN: PRED. FUEL REMAIN	GROSS WEIGHT
LAFB															93,500	177,195
North Takeoff											10	3	10		4,800	4,800
SETTO x Accel.											10	3	10		88,700	172,395
Level Off			270/65								114	19	123		7200	7,200
YANKTON, S.D.	CL	345	-4	341	-10	331	29/32	.76	390	369	124	22	133		81,500	165,195
VOR			270/65								155	23	163		4,735	4,735
ABERDEEN, S.D.	CC	345	-7	338	-10	328	30/33	.73	425	400	279	45	296		77,265	160,960
VOR											180	16	113		3,300	3,300
ALEXANDRIA, MINN	CL	083	-2	081	-9	072	23/35	✓	✓	479	409	0101	409		73,965	157,660
VOR											85	12	85		2181	2181
Redwood Falls, Minn	CR	174	+7	181	-8	173	✓	✓	✓	439	494	0113	494		71,784	155,479
HHCP and PIP											36	5	35		786	786
WINDOM, MINN	CR	180	+7	187	-8	179	✓	✓	✓	430	530	0118	529		70,998	154,693
IP											72	10	72		1836	1836
Storm Lake, Ia	CR	180	+7	187	-8	179	✓	✓	✓	430	602	0128	601		69,162	152,857
Tgt J											86	13	92		2279	2279
OMAHA, Neb	CR	200	+7	207	-9	198	✓	✓	✓	412	688	0141	693		66,883	150,578
PIP	CC CR	091	270/60 0	091	-8	083	33/36	✓	✓	485	858	20	142		3401	3401
OTTUMWA, Iowa											846	0201	835		62,482	147,177
IP								.81			80	10	78		2250	2250
QUINCY, Mo	CR	152	+6	158	-6	152	✓		467	493	926	0211	913		61,232	144,927
Tgt A											94	11	86		2580	2,580
St. Louis, Mo	CR	144	+6	150	-5	145	✓	✓	✓	499	1020	0222	999		58,732	142,427
											90	10	91		1643	1643
Springfield Ill	CR	019	-8	011	-5	006	✓	.74	425	440	1090	0232	1070		57,089	140,784
Johnstown, Pa	CR	087	-1	086	+1	087	✓	✓	✓	484	1570	0333	1501		47,814	131,509
VOR											100	13	92		1776	1776
Herndon, VA	CR	137	+5	142	+7	149	✓	✓	✓	465	1690	0346	1593		46,038	129,733
PIP - Control Pt			240/60								80	11	78		1500	1500
LANCASTER, Pa	CR	043	-7	036	+7	043	✓	✓	✓	455	1770	0357	1671		44536	128,233
IP											76	11	78		1475	1475
W. Hoo - Barre, Pa	CR	014	-7	007	+9	016	✓	✓	✓	428	1846	0408	1749		43,063	126,758
Tgt C			300/55								60	9	64		1270	1270
Binghampton, N.Y.	CR	014	-7	007	+11	018	✓	✓	✓	408	1906	0417	1813		41,793	125,488
Start Nav											71	11	78		1475	1475
GENEVA, N.Y.	CC	305	0	305	+10	315	35/38	✓	✓	391	1977	0428	1891		40268	124,063
TP			240/60								275	46	326		6325	6325
44°22'N 83°55'W	CR	289	-1	288	+7	295	✓	✓	✓	360	2252	0514	2217		34043	117738
End Nav			270/60								342	58	411		7208	7208
Galesburg, Ill	CR	238	+4	242	-1	241	✓	✓	✓	406	2644	0612	2628		26835	110,580
VOR											167	27	191		3262	3262
LAMONI, Ia	CR	262	+2	264	-6	258	✓	✓	✓	368	2811	0639	2814		23573	107,268
											138	21	148		2523	2523
LAFB	CR	275	-1	274	-9	265	✓	✓	✓	366	2939	0700	2967		21,050	104,745
												20			4,000	4,000
Letdown & Land												0720			17,050	100,745

DATE OF TAKE-OFF: 29 and 30 Jan 57 (Zulu)
ENGINE START | TAKE-OFF TIME: First Acft 0228Z
LANDING TIME | DURATION OF FLT: South Takeoff

AIR CRAFT BASIC WT	82,200	
CREW WT	1101	
OIL WT	394	
ATO B/L WEIGHT (Fuel)		
EXT. TANKS WT (Fuel)		
OPER'AT ING. WT		83,695
FUEL LOADED: FWD		
AFT		
AUX.	Full	
W.B.		
ATO		
EXT.		
TOTAL		93,500
BOMBS WT		
AMMO WT		
ADL. FLUID WT		
INITIAL GROSS WT		177,195
START, TAXI & FUEL ALT		3,000
TAKE-OFF GROSS WT		174,195

RUNWAY: PRESS. ALT 1923 | LENGTH 12,900 | AIR TEMP. 33°F
CRITICAL FIELD LENGTH: 9400
TAKE-OFF: DISTANCE 8,400 | SPEED 152 Kts
SPEED: REFUSAL 142K | EMERG. BRK FLAME 167K | LINE 5000' 122K
NO. OF ATO BOTTLES REQUIRED: Tolerance ±10K
ATO PROP. PELLANT WEIGHT ADJUSTED TAKE-OFF WEIGHT
ADJUSTED TAKE-OFF DISTANCE
ATO FIRING SPEED

Attach 1 - App 2 To Annex B CONFIDENTIAL 307th B.W. Op Order 48-56

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BOMBING DATA

		1		2		3		4		5	
TGT DATA	RUN NO.										
	NAME	OAP #1 "J"		ST. LOUIS "A"				[illegible]			
AP	NAME ELEV VAR	Main Field -9	1151	SPRINGFIELD -5	594			SPRINGFIELD -5	1025		
	LAT LONG	41-16N	95-42W	39-41N	90-13W			42-18N	75-25W		
IP	NAME ELEV VAR	Tarkio Lk -9	1160	Quincy -6				Wilkes-Barre -5	550		
	LAT LONG	42-38N	95-10W	39-55N	91-22W			41-17N	75-54W		
GP1 POINTS	NAME ELEV VAR	DENISON -8	1280	KEOKUK -6	650			Carbondale -5	1310		
	LAT LONG	42-00N	95-23W	40-24N	91-25W			41-34N	75-30W		
	NAME ELEV VAR	ATLANTIC -8	1153	HANNIBAL -6	735			Binghamton -5	950		
	LAT LONG	41-22N	95-03W	39-38N	91-20W			42-06N	75-52W		
	NAME ELEV VAR										
	LAT LONG										
OFFSET	NAME ELEV	N/A		OAP #1 (Locks) 510		OAP #2 (Bridge) 600		OAP #1 (Plant) 1025		OAP #2 (Bridge) 1025	
	LAT LONG			38-47-01	90-10-55	38-40-26	90-11-17	42-18N	75-24W	42-18N	75-26W
	N-S E-W			N-4710	W-3670	S-4820	W-5430	N 216.0	E-4770	S-1000	W-3710
		PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT
O TO TARGET	T. C.	203°		144°				017°			
	DRIFT										
	T. H.										
	M. H.										
	G. S.										
	DISTANCE	88NM		94NM				64 NM			
	TIME / TG	/	/	/	/	/	/	/	/	/	/
ALTITUDE COMPUTATION	POSITION										
	ELEVATION										
	MEASURED ALTITUDE										
	TRUE ALTITUDE										
	$D_2 - D_1$										
	ADJUSTED TRUE ALTITUDE										
	O A P ELEVATION										
	ABSOLUTE ALT SETTING										
	ADJUSTED TRUE ALTITUDE										
	TGT ELEV										
	BOMB ALT										
TYPE BOMB											
T. A. S.											
Q FACTOR/INTERVAL											
TRAIL											
A. T. F.											
RELEA	T. H. / T. A. S.										
	WIND NS / EW										
	TIME / FRAME #										
	RUN TYPE / CLASS										
	SCORE CODED / C. E.										
ACFT CON	METHOD OF RELEASE										

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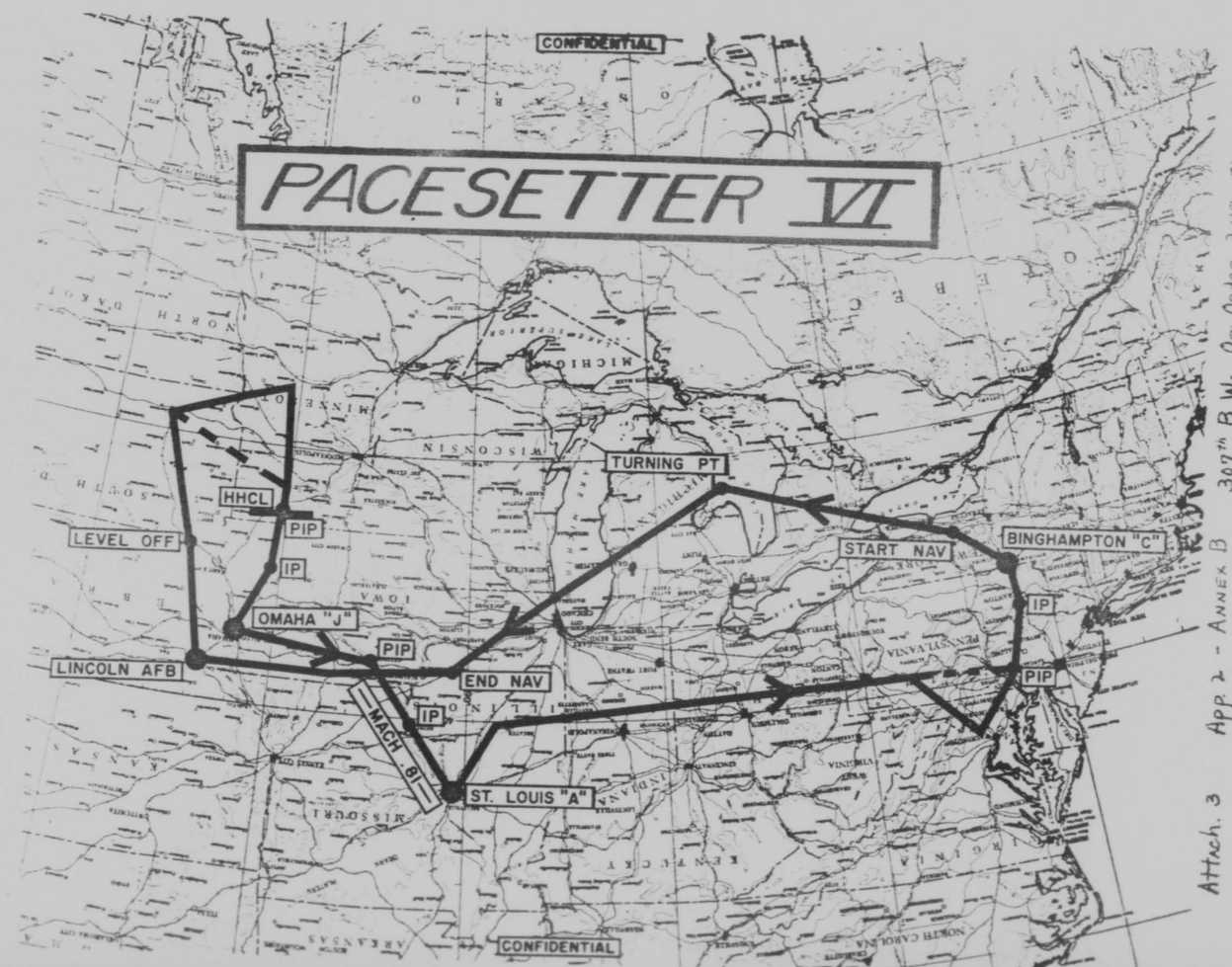
Attach. 2 - App 2 to Annex B

301st B. W.
Ops. Order 248-56

1311



Attach. 3 App 2 - Annex B 307th B Wg Op Order 248-56

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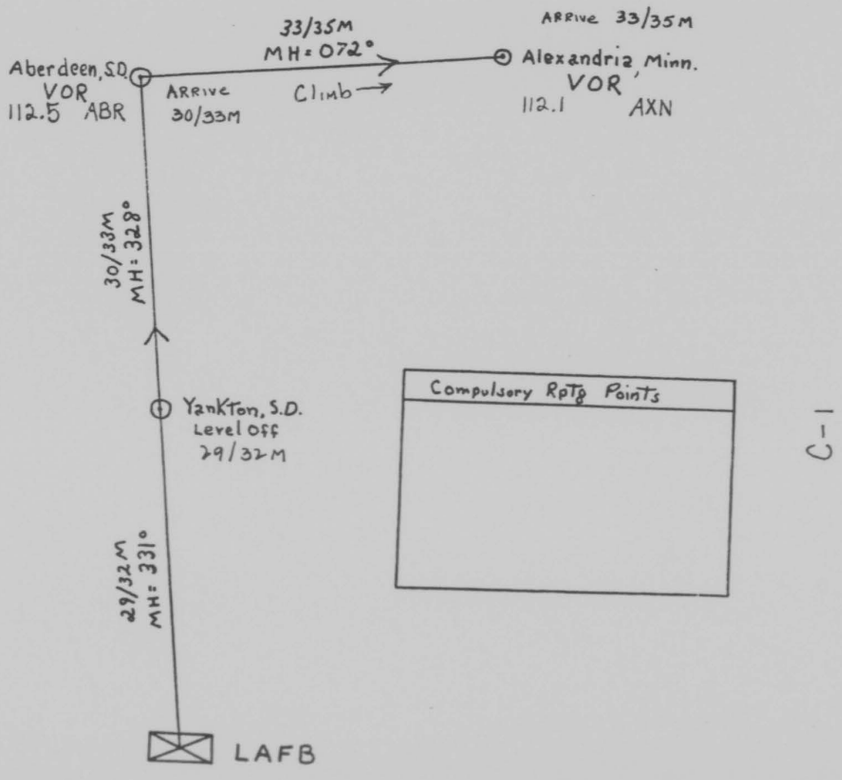

C-1

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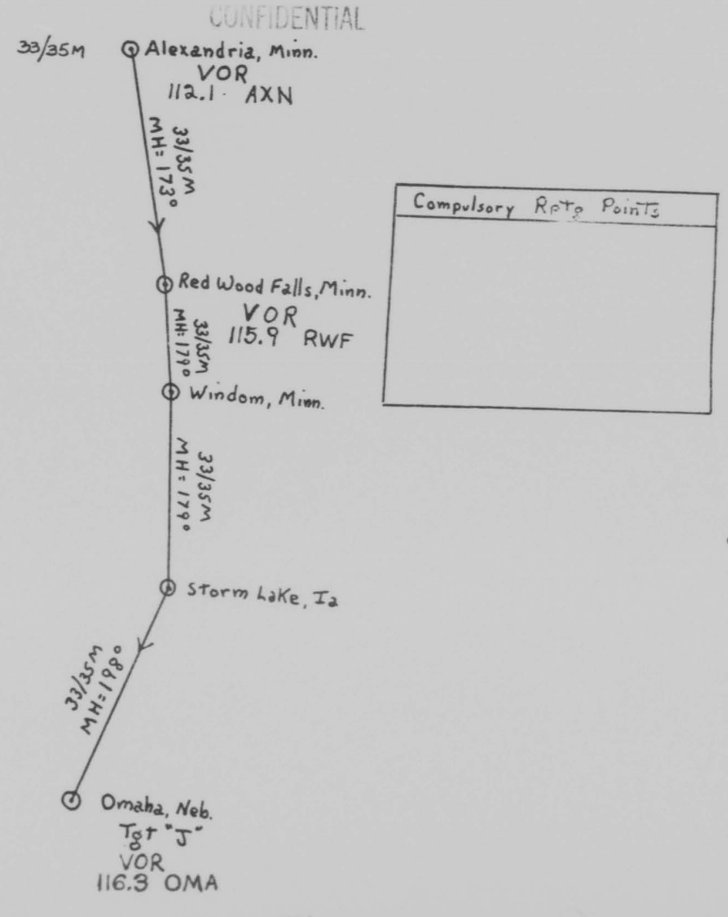
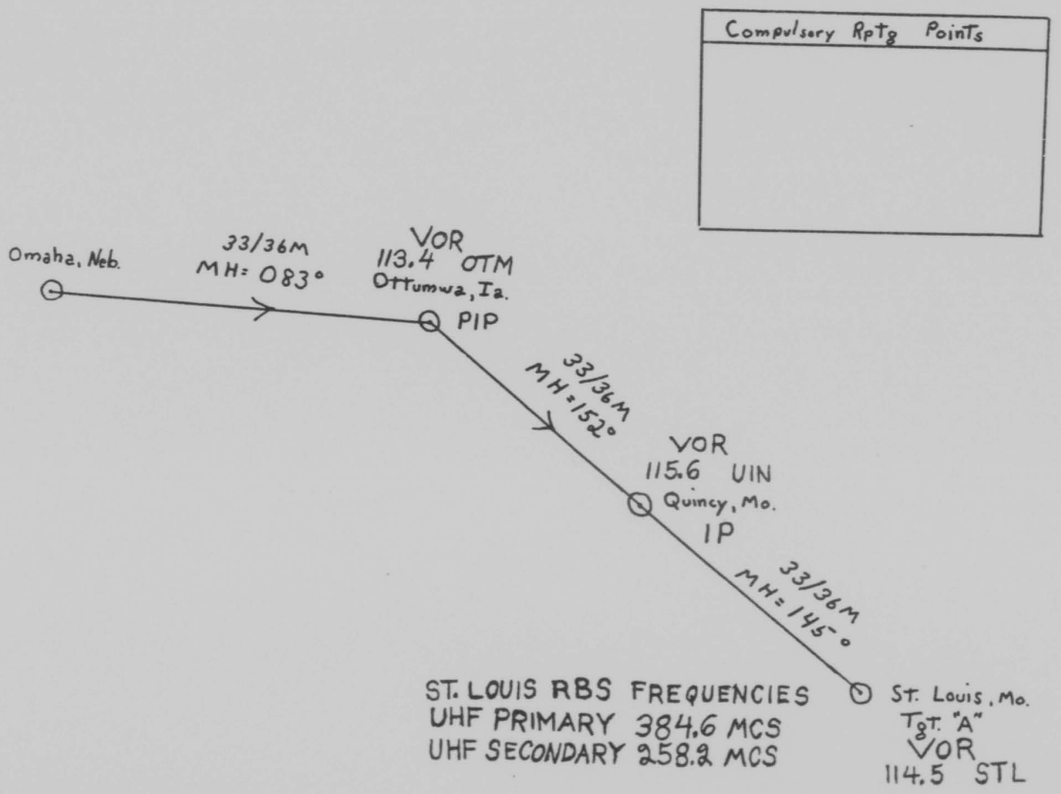
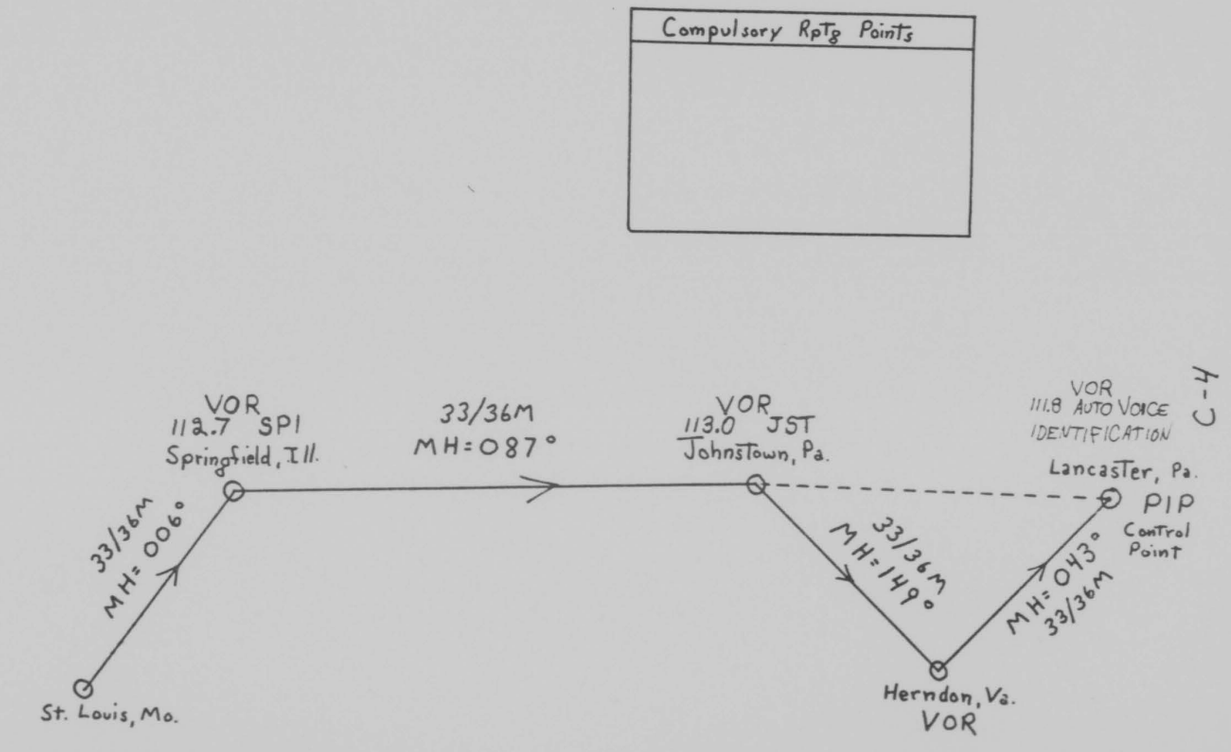
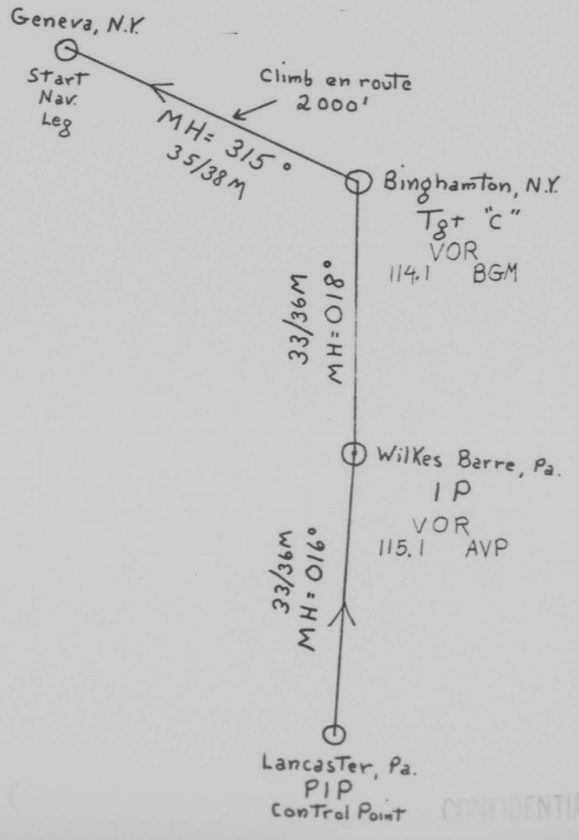


C-2



C-3

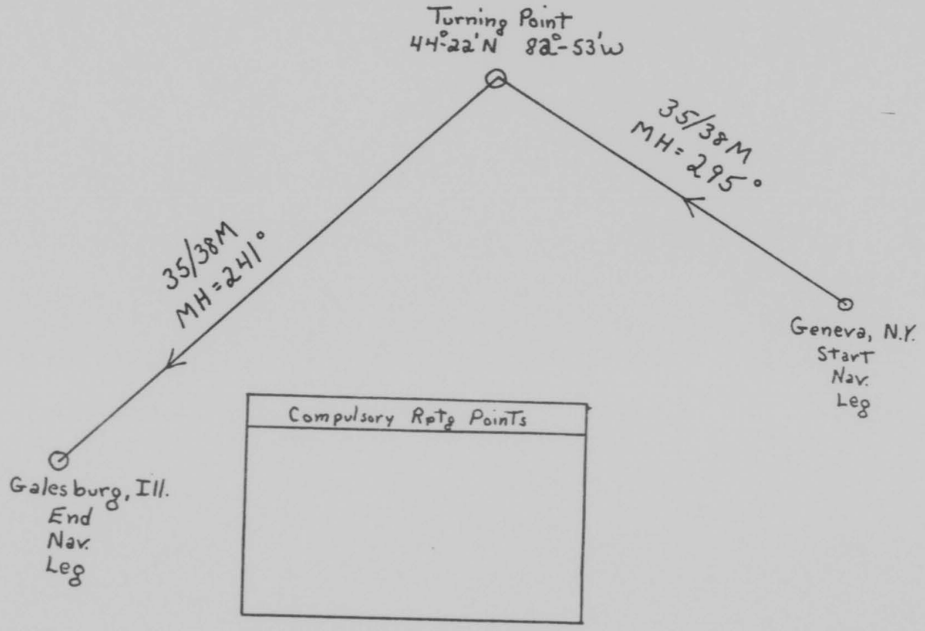




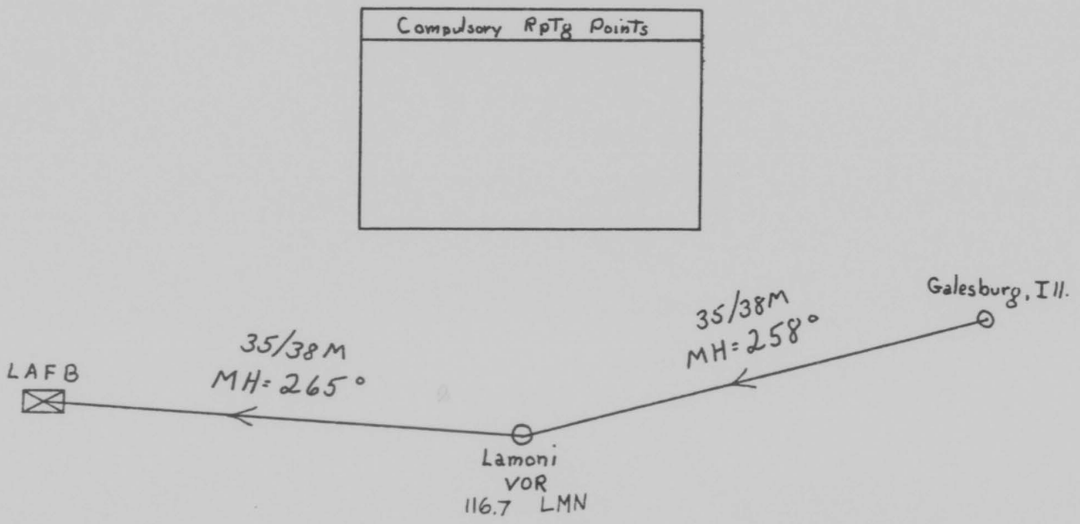
Compulsory Rptg Points

C-5

BINGHAMTON RBS FREQUENCIES
UHF PRIMARY 356.8 MCS
UHF SECONDARY NONE



C-6



C-7

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307 BWG Practice Pacesetter VI (Flash Report)

307C Debriefing Team 18 Jan 1957
/Lt Strome/rhgm/8014

1. The following are the scores obtained on last nights Pacesetter VI practice mission:

CREW #	OBSERVER	OMA	STL	B/H	NAV LEG
R-36	Bicak	1100/250	900/170	2600/170	10 NM
R-42	Blunt	1650/240	2800/260	4420/290	3 NM
R-40	Fliger	2420/060	3050/050	Radar Abort	5 NM
R-45	McFarling	Radar Abort	1520/240	Radar Abort	40 NM
L-05	Gronberg	550/290	No * Run	1900/180	No Score
R-13	Dabney	1250/210	800/040	1120/200	12 NM
L-01	Weber	920/100	3620/240	No Run *	16 NM
R-70	Kennedy	1320/060	3870/330	Radar Abort	27 NM
R-65	Hart	Radar and Compass Abort - - - - - - -			Abort
R-16	Timmons	110 /170	1620/230	1800/000	25 NM
R-08	Mattioli	1270/310	1220/240	Radar Abort	15 NM
R-68	Hathaway	2400/230	1400/210	1420/180	26 NM
R-41	Samuels	2550/050	1370/220	2720/290	7 NM
	WING CE	1528	2015½	2283	16.5

*Timing over RBS sites did not permit scored runs.

2. A total of thirteen (13) crews flew the complete route. Eleven (11) crews made scored runs on Omaha and two (2) crews had radar aborts. One of these crews (R-65) had N-1 compass trouble as well as radar trouble and, consequently, didn't get any radar runs or a nav leg. Eleven crews made scored runs on St. Louis. One (1) crew, R-65, had a radar abort and another crew L-05, did not make a scored run because the aircraft preceding was thirteen minutes late overthe site. Binghamton, however, proved to be the most difficult tgt. If radar presentation was at all marginal, most observers elected to abort the run. Only seven (7) crews made scored runs on Binghamton and there were five (5) radar aborts (including R-65). Captain Weber, L-01, did not get a scored run on Binghamton because he was nine (9) minutes late over the site. L-01 was also thirteen (13) minutes late at St. Louis and as a result, Captain Gronberg, L-05, was not able to obtain a scored run on St. Louis.

3. There was one (1) unreliable run on Binghamton - Captain Blunt, R-42. As yet, no specific reason for the unreliable run can be given. Film results will probably tell the story. Two crews (Weber, L-01 and Kennedy, R-70) made unreliable runs on St. Louis. Captain Kennedy seemed to think his synchronization was good and until the film is viewed, no explanation is offered. His memory point switch as giving him trouble, however. Captain Weber picked up both offset

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1-278-C
7C-0123

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HF,307th Debriefing Team, Subject: Practice Pacesetter VI (Flash Report), Continued:

aiming points on St. Louis and felt that he had good synchronization. Again, the film will have to be viewed before a definitive statement can be made.

STEPHEN MATTICK
Major, USAF
Chief, Debriefing Team

CONFIDENTIAL

76-0137

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DISPOSITION FORM

SECURITY CLASSIFICATION (if any)

FILE NO.

SUBJECT: SAC Programming Plan 9-56 (Special Upgrading Period)

FROM: 307DO

DATE: 18 Jan 57 COMMENT NO. 1

Maj Minor/mss/8006

376BSC 307DOC
371BSC 307DOP
372BSC 307DOS
307ARSC 307DOI
307PMSC Maj Tisdale
307EMSC Maj Kutscher
307A&ESC Maj Quiderkirk
307DP L/Col Miller
307DM Maj Simpkins
307DMM 1/Lt Carter
307DML Maj Maraist
307DOT Maj Strom
Base Historian (4 cys)
INFO: 307C Capt Houghtby

1. In accordance with SAC Programming Plan 9-56, the 307th Bombardment Wing will enter a special four (4) month upgrading period beginning 1 March 1957. This Wing is in receipt of a copy of SAC letter on this subject to the Commander, Eighth Air Force. The important points of this letter are listed below:

". . . . Sufficient rated officer personnel have been assigned to the (307th Bombardment Wing) to permit the formation of at least sixty-six (66) bombardment crews and thirty (30) air refueling crews . . . ."

". . . . There is a SAC-wide shortage of flight engineers; therefore, priority will be given to the 818th Air Division by (Eighth Air Force headquarters) . . . ."

"(The 307th Bombardment Wing) will be relieved from the requirements of SAC Regulation 50-8 and all other commitments, special projects, etc. Emphasis will be placed not only on upgrading non-combat ready crews to combat ready status but also on retaining the capability of present combat crews . . . ."

(This Wing will be in the special upgrading program during the third month of the first training quarter and the first two (2) months of the second training quarter. During these quarters). . . ."no scores will be computed in the Operations section of the SAC Management Control System (SAC Headquarters) . . . . Units will be scored on the items contained in SAC Technical Pamphlet 170-1 and performance in these areas will be published in the Management Control Statements." (The items in the Pamphlet 170-1 are other than operation, such as AWCL rate, flying safety, personnel manning, etc.) . . . ."(307th Bombardment Wing which will have) no operations

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score computed will be excluded when determining relative wing standings under the SAC Management Control System . . . ."

"The probationary requirements contained in SAC Regulation 51-26 will apply during the period provided for crew upgrading. However, crews will only be monitored by (SAC) headquarters and not put on probation for the quarters ending 31 March and 31 July 1957".

"(Our) crews will be subject to probation required by SAC Regulation 51-26 for the quarter ending 30 November 1957 (third quarter)."

"During the upgrading . . . . (the 307th Bombardment Wing) will not be required to send crews TDY to the 3908th Strategic Evaluation Group . . . ."

"During the period designated for crew upgrading the (307th Bombardment Wing) may reorganize the assigned crews in order to insure maximum combat readiness. However, when crew changes occur, the provisions of Annex II and Annex III, SAC Regulation 51-4, will apply. Maximum crew stability should be maintained whenever practicable."

"Regular Air Training Reports, RCS: SAC T-12, will be submitted. In addition, reports on the progress of the upgrading program will be included in the Wing Commander's Remarks section of the Air Training Report. This report will include:

(1) Number of combat ready crews assigned on the as of date of the report.

(2) Number of non-combat ready crews assigned on the as of date of the report.

(3) Number of IN crews assigned on the as of date of the report.

(4) Projected combat ready date of each non-combat ready and IN crew by crew number.

(5) Difficulties encountered in the upgrading program and in maintaining proficiency of combat ready and higher category crews.

(6) Recommendations that will aid future units during the special upgrading period."

DF, 307DO, 18 Jan 57, Subject: SAC Programming Plan 9-56 (Special Upgrading Period)

"Any special problems which may occur that require immediate assistance by (Eighth) Air Force or (SAC) headquarters should be forwarded on a priority basis. These special problems will also be included in the (Wing Commander's Remarks of the T-12 mentioned above."

"(307th Bombardment Wing will take action) to develop a detailed plan for this period which will insure the maximum number of non-combat ready crews being upgraded to combat ready status without excessive regression of the combat ready and higher category crews."

"(In developing a programming plan for the upgrade period) the minimums required by SAC Regulations 51-19 and 50-43 (non-ready column of 50-8) will be the minimums of a non-combat ready crew to accomplish prior to being upgraded to combat ready status. The minimums required by the above cited regulations will provide the basic items for developing the detailed plan."

2. It will be noted that no reference is made to SAC Regulation 50-24, Ground Training. On 10 January 1957, Colonel Shultz, Chief of the Training Division for Eighth Air Force, conducted a briefing on the subject of our upgrade training period. At this briefing Colonel Shultz stated that ready and higher category crews would be responsible for block training. Non-ready crews will not be required to attend block training. However, in accordance with SAC Regulation 50-24, they will be responsible for proficiency training as established by SAC Regulation 50-24.

3. This Wing presently has enough personnel assigned (not all present now) to upgrade to a minimum of sixty-six (66) bombardment crews. Except for a shortage of eight (8) flight engineers and eight (8) navigators, sufficient personnel are assigned to upgrade to a minimum of thirty (30) combat ready tanker crews. One of the problems that must be solved by this Wing is crew composition. Our crew resources to upgrade to a total of sixty-six (66) bombardment crews changes constantly. This is due to losses such as B-52 training and input of personnel by higher headquarters. Losses and gains must be analyzed very carefully by the staff and "not later than" input dates established, on personnel projected to this Wing, in order to meet the goal of sixty-six (66) ready bombardment crews by 1 July. The same is true on tanker crews.

a. Squadrons are to meet on 18 January and finalize crew composition.

THIS PAGE IS DECLASSIFIED IAW EO 13526

4. From a maintenance standpoint, the Wing staff must take a very careful look at the most advantageous manner of producing sorties to accomplish the upgrade flying training in the minimum calendar period of time.

a. Effective 1 February, B-47's will begin a twenty-five (25) hour post flight cycle. The time requirements per sortie for 51-19 transition training are not the same as time requirements for CCTM (Combat Crew Training Missions) after solo. Therefore, we must carefully consider whether we will fly on a ten (10) day cycle, a thirteen (13) day cycle or a fifteen (15) day cycle. Also, whether we will fly turn-around missions for the shorter 51-19 transition type sortie.

5. A great deal of the academic training required by SAC Regulation 51-19 is accomplished at McConnell Air Force Base. Due to the fact that not all the requirements of 51-19 are met at McConnell, we must establish a ground training program to complete the balance of these requirements before our crews can solo. Here again the staff must carefully consider whether this training will be accomplished prior to the beginning of flying training, during flying training or a compromise solution of conducting part of the ground training before the crews begin flying and part of it during the flying training.

a. Also, there would be certain advantages to consolidating the ground training requirements of this Wing with the 98th Bombardment Wing which will be in the same type upgrading program during the same period of time.

6. TDY training, such as TN Courses, Survival, Physiological Indoctrination, OQ Range, etc., must be carefully considered for this period of time. This presents no particular problem for ready and higher category crews. However, our programming plan must state specifically, by crew, the amount of time that can or cannot be allowed for this type of off-base training for the non-combat ready crews.

7. Another decision to be made is how to administer the entire program. Should we form a Provisional Training Squadron or continue to let each squadron train its own personnel?

8. The problems listed above are only a small part of those that this Wing will encounter in drawing up and executing the programming plan. Therefore, in order to establish a procedure whereby this plan can be written and accomplished the most effectively, I request that a Steering Committee be formed to evaluate these problems. I should like this Committee to be headed by the Chief of the Training Division and composed of members as follows:

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DF, 307DO, 18 Jan 57, Subject: SAC Programming Plan 9-56 (Special Upgrading Period)

Flying Training Officer	Major Tisdale
Wing Ground Training Officer	Major Kutscher
370th Bomb Sq Operations Officer	Major Ouderkirk
371st Bomb Sq 51-19 Training Off	Lt Colonel Miller/Capt Houghtby
372nd Bomb Sq Observer	Major Simpkins
Combat Crew Resources Officer	1/Lt Carter
Wing Aircraft Scheduling Officer	Major Maraist
307th Air Refueling Sq Operations Officer	Major Strom

9. If any Commander of the personnel listed above objects to his personnel serving on the Steering Committee, or if any member of the Wing staff has suggestions to improve the planning, writing and execution of this programming plan, it is requested that you contact me as soon as possible. I have directed Major Minor, the Chief of Training Division, to assume the responsibility of producing this Wing's programming plan. The programming plan will be submitted to the Wing Commander for his study and approval on 1 February 1957. This plan will be briefed at Eighth Air Force headquarters on 15 February 1957.

10. The Steering Committee will meet in the Wing Briefing Room at 0900 hours on Monday, 21 January 1957.

A. E. Aenchbacher

A. E. AENCHBACHER, Lt Colonel, USAF
Director of Operations

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FM CINCSAC OFFUTT AFB NEBR

TO RJHDGD/COMDR4DIV 818 LINCOLN AFB NEBR

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/C O N F I D E N T I A L/FROM DOINF 2592.

SUBJECT: (U) MAC NIGHT REFUELING REQUIREMENTS, SAC REG 50-8.

MAC NIGHT REFUELING CONTAINED IN SAC REGULATION 50-8 IS CONSIDERED A REALISTIC REQUIREMENT IN ORDER FOR ALL UNITS TO TRAIN TOWARD ANY ACCEPTABLE LEVEL OF PEACETIME ASSIGNED MISSION. HOWEVER, THE COMPLEXITY OF COUPLING REQUIREMENTS WITH THE KC-97 FLEET TO SUPPORT THE B-47 AT 50-8 REFUELING REQUIREMENT HAS NECESSITATED A RE-EVALUATION OF THE MAC NIGHT AIR REFUELING REQUIREMENT. THEREFORE, THE MAC NIGHT AIR REFUELING REQUIREMENT IN SAC REG 50-8 WILL BE CHANGED TO READ: "SINCE CELLS OF FOUR AIRCRAFT EACH, TO OBTAIN CREDIT FOR MAC NIGHT REFUELING, THREE AIRCRAFT OF ANY TWO GIVEN CELLS (DEPENDING ON MISSION ASSIGNED AND AT LEAST TWO AIRCRAFT WITHIN THE REMAINING CELL COMPLETING ITS MISSION AS BRIEFED." THE TWO CELLS OF THREE AIRCRAFT EACH WOULD RECEIVE CREDIT FOR MAC NIGHT REFUELING, BUT ALL OTHER AIRCRAFT WOULD BE REQUIRED TO FULLY FLY THE MISSION. THIS WILL REMAIN IN EFFECT FOR SIXTY DAYS OR UNTIL FORMAL REVISION OF SUBJECT REGULATION IS MADE, WHICHEVER IS SOONER. THIS MESSAGE TRANSMITTED TO ALFA, BRAVO, CHARLIE, DELTA, ECHO, FOXTROT, AND GOLF.

BT

15/1[illegible] JAN RJHDMR

THIS IS A CERTIFIED EXTRACT COPY:

Vaughan C. Stevens

VAUGHAN C. STEVENS
Major, USAF

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Air Division and/or Single Base Mobility Plans

Director of Materiel, 818th AD 307 DML 24 Jan 1957
Attn: Lt Col Villers Major D.T. Harvey/dhh/3216

1. In compliance with para 1, letter, Hq. 8th AF, Subject, same as above, Dated 16 January 1957, and verbal orders. Director of Materiel, 818th Air Division, 23 January 1957, a review of 4th Air Division Mobility Plan was accomplished. The following comments relative thereto are presented.

2. Plan under consideration serves to amplify a contention long held by 307th Bombardment Wing Logistics personnel, that a requirement exists for some method to present to all members of the Command, unclassified instructional data for the implementation of EWP operations orders in order that effective pre-planning may be accomplished. It is believed that subject plan may provide greater procedural standization and minimize planning of Air Base Group Squadrons. They have had to plan with great flexibility in order to impliment the mobility plans of two Wings. The plan contains a wealth of organizational materiel in its S.O.P. Section which is not available in current 98th and 307th Bombardment Wings Mobility Plans. The flow chart presented in S.O.P. NO. 1, excells the example of a mobility flow chart contained on Page 67, SAC Manual 400-1.

3. It is my opinion that when one considers adopting a new method or plan, a specific object must be in mind, and the new plan must better satisfy requirements than the current plan. Subject letter of transmittal does not point out 8th Air Force objectives in considering the feasibility of adopting a Division Mobility Plan. It is believed that Hq. 8th AF desires to adopt a Plan or procedure which will serve to facilitate the expeditious implimentation of operations orders, to provide sufficient unclassified mobility information and instruction. The plan should enable subordinate units to pre-plan for any type of operation and standardize mobility procedures. It would reduce reproduction cost and eliminate a large segment of unclassified matter currently included in Top Secret operations plans.

4. If the above purposes satisfy 8th AF objectives, then review premiced upon same reveals:

a. That said plan in essence, is not a Mobility Plan. It is a plan designed to support a specific set of operational plans. A mobility plan is one whereby data is provided to support any type of mission (with modification) directed by Higher Headquarters, An example would be present mobility plans or the combined information contained in SAC Manuals 400-1, 1A and 1B plus applicable

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S.O.P.s. The 4th Air Division Plan lacks versitility and flexibility. It must be frequently changed, as the OPS ORDERS it supports change. This requirement compounds the administrative burden of the Air Division Logistics Section, as new plans, amendments or ghanges will continously be in process. Reproduction cost may be greater than under present procedures. Briefing and coordination time lags will be greater as the change effects more people. Frequent change of a Division Plan would inturn necessitate frequent Wing and Squadron plan changes.

b. A Plan based upon the 4th Air Division format would by Regulation necessitate classification. Para 30 b(2) (c) and c (2) (f) AFR 205-1, states in substance a plan which indicates strength of troops, quantity or specification of equipment pertaining to a specific operation and unit must be classified either Secret or Confidential. From reading subject plan, one may readily ascertain that it is designed to support OPLAN 40-57 and that information in support of OPLAN 55-57 will be included at a later date.

c. An important essential in any Division Mobility Plan is the requirement for information in support of OPLAN 10-57. Said plan does not provide this information.

d. The publication of a similiar plan would impose upon Wings the requirement to publish detailed mobility plans, hence there would be much duplication of effort with attending high reproduction costs.

5. SAC Manuals 400-1, 1A and 1B, provide sufficient basic planning information for any operation. Subordinate combat units and Air Base Group organizations require loading plan information and standardized base organization and processing procedures for the out movement of personnel and materiel. This requirement would be satisfied, if a set of loading plans designed to support the nineteen different operations a SAC unit may be directed to impliment were provided. The undertaking is not as tremendous or as complicated as it may appear. Personnel aircraft loads could be planned in increments of 25 passengers each in support of each staging team operation. If deployment is ordered on unit KC-97 aircraft, the pre-composed loads could be assigned unit aircraft. If deployment is ordered on MATS type aircraft, two pre-composed loads would be combined to equal one MATS passenger load. Materiel could be pre-composed into cargo loads of 10,000 pounds each. This if unit aircraft were assigned as cargo carriers, the load could be deployed as listed. If MATS aircraft were assigned, three loads would be combined for C-124 type aircraft, two loads combined for C-118 type aircraft, and a single load (with modification) planned for C-54 type aircraft. Personnel and materiel loading priority would not be affected. Plans with similiar skill and materiel requirements need not be duplicated as for example, in the phased deployment of an entire wing, a unit would utilize the

DF, 307 BML, 24 Jan 1957, Subject: Air Division and/or Single Base Mobility Plans.

45 aircraft B-47 pre-post staging leam loading plan for phase 1 and 11 movement, and utilize a residual listing for phase 111 movement. Materiel listings in support of the larger staging teams would be by box number and unit equipment, pre-packing would be organized to support same. Materiel listing for each aircraft load in support of smaller teams would be listed by item, initially, until units are given the opportunity to organize in order to support each team movement. A SOP Section as in the 4th Air Division plan would provide definitive organizational and procedural instruction. The overall plan would be permanent in nature, and once understood by subordinate organizations, a simple modifying directive could be published to the effect that, in support of OPLAN 40-58, the XXth Bomb Wing would impliment Part ii Section 1 of the 818th AD Mobility Plan (plus or minus the deployment of listed skills for personnel, and plus or minus the deployment of listed UTE oe AEF materiel).

6. It is further suggested that the 818th Air Division and 8th AF review the 509th Bombardment Wing Plan of supporting Wing moves by the use of IBM machine listings. This system of pre-planning, provides Wings or Air Divisions the capability of writing a loading plan tailored for a specific operation in 24 hours. The system was tested by the 307th Bombardment Wing on its recent TDY tour. One NCO without the use of a typewriter prepared all loading lists for the entire Wing in less than one week, starting from scratch. Space does not permit detailed explanation of the system, however, this office is willing to prepare such information if it is desired. Hq, 7th Air Division, APO 124 N.Y.,.N.Y., Logistics personnel, service tested the system with several Wings and highly recommends SAC wide adoption.

DENZAL T. HARVEY
Major USAF
Wing Logistics Off.

THIS IS A CERTIFIED TRUE COPY:

John T. Halbert
JOHN T. HALBERT
1st Lt., USAF

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/UNCL[illegible]/[illegible]2A1 33639. SUBJECT: GROUND POWERED AND AUXILIARY EQUIPMENT. REFERENCE YOUR MESSAGE 9SIM -1-1272 [illegible] SUBJECT DTD 24 JAN 57. [illegible] EACH 50 GALLON [illegible] ON HAND YOUR STATION WHICH IS LARGER IN PROPORTION TO THE NUMBER OF AIRCRAFT BEING SERVICED THAN MOST OTHER EIGHTH AIR FORCE STATIONS. AT THE PRESENT. REDISTRIBUTION CANNOT BE EFFECTED. ATTENTION IS INVITED TO MESSAGE THIS HQ DM 2 7Ø554 DTD 2Ø DEC 56. CONSIDERATION WILL BE GIVEN YOUR STATION AS SOON AS [illegible] AVAILABLE FROM PRESENT PRODUCTION [illegible] DELIVERY. AS AN INTERIM SOLUTION TO YOUR PROBLEM. RECOMMEND YOUR STATION [illegible] ON AN EQUAL BASIS.
BT
29/2Ø27Z JAN [illegible]

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1st Lt., USAF

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