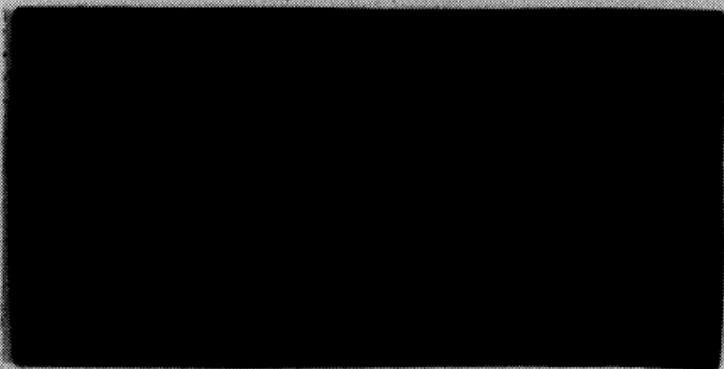


K-16 300-112
MAY-DEC 1971

HISTORY



515
-515

SECRET

RCS: AU-D5

307th Bomb Wing (M)

1 November - 31 December 1957

This document was prepared
by T/Sgt Kenneth W. Stevens
under the supervision of
Major John R. Ruehle,
Information Services Officer,
Lincoln Air Force Base,
Nebraska.

AE Arachbacher Lt Col
FOR AND IN THE ABSENCE OF
ELKINS READ JR.
Colonel, USAF
Commander
RM-52-4505
4-2 885-37
USAF

SECRET

COLONEL ELKINS READ JR.
COMMANDER, 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA



SECRET

TABLE OF CONTENTS

	Page
CHAPTER I - <u>ORGANIZATION AND ADMINISTRATION</u>	1
Section I - <u>Mission Developments</u>	1
Mission	2
Section II - <u>Command</u>	3
Awards	3
Reorganization	4
CHAPTER II - <u>PERSONNEL</u>	6
Section I - <u>Military Personnel</u>	6
Strength	6
Section II - <u>Crews</u>	7
Section III - <u>Manning</u>	10
Officer	10
Airman	11
Section IV - <u>Reenlistment and AWOL</u>	14
Reenlistment	14
AWOL	16
Section V - <u>Awards</u>	16
Section VI - <u>Safety</u>	17
Section VII - <u>On-the-Job Training</u>	18
Section VIII - <u>Key Personnel</u>	18
CHAPTER III - <u>OPERATIONS AND TRAINING</u>	19
Section I - <u>General</u>	19
Alert Force	19
Texaco Tanker	20
Bomb Competition	21
Iron Bar	21
Pace Setter	24
Flying Hour Allocation	28
ECM Capability	29
Reflex Action	30
Section II - <u>Flying Training</u>	36
B-47 Aircrews	36
KC-97 Aircrews	37
Section III - <u>Wing Reliability</u>	38
B-47 Aircrews	38
KC-97 Aircrews	40
Section IV - <u>Ground Training</u>	40
B-47 Aircrews	40
KC-97 Aircrews	41
Section V - <u>Refueling Data</u>	41
B-47 Aircraft	41
KC-97 Aircraft	43

SECRET

SECRET

CHAPTER IV - MATERIEL 44

Section I - General 44

Test Inspection 44

Aircraft Readiness 49

Maintenance Problems 49

Flying Cycles 50

Section II - Maintenance 51

Quality Control 57

Scheduling 57

HISTORY OF THE
307TH BOMBARDMENT WING (M)
1 NOVEMBER - 31 DECEMBER 1957

CHAPTER I - ORGANIZATION AND ADMINISTRATION

SECTION I - Mission Developments

The 307th Bombardment Wing was formed in April 1942 under orders from President Roosevelt, and it was stationed at Geiger Field, Washington. It was furnished with B-17 aircraft and then was reassigned to Ephrate, Washington in May 1942. The assigned mission upon arrival at Ephrate was to defend the coast of Alaska against the enemy forces of Japan. (U)

In December 1942 the Wing was again reassigned, this time to the Islands of Hawaii. Commencing with this move the 307th Bomb Wing participated in all Central Pacific Campaigns until the end of the war in 1945. (U)

Two Presidential Unit Citations were awarded to the Wing during World War II, one was for a daylight raid on 29 March 1944 where the fortress of Truk Island was neutralized, and the other for the destruction of the Balikpapan Oil Refineries, Borneo, on 30 September 1944. (U)

Returned to the United States and deactivated in November 1945, it was reactivated on 4 August 1946 under the Air Force Policy of preserving the names of top fighting units of World War II. (U)

CONFIDENTIAL

With the outbreak of the Korean conflict the 307th Bomb Wing was immediately dispatched to Okinawa from where within 48 hours it made its first strike against enemy territory. (U)

For successfully participating in Korea, the Wing was awarded its third Presidential Unit Citation for efforts made between 11 and 27 July 1953, when it destroyed the Simanju Rail Bridge Complex and the Simanju Airfield. It was also awarded a citation by President Syngman Rhee of South Korea. (U)

The 307th returned to the United States and was assigned to Lincoln Air Force Base, Nebraska in October 1954. It immediately began converting to B-47 jet aircraft and on 1 April 1956, after a period of 15 months, it became a combat ready B-47 bomb wing. (C)

Since April 1956 it has completed a three month rotational training period in the United Kingdom, and the 307th Air Refueling Squadron completed a three month rotation to Thule Air Base, Greenland.

This report, encompassing November and December 1957, contains planning and operational information for Pace Setter I, Reflex Action, Operation Iron Bar, Maintenance Testing, and the routine accomplishments of the wing. (U)

MISSION: The mission of the 307th Bombardment Wing (M) was to: (U)

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 these tasks assigned in current emergency plans and related Operations Orders.

Train and administer assigned reserve 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.

SECTION II - Command

AWARDS: First Lieutenant Robert J. Cox, A02208717, 371st Bomb Squadron, was presented the Soldiers Medal by Colonel Robert B. Nowell, 307th Bomb Wing Deputy Commander, for the outstanding heroism he displayed during a fire on the flight line in November 1956, when he saved the life of an airman, and prevented further damage to aircraft and property on the flight line. (U)

Also received in November was word that the 307th Bomb Wing Historical Report for August 1957 had been awarded the title of Strategic Air Command (SAC) History of the Month. Colonel Perry M. Hoisington, II, Commander 818th Air Division, congratulated the Wing on the support provided by its Commander and staff, to the historian. Colonel Elkins Read Jr., Commander 307th Bomb Wing, further acknowledged the efforts to record day-to-day activities for their inclusion in the Wing's monthly history. (U)

1. Photo, presentation of Soldiers Medal to Lt. Cox. Exhibit 1.
2. History of 307th Bomb Wing (M), October-December 1956, p. 37.
3. Interview, T/Sgt Kenneth Stevens, Historian, with Captain Earlan L. Seawards, Adjutant, Hq 307BW, 1 December 1957.
4. 3rd Ind, Hq 307BW to et al, C, n.d., to ltr, Hq SAC to Comdr 8AF, OIH, "SAC "History of the Month", August 1957", 20 Nov 1957. Exhibit 2.

4

REORGANIZATION: The proposed reorganization of Tactical Wing and Air Base Group Structures created considerable comment by wing officials. The plan, being tested at Little Rock and Mountain Home Air Force Bases, was presented to the wing with a request that comments and recommendations be forwarded to the 818th Air Division for consolidation.⁵ (U)

The wing concurred with Eighth Air Force that the directorate system that was being used was adequate, but indicated that if maintenance personnel and tactical aircraft were removed from the tactical squadrons the Deputy Commander system, for operations and maintenance, seemed to have merit. The withdrawal of maintenance personnel and tactical aircraft from the tactical squadrons and their assignment within the maintenance complex was considered a logical step except where the Air Refueling Squadron was concerned. Deployment requirements, maintenance for tankers, periodic and post flight inspections should remain within the Air Refueling Squadron.⁶ (U)

The wing did not concur with the removal of the crew chief because it would eliminate the individual identification with the aircraft and thereby produce a regression in maintenance quality.⁷ (U)

It was also indicated that some administrative capability, not indicated in the Little Rock Plan, should remain with the tactical squadrons,

-
5. Ltr, Hq 8AF to Comdr 818AD, et al, CS, "Proposed Reorganization of Tactical Wing & Air Base Group Structures", 19 Nov 1957, filed in 818AD Directorate of Personnel Office.
 6. Comments and Recommendations by 307EW, n.d. Exhibit 3.
 7. Ibid.

and the capability provided in the Mountain Home Plan seemed sufficient. Some of the other items the wing was requested to comment upon were furnished with insufficient detail and could not be justifiably commented upon. (U)

8. Ibid.

CHAPTER II - PERSONNELSECTION I - Military Personnel

STRENGTH: The average aggregate authorized strength for the 307th Bomb Wing during November was 1,974, a gain of 30. During December this figure did not vary and remained at 1,974. The gain in November was attributed to 24 officers and six airmen. In November the Wing had 433 officers assigned along with 1,588 airmen. During the month of December, there were assigned, 437 officers and 1,526 airmen. This gave an aggregate overage in body manning of 47 in November, and a shortage¹ of 11 in December. (U)

The authorized and assigned figures for each squadron during the month of November 1957, were as follows:² (U)

<u>Organization</u>	<u>Officer</u>		<u>Airmen</u>	
	<u>Auth</u>	<u>Assigned</u>	<u>Auth</u>	<u>Assigned</u>
Hq, 307th Bomb Wing	61	64	142	151
370th Bomb Squadron	80	81	96	107
371st Bomb Squadron	80	79	96	104
372nd Bomb Squadron	80	78	96	105
307th Air Reflg Sq	104	105	225	212
307th Field Maint Sq	8	10	415	416
307th Periodic Maint Sq	3	3	106	109
307th A & E Maint Sq	10	9	334	354
307th TAC Hospital	<u>8</u>	<u>4</u>	<u>30</u>	<u>30</u>
Total	434	433	1540	1588

1. "Lincoln Air Force Base Strength Report," prep by Stat Svs, Hq 818ABG, for November 1957. Exhibit 4.

2. Ibid.

SECRET

7

The authorized and assigned figures for each squadron during the month of December 1957, were as follows: ³ (U)

<u>Organization</u>	<u>Officer</u>		<u>Airmen</u>	
	<u>Auth</u>	<u>Assigned</u>	<u>Auth</u>	<u>Assigned</u>
Hq, 307th Bomb Wing	61	64	142	145
370th Bomb Squadron	80	84	96	105
371st Bomb Squadron	80	80	96	108
372nd Bomb Squadron	80	78	96	107
307th Air Reflg Sq	104	105	225	211
307th Field Maint Sq	8	9	415	395
307th Periodic Maint Sq	3	3	106	107
307th A & E Maint Sq	10	9	334	320
307th TAC Hospital	<u>8</u>	<u>5</u>	<u>30</u>	<u>28</u>
Total	434	437	1540	1526

SECTION II - Crews

During the month of November, the wing had an average number of 50 combat ready crews assigned and 43 available. Nine noncombat ready crews were assigned with seven available through the month. ⁴ (S)

The average number of combat ready crews assigned in December dropped to 48, and the number of crews available dropped to 40. The average non combat ready crews assigned totaled eight, with six available in December. Five crews departed on Military Air Transport aircraft for the United Kingdom to participate in Operation Reflex. ⁵ (S)

3. "Lincoln Air Force Base Strength Report," prep by Stat Svs, Hq 818ABG, for December 1957. Exhibit 5.
4. Msg, Comdr 818AD to Comdr 8AF, ZIPPO 12-004/2-SAC-VI/AS OF 0001 CST 2 DEC 57. Exhibit 6.
5. Msg, Comdr 818AD to Comdr 8AF, ZIPPO 01-020/2-SAC-VI/AS OF 0001 CST 6 JAN 58. Exhibit 7.

SECRET

By squadrons, the breakdown of crews during November and December⁶ 1957, was as follows:

<u>370th Bomb Squadron</u>			<u>371st Bomb Squadron</u>		
	<u>Nov.</u>	<u>Dec.</u>		<u>Nov.</u>	<u>Dec.</u>
Select Crews	1	2	Select Crews	1	1
Lead Crews	5	9	Lead Crews	5	10
Combat Ready	11	5	Combat Ready	10	5
Non Combat Ready	4	3	Non Combat Ready	4	4
 <u>372nd Bomb Squadron</u>			 <u>307th Air Reflg Sq</u>		
Select Crews	1	1	Combat Ready	22	22
Lead Crews	4	9	Non Combat Ready	5	5
Combat Ready	12	7			
Non Combat Ready	1	1			

One boom operator was gained in November along with two aircraft commanders, two navigators, three pilots, and four flight engineers.⁷ These were all for KC-97 crews. There were no gains recorded for KC-97's⁸ in December 1957. (U)

Tactical squadrons gained one aircraft commander, 11 co-pilots, and one navigator in November,⁹ and three aircraft commanders, eight co-pilots,¹⁰ and five navigators in December. (U)

6. "Combat Crew Roster," prep by D/Pers, Hq 307BW, 3 Dec 1957 and 4 Jan 1958, filed in Combat Crew Section, D/Pers, Hq 307BW.
7. "Wing Commanders Remarks," PART III to "Air Training Report (RCS: 9-SAC-TL2)," November 1957, n.d., Hq 307BW. Exhibit 8.
8. "Wing Commanders Remarks," PART III to "Air Training Report (RCS: 9-SAC-TL2)," December 1957, n.d., Hq 307BW. Exhibit 9.
9. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-TL2)," November 1957, n.d., Hq 307BW. Exhibit 10.
10. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-TL2)," December 1957, n.d., Hq 307BW. Exhibit 11.

CONFIDENTIAL

9

Two aircraft commanders were lost to the air refueling squadron
 11
 in November along with five navigators, and five pilots. In December
 they lost one each aircraft commander, boom operator, and radio
 12
 operator. There was one Electronic Counter Measures (ECM) operator
 13
 separated in November. For tactical squadrons the crew loss during
 November amounted to four aircraft commanders, five co-pilots, and four
 14
 navigators. For December, the loss was one aircraft commander, seven
 15
 co-pilots, and two navigators. (C)

Only 50 percent of the new crew members received from Randolph Air
 Force Base, Texas, have completed the entire KC-97 transition training
 course, and they were arriving with out completing check out requirements.
 This in turn increased the projected crew upgrading program, and with the
 anticipated loss of 11 combat ready co-pilots in January, crew regression
 16
 would probably result. (C)

Two ECM crews changed status in November. Crews R-49 and R-69 were
 17
 redesignated as crews R-49V and R-69V respectively. In December, crews
 18
 R-12V, R-49V, R-67V, and R-69V were all upgraded to lead crew status. (U)

11. "Wing Commanders Remarks," PART III to "Air Training Report (RCS: 9-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 8.
12. "Wing Commanders Remarks," PART III to "Air Training Report (RCS: 9-SAC-T12)," December 1957, n.d., Hq 307BW. Exhibit 9.
13. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 4-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 12.
14. "Wing Commanders Remarks," PART IV to Air Training Report (RCS: 5-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 10.
15. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," December 1957, n.d., Hq 307BW. Exhibit 11.
16. "Wing Commanders Remarks," PART III to "Air Training Report (RCS: 9-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 8.
17. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 4-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 12.
18. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 4-SAC-T12)," December 1957, n.d., Hq 307BW. Exhibit 13.

CONFIDENTIAL

10

Returning to the tactical squadrons, there were no crew status
¹⁹ changes in November, but in December there were numerous changes made.
 Crew N-10 was downed to IN status and then disbanded, as was crew R-20.
 Crews R-09, R-51, R-55, R-74, R-13, R-15, R-26, R-50, R-54, R-79, and
²⁰ R-80 were all upgraded to a lead status. (U)

SECTION III - Manning

OFFICER: In November there were 405 officers required in required
 specialties, of which only 383 were assigned from a total of 428 officers
 assigned to the wing. With the above figures there were 95 percent of
 the required assigned in required specialties, and 89 percent of the
²¹ assigned in the required specialties. (C)

The number required was increased in December to 429. There were
 439 officers assigned in December of which 411 were in the required
 specialties for a 94 percent. A larger number of 96 percent of the
²² required were assigned in the required specialties. (C)

Only 26 officers were not in the required specialties in November,
 of which five have been previously reported in earlier histories. Twelve
 were pilots on combat crews, and one was a navigator on a combat crew.
 The balance were awaiting reassignment or separation, or were Warrant
²³ Officers. (U)

-
19. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 10.
 20. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," December 1957, n.d., Hq 307BW. Exhibit 11.
 21. "Management Control Statement," (RCS: 1-SAC-T35), November 1957, Hq 307BW, n.d. Exhibit 14.
 22. "Management Control Statement," (RCS: 1-SAC-T55), December 1957, Hq 307BW, n.d. Exhibit 15.
 23. DF, DPO to DCR, Hq 307BW, "Officer Manning as of 30 Nov 57," 6 Dec 1957. Exhibit 16.

CONFIDENTIAL

11

Effective manning by squadrons dropped some in November, but the Armament and Electronics Squadron, the Field Maintenance Squadron, and the Tactical Hospital had small increases.²⁴ (U)

Only four career fields were below the body manning requirement of 86 percent in November, these were the 32, 73, 86, and 93 career fields.²⁵ (U)

In December, there were 32 officers not in the required specialties. Twenty of these were on combat crews, and four were Warrant Officers. The remaining were either awaiting reassignments, or were performing duty in the only Air Force Specialty in which they were qualified.²⁶ (U)

Only two squadrons dropped in effective manning in December. The Headquarters Squadron dropped to 95 percent, and the 372 Bomb Squadron to 96 percent. The most noticeable increase was noted in the Armament and Electronics Squadron which went from 88 percent last month to 100 percent in December.²⁷ (U)

The 70, 73, 86, 90, and 93 career fields continue to be listed as the critical career fields within the wing. These were all below the 86 percent body manning in December.²⁸ (U)

AIRMEN: There was a requirement for 1,132 airmen in the direct support

24. Ibid.

25. Ibid.

26. DF, DPO to DCR, Hq 307BW, "Officer Manning as of 31 Dec 57," 7 January 1958. Exhibit 17.

27. Ibid.

28. Ibid.

SECRET

12

skills during November, 1,170 were assigned, and 958 were in the required specialties. Percentage-wise there were 85 percent of the required in the required specialties, and 82 percent of the required assigned. In the in-direct support skills, 404 were required, 426 assigned, and 329 were in the required specialties. This provided the figure of 81 percent of the required in the required specialties, and 77 percent of the required being assigned. ²⁹ (C)

For December, in direct support skills, there were 1,134 airmen required, 1,117 assigned, and 955 in the required specialties. Eighty-four percent of the required were assigned and 85 percent of the assigned were in the required specialties. The in-direct support skills required 406 airmen. Four-hundred thirty-one were assigned, but only 357 were assigned in the required specialties, thus 88 percent of the required were in the required specialties, and 83 percent of the assigned were in the required specialties. ³⁰ (C)

The overall capability of the wing to perform its mission was hampered this last quarter due to the number of maintenance personnel that were available. Field maintenance had only 302 operational ready airmen out of 389 assigned. The most critical shortage remained in the 432X0 career field where only 46 were assigned of 61 authorized. The Armament And Electronics Squadron had only 218 operational airmen out of 329 assigned. The critical shortage here was in the 301X3 career

29. "Management Control Statement," (RCS: 1-SAC-T35), November 1957, Hq 307BW, n.d., Exhibit 14.

30. "Management Control Statement," (RCS: 1-SAC-T35), December 1957, Hq 307BW, n.d. Exhibit 15.

SECRET

SECRET

13

field where 48 were authorized and only 19 were assigned. At the end of December there was only one seven level airman assigned from an authorization of ten. There was also no projected input to this career field. The 307th Tactical Hospital was effected by a shortage of Flight Surgeons, Air Force Specialty Code (AFSC) 9356. Four were authorized and two were assigned. It was also short one Surgeon, AFSC 9316, and one Medical Equipment Repairman, AFSC 40152. No input was projected for these career fields. ³¹ (S)

For the 301X3 career field mentioned above, the wing had an authorization of 27 at the five level and seven at the three level. In November there were 15 assigned at the five level and 11 at the three level with a projected loss of four three level airmen. ³² Two five level and two three level airmen were lost in December without effecting the projected loss. Also short were three 32170B's, three 32170C's, and three 32170D's. These nine positions have been vacant ever since the Unit Manning Document was changed, and as of December there was no foreseen improvement forecast. ³³ (U)

In the 422X0 career field the wing was authorized a total of 29, and had 30 assigned in November. A projected loss of 13 within 90 days would reduce this to 17 assigned against the 29 authorized. ³⁴ (U)

-
31. "Quarterly Operational Readiness Report," (RCS: 1-AF-V2) as of 2400 Hours 31 Dec 1957, Hq 307BW, n.d. Exhibit 18.
 32. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 10.
 33. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," December 1957, n.d., Hq 307BW. Exhibit 11.
 34. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 10.

SECRET

14

The 432X0 career field had an authorization of 62 with 49 assigned in November. Projected losses within the next 90 days would reduce this figure to 31 assigned against 62 authorized.³⁵ (U)

A like pattern was shown in the 432X1 career field. With a projected loss of seven airmen in the next 90 days the wing will have 87 assigned and 103 authorized.³⁶ (U)

The 43131E career field, not reported in November, was authorized 25 three level airmen and had 127 assigned. The wing was also authorized 192 five levels with 138 being assigned, and 93 seven levels with 96 assigned. Twenty-one airmen with Control AFSC 43171E and 22 with Control AFSC 43151E, were assigned to the wing to cross train from AFSC 431X1C. Due to their lack of experience on jet aircraft with over two engines they were doing primarily three level work, resulting in a shortage of experienced personnel in the 431X1E career field.³⁷ (U)

SECTION IV - Reenlistment and AWOL

REENLISTMENT: The reenlistment rate climbed from 12.8 percent in October to 19.4 percent in November. Sixty-seven airmen, 60 first termers and seven career airmen were eligible to reenlist. Only eight first term and five career airmen reenlisted.³⁸ (U)

35. Ibid.

36. Ibid.

37. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," December 1957, n.d., Hq 307EW. Exhibit 11.

38. "Separation & Reenlistment Rate for November 1957," prep by Base Reenlistment Office, 818ABG, n.d. Exhibit 19.

The largest loss of airmen was in the 43E career field, (Aircraft Mechanic-Jet over two Engine), where only one out of 18 reenlisted. The Armament Systems Maintenance career field was next with none out of 16 reenlisting. The Aircraft and Engine Maintenance career field (43) had only four reenlist out of 16 eligible.³⁹ (U)

The percentage for the month of December climbed to 40.8, with 29 airmen reenlisting out of 71 eligible. These figures included 62 first term airmen eligible and 22 reenlisting, and nine career airmen eligible and seven reenlisting. The majority of the losses continued to be from the career fields indicated for November.⁴⁰ (U)

In the direct support skills the wing had 59 airmen eligible to reenlist during November from which six reenlisted for a 10 percent figure.⁴¹ In December, 56 airmen were eligible and 18 reenlisted for an 18 percent figure.⁴² (U)

The low reenlistment rate in November, for first term airmen, was primarily due to the early release program. Prior to this program the wing average was 54 percent, above the SAC and Eighth Air Force average for the same period.⁴³ The improvement noted in December was accomplished

39. Ibid.

40. "Separation & Reenlistment Rate for December 1957," prep by Base Reenlistment Office, 818ABG, n.d. Exhibit 20.

41. "Management Control Statement," (RCS: 1-SAC-T35), November 1957, Hq 307BW, n.d. Exhibit 14.

42. "Management Control Statement," (RCS: 1-SAC-T35), December 1957, Hq 307BW, n.d. Exhibit 15.

43. "Analysis of Points Lost," PART I to (RCS: SAC-U54 (8AF), 19 Dec 1957, Hq 307BW. Exhibit 21.

CONFIDENTIAL

through the "Tree of Peace," a concentrated effort to reenlist as many airmen as possible. (A large christmas tree was in place at SAC Headquarters and a light was added for each man reenlisting). Further improvement should be forthcoming at the close of the early release program. ⁴⁴ (U)

AWOL: With an average of 2,021 personnel assigned to the 307th Bomb Wing in November, and with no one going AWOL the wing received a 100 percent score. ⁴⁵ During December, the average strength dropped to 1,963, and with one man going AWOL, the overall score dropped to 90 percent. ⁴⁶ (C)

SECTION V - Awards

The Outstanding Maintenance Man for the month of November was Airman ⁴⁷ First Class Ronald E. McCranie, 307th Armament and Electronics Squadron. (U) No selection was made in December. (U)

The selection for Outstanding Non-Commissioned Officer for November ⁴⁸ was Staff Sergeant Donald L. Smith, 307th Armament and Electronics Squadron, and for December Technical Sergeant Joseph Sveda, 307th Field

-
44. "Analysis of Points Lost," PART I to (RCS: SAC-U54 (8AF), 22 Jan 1957, Hq 307BW. Exhibit 22.
45. "Management Control Statement," (RCS: 1-SAC-T35), November 1957, Hq 307BW, n.d. Exhibit 14.
46. "Management Control Statement," (RCS: 1-SAC-T35), December 1957, Hq 307BW, n.d. Exhibit 15.
47. Ltr, Colonel Read to A/1C McCranie, 23 Dec 1957, filed 307C.
48. Ltr, Colonel Read to S/Sgt Smith, 23 Dec 1957, filed 307C.

CONFIDENTIAL

17

Maintenance Squadron was selected. ⁴⁹ (U)

The Outstanding Airman Award for November was presented to Airman ⁵⁰
First Class Ervin F. Bernhardt, 307th Armament And Electronics Squadron,
and for December to Airman First Class John C. Rice, of the same squadron. ⁵¹ (U)

SECTION VI - Safety

Accident free months were chalked up again in November and December. ⁵²
This was accomplished while flying 1,705 hours in November, and 1,947
⁵³ hours in December.

The only aircraft incident reported during these two months occurred
to B-47 aircraft 53-4226A, assigned to the 371st Bomb Squadron. The
initial stages of the ejection of the observers seat occurred from move-
ment of the rotational locks and leg braces in an unknown manner. The
resulting loss was of the emergency depressurization door from the aircraft. ⁵⁴ (U)

One military disabling injury was reported in the wing in November. ⁵⁵
This injury, with an estimated loss of 30 days and \$900.00, occurred when
Airman Third Class Vernon L. French, Jr., 307th Air Refueling Squadron,

-
49. Ltr, Colonel Read to T/Sgt Sveda, 20 Jan 1957, filed 307C.
50. Ltr, Colonel Read to A/1C Bernhardt, 23 Dec 1957, filed 307C.
51. Ltr, Colonel Read to A/1C Rice, 20 Jan 1957, filed 307C.
52. "Management Control Statement," (RCS: 1-SAC-T35), November 1957,
Hq 307BW, n.d. Exhibit 14.
53. "Management Control Statement," (RCS: 1-SAC-T35), December 1957,
Hq 307BW, n.d. Exhibit 15.
54. "Report of Aircraft Incident," prep by 307 Director of Safety, 6 Jan
1958, filed Hq 307BW Director of Safety Office.
55. "Management Control Statement," (RCS: 1-SAC-T35), November 1957,
Hq 307BW, n.d. Exhibit 14.

fell on iced concrete while leaving his duty station and received a simple fractured skull. No horseplay was indicated in connection with this injury. (U)

SECTION VII - On the Job Training

Ninety-nine percent of the airmen eligible for On-the-Job Training (OJT) were under going training during November. There were 461 on OJT as compared to 464 eligible. Sixty-one airmen were tested and 56 passed in November for a 92 percent figure. Out of the number on OJT, 50 were upgraded. (U)

Only 401 airmen were eligible for OJT in December, and with 397 on OJT the wing again scored 99 percent. Seventy-eight airmen took upgrade tests in December and 61 passed for 78 percent. Sixty-six airmen were upgraded during December. (U)

SECTION VIII - Key Personnel

Lieutenant Colonel Lyle H. Cochran assumed command of the 307th Field Maintenance Squadron on 27 November 1957. Also on 27 November, Major James R. Norris was assigned as Management Analysis Officer replacing First Lieutenant William R. Soukup, relieved. (U)

-
- 56. "Ground Accident Report," (RCS: 1-AF-X11), Nov 57, prep and filed by D/Safety, Hq 307BW.
 - 57. "Management Control Statement," (RCS: 1-SAC-T35), November 1957, Hq 307BW, n.d. Exhibit 14.
 - 58. "Management Control Statement," (RCS: 1-SAC-T35), December 1957, Hq 307BW, n.d. Exhibit 15.
 - 59. SO 28, Hq 307FMS, 27 Nov 1957, filed Hq 307FMS.
 - 60. GO 8, Hq 307BW, 27 Nov 1957. Exhibit 23.

CHAPTER III - OPERATIONS AND TRAININGSECTION I - General

ALERT FORCE: To further aid in the smooth operation of the "Alert Force," the 307th Bomb Wing published standard operating procedures covering billeting, messing, crew procedures, and duty status for crews while on the alert. It also covered transportation, medical services, and security. (U)

Crews were to pre-flight their assigned aircraft at 0900 each day up to starting of engines. This pre-flight also included acceptance of the weapons. (U)

In the event of an actual alert, crews were to report to their aircraft and complete a pre-boarding check list. For Alpha, Bravo, and Coca Tests, the list was to be completed except that instead of removing Baro tapes and Safing Wire, and connecting Assisted Take-Off Igniter leads, these operations were to be simulated only. (U)

Alpha alerts required crews to proceed to the aircraft and then call the control room when they were ready to start engines by reporting "ready to taxi." On Bravo alerts, the same procedure was to be followed except engines were to be started. For Coca alerts, Bravo alert procedures were to be followed. After engines were started and the control

1. History of 307th Bombardment Wing (M), September 1957, p. 21.
2. Ltr, Hq 307BW to 818AD/DO, et al, DOP, "Alert Force Standing Operating Procedures," 8 November 1957, Exhibit 24.
3. Ibid.
4. Ibid.

CHAPTER III - OPERATIONS AND TRAINING

SECTION I - General

NOTE: To further aid in the smooth operation of the "Alert" the 307th Bomb Wing published standard operating procedures for billeting, messing, crew procedures, and duty status for crews on the alert. It also covered transportation, medical and security. (U)

Crews were to pre-flight their assigned aircraft at 0900 each morning starting of engines. This pre-flight also included acceptance of the weapons. (U)

On the event of an actual alert, crews were to report to their mess hall and complete a pre-boarding check list. For Alpha, Bravo, and Charlie alerts, the list was to be completed except that instead of baro tapes and Safing Wire, and connecting Assisted Take-Off cables, these operations were to be simulated only. (U)

On Alpha alerts required crews to proceed to the aircraft and then report to the control room when they were ready to start engines by reporting "taxi." On Bravo alerts, the same procedure was to be followed. On Charlie alerts were to be started. For Coca alerts, Bravo alert procedure were to be followed. After engines were started and the control

Report of 307th Bombardment Wing (M), September 1957, p. 21.
Hq 307BW to 818AD/DO, et al, DOP, "Alert Force Standing Operating Procedures," 8 November 1957, Exhibit 24.

SECRET

20

room notified "ready to taxi," crews were to notify the tower "taxi for take-off," and then taxi to the runway, hold brakes, apply take-off power, reduce power to idle, and then taxi to their assigned parking spot. The Romeo alert was to be a fly-off, with the force being launched to fly predetermined routes as contained in each individual mission folder prepared for this alert. (S)

TEXACO TANKER: November 1957 found the 307th Air Refueling Squadron participating in a new refueling concept known as the "Texaco Tanker." Essentially, the test consisted of having a tanker with limited off load capability in orbit 12 hours each day for primarily upgrade training. The experiment was under the coordinating responsibility of the 90th Bomb Wing, and ran from 2 December through 20 December. It was hoped that this new tanker conception would expedite the combat training of SAC's bomber crews. (U)

The 307th Air Refueling Squadron had seven tankers airborne for this test in December, and the seven tankers were utilized by 25 receivers. Tankers were utilized a total of 23 hours, delivering 93,500 pounds of fuel. The 307th Bomb Wing Tactical Squadrons had 15 receivers on orbit tankers for approximately 16 hours, and received 72,000 pounds of fuel.

5. SOP 55-9, Hq 307BW, "Test Alerts," 8 November 1957. Exhibit 25.
6. DF, DO to et al, Hq 307BW, "Shuttle Tanker Test," 15 Nov 1957, filed Directorate of Operations, Hq 307BW.
7. "Wing Commanders Remarks," PART III to "Air Training Report (RCS: 9-SAC-TL2)," December 1957, n.d. Exhibit 9.
8. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-TL2)," December 1957, n.d. Exhibit 11.

SECRET

SECRET

21

BOMB COMPETITION: From the period 30 October until 5 November 1957, the 307th Bomb Wing had two B-47 aircraft at Pinecastle Air Force Base, Florida, to participate in the SAC 1957 Bombing, Navigation Competition. (U)⁹

To represent the wing in this meet, Captain Harold E. Brooks' crew L-08, and Captain William H. Hofman's crew L-39 were selected. Captain Brooks was the aircraft commander of crew L-08, First Lieutenant Robert G. Baker was the pilot, and Captain Charles W. Schisler, Jr., was the navigator. On crew L-39, Captain Hofman was the aircraft commander, Captain Gordon H. Mack was the pilot, and Captain Edward E. Bardnell was the navigator. (U)¹⁰

The 307th Bomb Wing placed 37th in bombing, 31st in navigation, and 36th overall. This was not as high a standing as was recorded in the 1956 competition when the 307th Bomb Wing placed 33rd. (U)¹¹¹²

IRON BAR: The 307th Air Refueling Squadron participated in a large scale training exercise with several SAC units in November, wherein it provided refueling support for the 340th Bomb Wing. Commander for the Lincoln/Schilling Air Force Base Task Force was Colonel Douglas M. Conlan, Headquarters 818th Air Division Director of Operations. (S)¹³

-
9. Operations Order 31-57, Hq 307BW, 21 October 1957. Exhibit 26.
 10. Ibid.
 11. Msg, CINC SAC to et al, ZIPPO 11-104/CINC SAC PROJ OFF, Pinecastle, 6 Nov 57, filed 818ABG/ISO.
 12. History of 307th Bombardment Wing (M), Aug-Sep 1956, p. 14.
 13. Operations Order 39-57, Hq 818AD, 7 Nov 1957. Exhibit 27.

SECRET

22

Twenty-one tanker aircraft were launched from Lincoln Air Force Base, and 20 from Schilling's 40th Air Refueling Squadron. Aircraft from Lincoln were to depart in three increments, 12 sorties in increment number one, three in number two, six in number three, and six sorties were provided for a spare. The first increment consisted of 12 aircraft of four equal cells, the second of 15 aircraft of five equal cells, and the third of 13 aircraft with three cells of three aircraft each and one cell of four aircraft. Cells were scheduled to depart at approximately 40 minute intervals, and although aircraft had fuel computed for 30 minutes, flight plans reflected only 15 minutes for orbit time.¹⁴ (S)

All cells were to maintain altitudes of 15 to 17 thousand feet until after refueling, when they were to drop to 10 to 12 thousand feet for the return altitude.¹⁵ (S)

Refueling areas were mapped out for the "Club Room"/and "Rainy Day"¹⁶ "Fat Cat", areas, with the first and third increments using the "Fat Cat" area, and the second increment using the "Club Room" area. The "Rainy Day" area was the secondary refueling area for all increments. (S)

The entire mission was considered 100 percent successful although one tanker from the 40th Air Refueling Squadron failed to provide the briefed offload due to a feathered engine during refueling. Sufficient

14. Ibid.

15. Ibid.

16. Ibid.

SECRET

23

fuel was off-loaded to insure success of the receivers mission.¹⁷ (S)

A problem encountered during the mission was the lack of reports from weather scouts. In order to correct this lack of reports it was agreed that for the rest of the mission the reports would be called in to a local Ground Control Interceptor site who in turn was to call it long distance collect to the Eighth Air Force Control Room, and at the same time relay the report from site to site by long line through the tower at Lincoln Air Force Base. This system worked very well and reports were received in ample time during the remainder of this mission.¹⁸ (S)

Another problem existed wherein a crew and aircraft had to be re-scheduled to support a strip tanker requirement for the 340th Bomb Wing round robin aircraft. Word of this requirement had not been received until the actual day of the requirement.¹⁹ (S)

Three recommendations came out of this mission. The first was that the airborne commander requirement for separate aircraft be eliminated for pre-strike refueling operations. It was felt that rendezvous time and off loads were scheduled prior to take-off and required no airborne decisions that qualified cell leaders could not make.²⁰ (S)

The second recommendation was that the means of obtaining reports from weather scouts discussed above should be adopted.²¹ (S)

17. Ltr, Hq 818AD to CINCSAC, et al, 307DOT, "Firal Mission Report (M-27) 19 Dec 1957. Exhibit 28.

18. Ibid.

19. Ibid.

20. Ibid.

21. Ibid.

SECRET

SECRET

24

The third recommendation was that requirements for strip alerts be considered in initial planning and levied against a non participating unit only. ²² (S)

PACE SETTER: Not too pleased with the results of Pace Setter missions in the past, Colonel Perry M. Hoisington II, Commander 818th Air Division, desired that a means of individual crew briefings and critiques for wing commanders and senior staff officers be adopted for future Pace Setter missions. Colonel Hoisington thought that if crew members realized that the wing commander and staff officers were aware of their individual performance, mission difficulties, and state of preparation, the desired results on these missions could be obtained more quickly. ²³ (U)

Basically, he wanted a panel consisting of the wing and deputy wing commander, the director of materiel, and director of operations to evaluate the briefings and critiques of all crews scheduled for Pace Setter missions. Also, records of past performance on Pace Setter missions were to be recorded for each crew and kept in folders for use by the panel. ²⁴ (U)

From these meetings and from the individual crew folders, the commander should be able to evaluate the weak areas of the wing as well as be able to inform each crew exactly how it stood. ²⁵ (U)

In December 1957, the 307th Bomb Wing participated in the tenth of a series of Pace Setter missions conducted by Headquarters Eighth Air

22. Ibid.

23. Ltr, Col Hoisington to Comdr 307BW, et al, C, "Pace Setter" Missions," 29 Nov 1957. Exhibit 29.

24. Ibid.

25. Ibid.

SECRET

CONFIDENTIAL

25

Force to test and evaluate the Eighth Air Force capability. (U)

The requirements for this mission included such items as: one direct radar radar bomb scored record run; one offset radar record run at Mach .81; one offset radar radar bomb scored record run on a 2B target; a record grid celestial navigation mission; a gunnery fire out; one each ECM "Big Snow Run" and "Little Snow Run;" one radar monitored approach; one ground controlled approach; the take off and landing; and for phase V aircraft only, one ECM "Big Photo Record Run." Twenty-one crews and six spares were programmed to participate in this mission. (C)

The primary route and reporting points were: Lincoln AFB to 10 miles West of Hastings, Nebraska, to 3950N 9740W to Falls City where the navigation was started. From that point the route was to eight miles West of Algona, Iowa, to the turning point at 4612N 9255W, and then to 12 miles South of Hancock, Michigan. At that point it headed to 4722N 8440W, to 4740N 7940W where navigation was ended. It then went from Mattawa, Ontario, to Lac De Coup, Ontario where the H-Hour Control Point was located, to the Initial Point at Mont Laurier, Ontario, and then to the target at Montreal. Stratton, Maine was the next point, followed by Eastport, New Brunswick, and then to 4400N 6700W where gunnery was to start, and then to 4330N 6838W, where gunnery ended. From here it went to Portland, Maine for the Pre-Initial Point, to the Manchester, Vermont Initial Point, and to the target at Springfield. The next heading was to 4121N 7617W, to

26. Crew Flimsy for 8AF Pace Setter X, Hq 307EW, n.d. Exhibit 30.

CONFIDENTIAL

DECLASSIFIED IAW EO 13526

SECRET

26

Youngstown, Ohio for the Pre-Initial Point, to New Philadelphia, Ohio for the Initial Point, and to the next target at Kokomo, Indiana. From this point the route went to Peoria, Illinois, to 10 miles South of Ottumwa, Iowa, to Lincoln Air Force Base. ²⁷ (C)

From the level off point, prior to starting navigation, the odd slots assumed an altitude of 29,000 feet until they hit the turning point at Springfield where they climbed to 33,000 feet. Even slots assumed an altitude of 31,000 feet to the turning point, and then at Springfield climbed to 35,000 feet. Upon returning to Lincoln Air Force Base, odd slots were at 35,000 feet, and even slots were at 39,000 feet. ²⁸ (C)

In summarizing unit results, the 307th Bomb Wing had 20 combat ready and one non-combat ready crew scheduled for each of the three targets. On target number one, they all scored, but on target number two, five combat ready crews did not score, and on target number three, one combat ready crew failed to score. Seven gross errors were scored for all targets combined, for an aggregate gross error rate of 87.9 percent. One each abort was made on targets two and three by a combat ready crew, for an overall abort rate of 96.6 percent for combat ready crews and 100 percent for the non-combat ready crew. ²⁹ (S)

The circular error probable for target number one was 3,150 feet. For target number two it was 1,400 feet, and for number three it was

27. Ibid.

28. Ltr, Hq 307EW to Comdr 8AF, 307DO, "Final Mission Summary," 19 Dec 1957. Exhibit 31.

29. Ibid.

SECRET

SECRET

27

2,500 feet, for an aggregate average of 1,400 feet. The circular error average was 3,162 feet for target number one, 1,852 for target number two, 2,729 for target number three, and 2,581 feet for all three targets. ³⁰ (S)

Considering the above, the overall reliability for this mission was only 74.1 percent. This included target number one with a 70 percent reliability factor, target number two with 89.4 percent, and target number three with 63.1 percent. ³¹ (S)

The lowest circular error average for any crew was 300 feet on target number three, scored by crew R-51 who also had the lowest circular error average for all three targets at 656 feet. ³² (S)

Five unreliable runs were scored with synchronization by the navigator the predominate cause. Six gross errors were also recorded on this mission. One was for a materiel failure in the bomb navigation system, another was a crew procedure error where the final offset was not used, another was a navigation error in synchronization and switching procedures, still another was in procedure for jamming evasion, one was for a navigation synchronization error, and the last was a synchronization error attributed to winds. Several synchronization errors were due to abrupt wind shear of 170 knots velocity at the bomb release over the Montreal complex. ³³ (S)

30. Ibid.

31. Ibid.

32. Ibid.

33. Ibid.

SECRET

SECRET

28

In relation to the rest of the Eighth Air Force, this was perhaps the worst Pace Setter Mission ever attempted by the wing. (U)

In an overall standing of eleven bomb or strategic reconnaissance wings, the 307th placed tenth with 573.9 points. It was also the first time its sister wing (98th Bomb Wing) exceeded the scoring totals of the 307th. The 98th Bomb Wing placed third with 676.3 points, and the number one wing totaled 750 points.³⁴ (C)

FLYING HOUR ALLOCATION: The flying hours remaining from the original allocation, to be used in December by the 307th Bomb Wing, amounted to 1,370 hours for B-47E aircraft, and 541 hours for KC-97 aircraft. For TB-47 aircraft, there were 36 hours remaining.³⁵ (C)

The allocation for the third and fourth quarter fiscal year 1958 amounted to 4,380 hours for B-47E aircraft in the third quarter, and 4,470 hours in the fourth quarter. For TB-47's, 98 hours were allocated for the third quarter, and 24 hours for the fourth quarter. The Air Refueling Squadron received 1,693 hours for use in the third quarter, and 2,036 hours in the fourth.³⁶ (C)

Unforeseen events such as Operation Reflex, covered later in this chapter, made it difficult to use the flying hours allocated above. This operation caused 15 crews to be tied up during a given month that

34. Msg, Comdr 8AF to et al, CS 46785, 24 Dec 1957. Exhibit 32.

35. Msg, Comdr 8AF to Comdr 818AD, DO 44749, 10 Dec 1957. Exhibit 33.

36. Msg, Comdr 8AF to Comdr 818AD, DO 45392, 13 Dec 1957. Exhibit 34.

SECRET

29

would normally be available to support 80 sorties. This program reduced the crew availability, making the latter a limiting factor in obtaining flying time. Another program, "Pop-Up", had a limiting effect by reducing sortie lengths and consequently total flying time. The loss of personnel through the early discharges will effect this program through crew regression, but to what extent was not known. For these reasons it was requested that higher headquarters reduce the number of hours allocated in keeping with the operations requirements and the wing's capability. It was the concensus of the Commander 818th Air Division, that the wing could accomplish only 1,300 hours per month for the third quarter fiscal year 1958.³⁷ (S)

ECM CAPABILITY: As of the end of November 1957, the wing had 45 aircraft equipped with ECM equipment. All 45 of these were equipped with the ALE-1; ALT-6; ALT-7; ALT-8; and APS-54 equipment. Five of these were phase V aircraft, and all 45 B-47 aircraft were equipped with wing tip antennas.³⁸ (S)

For the equipment itself, the wing had on hand 92 ALE-1's, and all were operational. Eighty-eight ALT-6B's were available, while only 38 were operational. There were 117 ALT-7's, 15 ALT-8's, 48 ALT-8B's, and 49 APS-54's, all available and operational during the month.³⁹ (S)

37. Msg, Comdr 818AD to Comdr 8AF, DO 12-1337, 30 Dec 1957. Exhibit 35.

38. DF, Hq 307EW to et al, DO, "8AF E-1 Report," 2 Jan 58. Exhibit 36.

39. Ibid.

SECRET

SECRET

30

Twelve of the UG-1171's required for the ALT-6B systems were on hand, and 50 had been received but not checked. There were 42 oscillator groups and 42 C-1965's required for the ALT-6B systems that were available. Nine of the operational ALT-6B' systems were "X" band, and the ALT-8A systems were operational in phase V capsules only. ⁴⁰ (S)

The only substantial increase in equipment made throughout December was in the ALT-8 and APS-54 equipment. The wing had, at the end of December, 15 ALT-8A's, 48 ALT-8B's, and 49 APS-54's, both on hand and operational. Other equipment on hand and operational in the preceding paragraph as well as the type equipment installed on all B-47 aircraft had not varied during December 1957. ⁴¹ (S)

REFLEX ACTION: The 307th Bomb Wing became involved in a requirement aimed at improving the SAC strike potential at forward area bases. The wing was required to maintain five B-47 aircraft with crews, on an alert status at Greenham Common, England, on a rotational basis. The B-47 aircraft were to be rotated approximately every eight days, while combat crews were to be rotated approximately every 15 days. Supervisory and support personnel were to be rotated in approximately 90 days, with about one-third to be rotated each 30, 60, and 90 days after the initial ⁴² deployment. (S)

The Task Force control of the Eighth Air Force Reflex Force was to

40. Ibid.

41. Ibid.

42. Operations Order 96-57, Hq 307BW, 13 Dec 1957. Exhibit 37.

SECRET
DECLASSIFIED IAW EO 13526

SECRET

31

be exercised by the Commander at Greenham Common, while the 7th Air Division was to have operational control of all reflex forces. The Eighth Air Force would retain operational control only over the deployment and redeployment.⁴³ (S)

The Deputy Base Commander at Greenham Common was to assist the Commander by assuming the responsibility for billeting, messing, transportation, and security. There was also appointed a Deputy Commander for the Reflex Action, who was to be responsible for the operations and control of the aircraft, crews, control room, and maintenance activities. The recommendation was made that this latter position be filled by a B-47 Squadron Commander. As the Operations Officer, he was to be assisted by the Emergency War Plans Operations Officer, the Control Room Officer, the Intelligence Officer, a Radar Prediction Officer, and six Flight Commanders. As the Chief of Maintenance, he was to be assisted by the Maintenance Control Branch, Armament and Electronics Maintenance Officer, Flight Line Maintenance Officer, and the Field Maintenance Officer.⁴⁴ (S)

As of December, the 307th Bomb Wing did not know the exact number of personnel to be required by the wing in support of this action. Two-hundred-seven were to be provided by the Eighth Air Force including five that were to provide initial technical assistance in establishing maintenance procedures. This 207 did not include aircrew personnel, and was limited solely to support personnel who would be rotated every 90 days.⁴⁵ (S)

43. Briefing for Reflex Action, prep by Lt. Colonel Gerald D. Rotter, 307BW D/Plans, for 818AD Reflex Forces, n.d. Exhibit 38.

44. Ibid.

45. Ibid.

SECRET

SECRET

32

It was anticipated that a total of 61 persons, including 15 B-47 crew members⁴⁶, from the 307th Bomb Wing, were to be rotated with the first of these deploying on 3 January 1958, and one-third being rotated every 30 days.⁴⁷ (S)

In the line of supply, the 307th Bomb Wing was to provide a 30 day pre-issue for the fly away kits, assisted take off racks of either "horse collar" or "split type," dependent on the type of assisted take off bottles specified for use, ammunition cans, chaff inserts, and "E" configuration sets, plus left and right external tip tanks. The Base at Greenham Common had 96 percent of authorized Seaweed equipment. Main operating base stocks and bench stocks were excellent, and their stock of chaff included 4,644 cartons of RE-39, and 10,432 cartons of RR-44 chaff. Although RR-39 chaff was used as training chaff, the supply at Greenham Common had not been released for training and the requirement had to be deployed aboard unit aircraft. The same held true with 20mm combat ammunition which was plentiful at Greenham Common. Film also had to be deployed for training purposes, and for placing the aircraft in the emergency war plan configuration while on Reflex. Eighth Air Force was investigating the possibility of prepositioning sufficient of the last three items to preclude deployment on each aircraft.⁴⁸ (C)

Responsibility for tools, equipment, fly away kits, and engine requirements were all outlined for expediency. Unit authorizations were not to

-
46. Operations Order 96-57, Hq 307BW, 13 Dec 1957. Exhibit 37.
 47. Briefing for Reflex Action, prep by Lt. Colonel Gerald D. Rotter, 307BW D/Plans, for 818AD Reflex Forces, n.d. Exhibit 38.
 48. Ibid.

SECRET

SECRET

33

be changed for this operation in-as-much as equipment on loan to a forward base was to be considered on hand. ⁴⁹ (S)

The wing was scheduled to launch five aircraft in two cells with 20 minutes between cells. The first five aircraft, from the 372nd Bomb Squadron, were scheduled to depart on 8 January 1958. On 15 January, five from the 370th Bomb Squadron were scheduled, and on 22 January, five from the 371st Bomb Squadron were scheduled. With this as a pattern the three bomb squadrons were to rotate five aircraft every three weeks until 24 June 1958. ⁵⁰ (S)

The first cell (Red cell) had a primary route of from Lincoln Air Force Base to Beatrice, Nebraska. From here the route headed for Streaton, Illinois, then to the Cleveland omnidirectional range. The descension point for refueling was scheduled for 4143N 7937W, the rendezvous at 4152N 7803W, and the end of the air refueling at 4205N 7501W. The second common point was at 4400N 7201W from where they headed for the London target and then to Greenham Common. ⁵¹ (S)

The White Cell had the identical route until it was to leave the omnidirectional range at Cleveland. Its descension point was at 4113N 7930W, and its rendezvous point was at 4122N 7758W. It was to end refueling at 4135N 7507W, head for the same second common point, 4400N 7201W, and then head for Greenham Common. ⁵² (S)

49. Operations Order 96-57, Hq 307BW, 13 Dec 1957. Exhibit 37.

50. Ibid.

51. Ibid.

52. Ibid.

SECRET

DECLASSIFIED IAW EO 13526

SECRET

If fuel permitted, all crews deploying to Greenham Common were to make a minimum of one radar bomb scored run on the London radar bomb scoring site. On redeploying, they were to make runs on the Montreal or Omaha radar bomb scoring sites. ⁵³ (S)

Two air refuelings were planned, with the first being a top off in the Lincoln Area, and the second in the Thule Air Base, Greenland area. In the event of a miss in either of these areas the aircraft were to land, be refueled, and resume the operation. In redeploying, the aircraft were to receive one refueling in the Goose area. ⁵⁴ (S)

During the deployment of the five aircraft, mass refueling credit was to be given creditable to SAC Regulation 50-8 requirements. ⁵⁵ (S)

All take offs from Lincoln Air Force Base, and all enroute stops were to be made with the maximum internal and external fuel that would remain consistent with critical field lengths for medium flow water alcohol thrust augmentation, runway temperatures, and pressure altitudes. ⁵⁶ (S)

The necessary post flights were to be accomplished 48 hours prior to deployment. The necessary weapons system ring outs were to be accomplished, and ECM transmitters were to be set on emergency war plan frequencies just prior to deployment. ⁵⁷ (S)

53. Ibid.

54. Ibid.

55. Ibid.

56. Ibid.

57. Briefing for Reflex Action, prep by Lt. Colonel Gerald D. Rotter, 307BW D/Plans, for 818AD Reflex Forces, n.d. Exhibit 38.

SECRET

CONFIDENTIAL

35

As a matter of interest, Greenham Common was located approximately 50 miles from London. The base was very compact, and the layout was ideal for the Reflex type mission. Runways were 10,000 feet by 200 feet, and taxiways were 75 feet wide. Adequate parking was available to accommodate 20 B-47 aircraft.⁵⁸ (C)

Facilities provided for this operation were considered excellent. Control room facilities were very good for this SAC type operation, and was set up for immediate emergency war planning. The base communications were directly adjacent to the control room providing good communications directly to Headquarters Seventh Air Division. The base had provided necessary maps for the United Kingdom and Western Europe as well as Crash Grid maps. Very fine wall charts for portraying aircraft movements and control were already posted. There were also sufficient tables and desks,⁵⁹ with telephones, in place for immediate emergency war plan type operations.(C)

Maintenance facilities were adequate. One large hanger was provided for field maintenance that also included offices for quality control, the Chief of Maintenance, hydraulic shops, base operations, weather and customs.⁶⁰(C)

Quarters provided for use by aircrews were very fine. While not the SAC hotel type barracks, they were at least furnished with three-quarter hollywood beds, steel lockers, and refrigerators.⁶¹ (U)

58. Photo and scale drawing of Greenham Common. Exhibit 39.

59. Photo's of Control Room at Greenham Common. Exhibit 40. Interview, T/Sgt Kenneth Stevens, Historian, with Lt.Col Gerald Rotter, D/Plans, Hq 307BW, 24 Jan 1958.

60. Interview, T/Sgt Kenneth Stevens, Historian, with Lt.Col Gerald Rotter, D/Plans, Hq 307BW, 24 Jan 1958.

61. Ibid.

CONFIDENTIAL

DECLASSIFIED IAW EO 13526

CONFIDENTIAL

36

SECTION II - Flying Training

B-47 AIRCREWS: In November, the 307th Bomb Wing Tactical Squadrons programmed a total of 1,527 flying hours and accomplished 1,205. Higher headquarters directed missions included 138 hours programmed and 15 hours accomplished for the "Pop Up" program. The requirement for "Pop Up" could not be met due to bad weather. Eighth Air Force training priorities for November included the Air Force Regulation 60-2 requirements and standardization checks. Ready crew training programmed for 1,109 hours in November had only 848 hours accomplished due to cancellation of 13 sorties in one day because of a heavy snow storm and fuel leaks brought on by cold weather. Non ready crew training had 180 hours programmed and 208 hours accomplished. Test hops, staff proficiency, and 5X training were programmed for a total of 100 hours of which 56 hours were accredited toward test hops and 78 toward staff proficiency and 5X. The training requirements for the phase V ECM aircraft were also included in the above.⁶²(C)

In December 1957, the tactical squadrons programmed a total of 1,262 flying hours of which 1,407 were accomplished. There were no higher headquarters directed missions for December so the air training priorities accounted for all hours. The Air Force Regulation 60-2 requirements were flown concurrent with other priorities. The "Pop Up" program was programmed for 217 hours but due to weather conditions enroute, only 52 hours were

-
62. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 10.
63. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 4-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 12.

CONFIDENTIAL

CONFIDENTIAL

37

accomplished. Standardization checks were accomplished concurrent with other flying in December. Non ready crew training programmed for 351 hours, had only 256 hours accomplished due to the necessity of scheduling combat ready crews to fly "Pop Up" exercises. Combat ready crew training scheduled for 599 hours had an increase in the total accomplished to 946 hours. It was necessary to accomplish more hours than were programmed⁶⁴ in order to fly out the balance of hours allocated. As in November, the phase V ECM aircraft were scheduled in with the regular tactical aircraft.⁶⁵(C)

KC-97 AIRCREWS: A total of 550 hours were programmed in November and 500 hours were accomplished by the 307th Air Refueling Squadron. Of this total, 140 hours were programmed for the higher headquarters directed mission "Iron Bar," and approximately 136 hours were accomplished. Combat ready training and ferry flights were listed in the Eighth Air Force air training priorities as programmed, for 359 hours, of which 311 hours were accomplished. This priority was incomplete due to the cancellation of a mass nite cell mission involving 52 flying hours due to a heavy snow storm. Non combat ready crew training was programmed for 45 hours of which 37 hours were accomplished. Test flights accounted for the remaining six hours programmed⁶⁶ and 17 hours accomplished in November. (C)

During the month of December, the 307th Air Refueling Squadron had programmed 495 hours and completed 540 hours. Other than completing the

-
- 64. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," December 1957, n.d., Hq 307BW. Exhibit 11.
 - 65. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 4-SAC-T12)," December 1957, n.d., Hq 307BW. Exhibit 13.
 - 66. "Wing Commanders Remarks," PART III to "Air Training Report (RCS: 9-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 8.

SECRET

38

Air Force Regulation 60-2 requirements, 425 hours were programmed for combat ready crew training of which 417 hours were accomplished. Non combat ready crew training was programmed for 30 hours of which 80 hours were accomplished. This priority was over flown to compensate for the under flying of allocations for the two previous months. Individual upgrade training was programmed for 30 hours and 20 hours were accomplished. Test flights again accounted for the remaining 10 hours programmed and 22 hours accomplished. ⁶⁷ (C)

SECTION III - Wing Reliability

B-47 AIRCREWS: The wing had an average total of 40 combat ready and above crews available throughout November 1957, along with six non combat ready crews. ⁶⁸ In total crews, the wing had 49.8 combat ready crews and 7.3 non combat ready crews assigned. ⁶⁹ In December there was an average of 43 combat ready crews and seven non combat ready crews available, ⁷⁰ with an average of 49.4 combat ready crews assigned. ⁷¹

The overall capability of the wing was low this last quarter due to personnel reasons outlined in Chapter II. The number of combat equipped operational ready aircraft was down due to the large amount of fuel leaks. For the next three months commencing with January 1958, it was anticipated that the overall capability of the wing would remain at

-
67. "Wing Commanders Remarks," PART III to "Air Training Report (RCS: 9-SAC-T12)," December 1957, n.d., Hq 307EW. Exhibit 9.
68. Msg, Comdr 818AD to Comdr 8AF, ZIPPO 12-004/2-SAC-VI/AS OF 0001 CST 2 DEC 57. Exhibit 6.
69. "Management Control Statement," (RCS: 1-SAC-T35), November 1957, Hq 307EW, n.d. Exhibit 14.
70. Msg, Comdr 818AD to Comdr 8AF, ZIPPO 01-020/2-SAC-VI/AS OF 0001 CST 6 JAN 58. Exhibit 7.
71. "Management Control Statement," (RCS: 1-SAC-T35), December 1957, Hq 307EW, n.d. Exhibit 15.

SECRET

SECRET

39

the 56 to 65 percent level due primarily to the personnel situation,
and fuel leaks brought on by cold weather.⁷² (S)

The radar bomb score in November was 93 percent, obtained from
having 123 runs accepted from 132 attempted. This was the best accom-
plished during this training quarter.⁷³ December was a free training
month and therefor reliability items were not required for records.

In November again, the wing dropped to a 50 percent score in visual
radar bomb scored bombing when only three of six were accepted. The nite
celestial navigation also dropped in November to 89 percent when 16 of 18
attempts were acceptable.⁷⁴ For the quarter just completed the wing score
on nite celestial navigation was 98 percent, and the SAC bottom quarter
was 99 percent. This item was low due to errors made in computation and
plotting. To improve this, all observers were required to re-plot at
least three missions that were to be critiqued with the squadron observer.
The same held true for the grid celestial navigation. The SAC bottom
quarter here was 98 percent.⁷⁵ (U)

In gunnery, the wing attempted 11 missions where fire outs were
attempted, and had eight of these meet SAC Regulation 50-8 requirements,
giving a 73 percent score.⁷⁶ A gunnery officer was assigned to the wing

72. "Quarterly Operational Readiness Report," (RCS: 1-AF-V2) as of 2400
Hours 31 Dec 1957, Hq 307BW, n.d. Exhibit 18.

73. "Management Control Statement," (RCS: 1-SAC-T35), November 1957,
Hq 307BW, n.d. Exhibit 14.

74. Ibid.

75. "Analysis of Points Lost," PART I to (RCS: SAC-U54 (8AF), 19 Dec
1957, Hq 307BW. Exhibit 21.

76. "Management Control Statement," (RCS: 1-SAC-T35), November 1957,
Hq 307BW, n.d. Exhibit 14.

SECRET

CONFIDENTIAL

in October which created considerable improvement in this item. In December for example, the wing had 21 gunnery missions in conjunction with Pace Setter X where the average fire out was 99 percent.⁷⁷ (U)

KC-97 AIRCREWS: Tanker crews scored 100 percent in nite and grid celestial navigation for the third time this quarter. Twenty-four runs were accomplished and accepted for nite, and eight runs were accomplished and accepted for the grid celestial Navigation.⁷⁸ (C)

Cruise control was not scored in November in-as-much as this item was not attempted. The rendezvous score dropped to 95 percent this month with 37 rendezvous accepted from 39 accomplished.⁷⁹ (C)

Refueling wet hookups scored 100 percent for the quarter with 51 attempted and 51 successful in November. The mass nite refueling also scored 100 percent when 19 were successful of 19 attempted in November.⁸⁰ December was a free training month for the Air Refueling Squadron and none of the above items were scored. (C)

SECTION IV - Ground Training

B-47 AIRCREWS: The total number of combat ready crews responsible for SAC Regulation 50-24 requirements during November was 24. Six crews completed these requirements in November bringing to 16 the number completed.⁸¹ In December there were eight crews scheduled and eight crews

-
77. "Analysis of Points Lost," PART I to (RCS: SAC-U54 (8AF), 19 Dec 1957, Hq 307BW. Exhibit 21.
78. "Management Control Statement," (RCS: 1-SAC-T35), November 1957, Hq 307BW, n.d. Exhibit 14.
79. Ibid.
80. Ibid.
81. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 10.

CONFIDENTIAL

40

created considerable improvement in this item. In
ple, the wing had 21 gunnery missions in conjunction
X where the average fire out was 99 percent.⁷⁷ (U)
Tanker crews scored 100 percent in nite and grid celestial
se third time this quarter. Twenty-four runs were accom-
ed for nite, and eight runs were accomplished and
grid celestial Navigation.⁷⁸ (C)
ol was not scored in November in-as-much as this item
. The rendezvous score dropped to 95 percent this month
s accepted from 39 accomplished.⁷⁹ (C)
t hookups scored 100 percent for the quarter with 51
successful in November. The mass nite refueling also
t when 19 were successful of 19 attempted in November.⁸⁰
ee training month for the Air Refueling Squadron and
items were scored. (C)

SECTION IV - Ground Training

he total number of combat ready crews responsible for
-24 requirements during November was 24. Six crews
quirements in November bringing to 16 the number com-
ber there were eight crews scheduled and eight crews

Points Lost," PART I to (RCS: SAC-U54 (8&F), 19 Dec
EW. Exhibit 21.
Control Statement," (RCS: 1-SAC-T35), November 1957,
d. Exhibit 14.

ders Remarks," PART IV to "Air Training Report (RCS: 5-
ovember 1957, n.d., Hq 307EW. Exhibit 10.

CONFIDENTIAL

41

completed to bring the total responsible and the total completed to 24.⁸² (U)

For the special weapons phase of SAC Regulation 50-24 requirements
there were 32 combat ready crews responsible, and with eight crews complet-
ing the training in November, there were 24 that had completed.⁸³ Eight
combat ready crews attended and completed in December to bring the total
completed to 32 crews.⁸⁴ (U)

Five phase V ECM crews were responsible for the phase training of
which only four had completed. One crew was scheduled for this training
in November but it was an instructor crew and could not complete due to
heavy instructor requirements.⁸⁵ This crew did complete in December to
bring the total responsible and completed to five crews.⁸⁶ (C)

KC-97 AIRCREWS: Twenty-two KC-97 combat ready crews were responsible
for the phase II of SAC Regulation 50-24 requirements, and in November
two were scheduled and two completed to bring the number completed to
22, or 100 percent.⁸⁷ None of these crews were scheduled in December.⁸⁸ (C)

SECTION V - Refueling Data

B-47 AIRCRAFT: Sixty air refueling sorties were scheduled in November

82. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," December 1957, n.d., Hq 307EW. Exhibit 11.
83. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," November 1957, n.d., Hq 307EW. Exhibit 10.
84. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," December 1957, n.d., Hq 307EW. Exhibit 11.
85. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 4-SAC-T12)," November 1957, n.d., Hq 307EW. Exhibit 12.
86. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 4-SAC-T12)," December 1957, n.d., Hq 307EW. Exhibit 13.
87. "Wing Commanders Remarks," PART III to "Air Training Report (RCS: 9-SAC-T12)," November 1957, n.d., Hq 307EW. Exhibit 8.
88. "Wing Commanders Remarks," PART III to "Air Training Report (RCS: 9-SAC-T12)," December 1957, n.d., Hq 307EW. Exhibit 10.

CONFIDENTIAL

1312

1313

CONFIDENTIAL

42

with 55 of these being airborne. Thirty-nine of those airborne completed the electronic rendezvous. Ten of these were two receivers to one tanker where required fuel was transferred, and 29 were one receiver to one tanker where only 28 transferred the required fuel. Twenty-three sorties did not complete a rendezvous due to five tanker aborts and cancellations, three receiver ground aborts, one rendezvous equipment malfunction, ten weather cancellations, and four tanker air aborts. There were ten mass nite refueling sorties confirmed but none were airborne due to bad weather. ⁸⁹ (C)

In December there were 53 sorties scheduled of which 39 were effective. One tanker ground abort, four maintenance cancellation, one weather cancellation, and one operation cancellation, along with two receiver air aborts, four ground aborts, and eight maintenance cancellations prevented the accomplishment of all 53 scheduled sorties. The difference in reasons for non effective sorties and the difference between effective receiver sorties and sorties scheduled was due to unscheduled receivers utilizing tankers available because of receiver aborts or cancellations from the 307th Air Refueling Squadron and other units. ⁹⁰ (C)

Three ECM aircraft sorties were confirmed in November, three were airborne, and three were completed in the electronic rendezvous requirement with one receiver to one tanker. ⁹¹ All three of these aircraft transferred

-
89. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 10.
90. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-T12)," December 1957, n.d., Hq 307BW. Exhibit 11.
91. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 4-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 12.

CONFIDENTIAL

CONFIDENTIAL

43

⁹² the required fuel. The refueling done in December was included in the report for tactical aircraft in December, listed above. ⁹³ (C)

KC-97 AIRCRAFT: Eighty-two refueling sorties were confirmed in November with 54 being airborne. Fifty sorties completed the electronic rendezvous and four did not because of two air aborts, and two rendezvous equipment malfunctions. Fifty-two sorties transferred the required fuel while 30 did not. Twenty-seven mass nite cell sorties were scheduled of which 19 were airborne, completed the electronic rendezvous, and transferred the required fuel. Eight sorties were cancelled because of weather. The 307th Air Refueling Squadron transferred 183,235 gallons, 1,191,030 pounds of fuel in November. ⁹⁴ (C)

In December, the 307th Air Refueling Squadron supported 67 sorties of which 44 were effective. Two losses were recorded as receiver aborts, and nine were receiver cancellations. Tanker maintenance cancellations ⁹⁵ accounted for the remaining losses. (C)

-
- 92. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 4-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 12.
 - 93. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 4-SAC-T12)," December 1957, n.d., Hq 307BW. Exhibit 13.
 - 94. "Wing Commanders Remarks," PART III to "Air Training Report (RCS: 9-SAC-T12)," November 1957, n.d., Hq 307BW. Exhibit 8.
 - 95. "Wing Commanders Remarks," PART III to "Air Training Report (RCS: 9-SAC-T12)," December 1957, n.d., Hq 307BW. Exhibit 9.

CONFIDENTIAL

CHAPTER IV - MATERIELSECTION I - General

TEST INSPECTION: The wing began testing the 50 hour postflight and the 300 hour periodic inspection concept in October, but the report on progress was not available so is included herein. Comparisons of the progress in various areas will therefore be made commencing with the November portion of this report. (U)

Periodic inspections which were planned to be conducted under the new concept during the latter part of October, could not be accomplished because the new inspection cards, and the sequence chart were not ready. The Oklahoma City Air Materiel Area originally planned to have them ready¹ by 16 November, but agreed to try for the 18 October date. (U)

Thirty-five post flights were completed in October averaging 6.8² clock hours and 102.7 man hours each. (U)

Aircraft that failed to meet the postflight schedule because of weather diversions and other reasons were inspected out of cycle and were re-entered in the correct sequence. This was easy in October when the Periodic Crew was available to assist the post flights. In the future, when the Periodic Crews will have an aircraft in dock at all times, post-flights could be accomplished out of cycle by building a one time composite crew from all maintenance organizations around key supervisors from the

1. Ltr, Comdr 818AD to CINC SAC, "Service Test B-47 Fifty (50) Hour Postflight and 300 Hour Periodic Intervals," 22 Nov 1957, filed in Hq 307BW Directorate of Maintenance.

2. Ibid.

45

Periodic Maintenance or by working the regular crews overtime. (U) ³

The wing flew 100 percent of the required hours in October, and the late take offs which have steadily declined since May levelled off at 12.5 percent in September and October. The aircraft out of commission for parts rate also went down in September. (U) ⁴

Three periodic inspections were completed in November with approximately 186 hours expended on each aircraft. Turn around days averaged 5.4 and manhours averaged 1,340. There was an average of 38.6 discrepancies found on each inspection. (U) ⁵

The major problem encountered with the periodic service test was in scheduling the aircraft to fly out the 300 hour interval. Inspections had to be accomplished early to maintain a smooth cycle. Five aircraft were close to the 300 hour mark. (U) ⁶

No difficulties were encountered in using the new periodic Dash Six cards or sequence change. Although records indicated that 1,340 man hours were expended on each inspection, only 335 man hours were required to examine each aircraft. The balance of the time was expended in pre-dock, washing, correcting the discrepancies found during the examination, unscheduled maintenance, towing, and preparing the aircraft for test flight on the back line. Comparing the 38.6 discrepancies found by Quality

3. Ibid.

4. Ibid.

5. Ltr, Comdr 818AD to CINC SAC, "Service Test B-47 Fifty (50) Hour Postflight and 300 Hour Periodic Intervals," 24 Dec 1957, filed in Hq 307EW Directorate of Maintenance.

6. Ibid.

Control on each aircraft, with the 335 hours required to inspect, it gave an hourly error rate of .115 percent. This rate, which reflected the number of Dash Six card items that were improperly examined by the mechanics each hours, was considerably lower than the post flight rate of .47 percent.⁷ (U)

Twenty-nine post flight inspections were completed with the following statistics: Clock hours averaged 7.3, Man hours averaged 108.8, and Quality Control discrepancies averaged 26.9 per aircraft.⁸ (U)

The major problem encountered in the post flight service test in November was making the aircraft available for the inspection on time. The principal cause of late arrival in dock was clearing Armament and Electronic, and flight line discrepancies before delivery to post flight. Effective in December, post flights were to be accomplished on the second day the aircraft was down so that the flight line could correct as many discrepancies as possible. Armament and Electronic malfunctions were primarily involved, and it was difficult to clear these write ups and perform a post flight on the aircraft simultaneously.⁹ (U)

The delivery of aircraft to periodic with parts shortages was largely responsible for the increase in the December turn around time to 7.2 days, and 57.3 hours compared with 5.4 days and 43.2 hours in November. This

7. Ibid.

8. Ibid.

9. Ibid.

47

problem has been solved. The noticeable decrease in the Quality Control discrepancies to 26.75 in December compared with 38.6 in November was attributed in part to the thorough post flights which reduced the work during the periodic. The periodic hourly error rate of .08 was considerably lower than the post flight rate of .32. Quality Control spent about the same amount of time and found approximately the same number of discrepancies on each type inspection. Although the post flight rate was considered satisfactory, the goal was to reduce it to .10. (U)

Thirty-two post flights were completed and the statistics showed an improvement over November. Clock hours averaged 6.3, and man hours averaged 94.9. Maintenance Quality Control discrepancies averaged 22.6, including 11 non card discrepancies. These non card discrepancies were items which were not required to be inspected on post flights, but which were found during the inspection. These items were tabulated by the Oklahoma City Air Materiel Area people, and repeating items may be added to the post flight. (U)

Four late take offs on the first schedule were recorded because each aircraft had a discrepancy other than that caused by service test difficulties. (U)

The problem of making the aircraft available on time mentioned in the November report had been solved. However, the plan to start the post flight on the second day (the 50 hour 25 day post flight cycle contained

10. Ltr, Comdr 81EAD to CINC SAC, "Service Test B-47 Fifty (50) Hour Post Flight and 300 Hour Periodic Intervals," 22 Jan 1958, filed in Hq 307BW Directorate of Materiel.

11. Ibid.

12. Ibid.

48

a three day period for the post flight and preparation of the aircraft for its next flight) down did not prove satisfactory in December. Major maintenance uncovered during the post flight could not be completed on the third day in time to meet the scheduled flight. Eight aircraft out of post flight had to be cancelled on the first schedule for this reason. Many aircraft were returned to the Squadrons with numerous sheet metal discrepancies because the work could not be completed during the inspection. Although sheet metal discrepancies caused only one of the eight cancellations on the first schedule out of post flight, it was a serious problem. Maintenance Quality Control was investigating to determine if "Pop-Up" missions could be causing an additional work load. Another possible cause under investigation was the wing tip fuel tank installation which is apparently causing the aileron behind the tank to become damaged.¹³(U)

Despite the large number of early outs and the influx of low skill level personnel into the bomb squadrons, the wing flew its allocated time. Operating under the identical conditions of weather and supply support, the 307th Bomb Wing flew 442 hours more than the 98th Bomb Wing during the last quarter of 1957. The service test helped the 307th considerably. One feature of the service test that was especially helpful was the Maintenance Quality Control inspection of post flights. The thorough post flight was making the periodics easier. In addition, the guidance given by this section on tolerance, and torque values proved extremely valuable.¹⁴ (U)

13. Ibid.

14. Ibid.

SECRET

49

A feature which caused a keen competitive spirit among the mechanics was the individual rating system which parallels the hourly error rating given the aircraft. The discrepancies made by each mechanic during an inspection as recorded by Maintenance Quality Control on the Air Force Technical Order Form 26D was divided by the hours the mechanic took to make the inspection. Once each month the mechanics were listed in order of their index, and the bottom four airmen were counselled and informed that their work must improve. The top B-47 and KC-97 mechanics on the other hand were given three day passes. (U)

AIRCRAFT READINESS: Forty-five B-47E aircraft were assigned in November, along with one TB-47E, and 21 KC-97's. The average number aircraft available during the month was 45, one, and 20 respectively. Two B-47E's and one KC-97 were not operational during the month for maintenance reasons, and two B-47E's were out for equipment. (S)

The same number of aircraft were assigned in December as were in November, but the average availability was 100 percent. Four B-47E's and one KC-97 were down for maintenance during December. (S)

MAINTENANCE PROBLEMS: Fuel leaks brought on by cold weather created a serious problem accounting for 19 deviations from the flying schedule.

15. Ibid.

16. Msg, Comdr 818AD to Comdr 8AF, ZIPPO 12-004/2-SAC-VI/AS OF 0001 CST 2 DEC 57. Exhibit 6.

17. Msg, Comdr 818AD to Comdr 8AF, ZIPPO 01-020/2-SAC-VI/AS OF 0001 CST 6 JAN 58. Exhibit 7.

SECRET

SECRET

50

These aircraft utilized all available field maintenance hanger space which consequently caused several technical order compliances to be behind schedule. (U)¹⁸

Forty-six nose covers were ordered for B-47's, and in November only four had been received. The lack of these cones in bad weather has resulted in late take offs and cancellations due to radar and radio malfunctions. A supply difficulty letter was submitted the first part of December, and to date nothing had been received. (U)¹⁹²⁰

The wing also appealed for additional four man life rafts. There were only eight available that would fit into B-47 aircraft. In view of the requirements of Reflex Action, where flights over the Atlantic were necessary, crew safety made it imperative that the required 37 additional rafts be made available immediately. (C)²¹

FLYING CYCLES: To determine the best possible flying cycles for B-47 and KC-97 aircraft, in the event of a possible increase in flying hours for the last half fiscal year 1958, the wing was required in November to determine the most desirable means of changing maintenance and flying cycles so as to provide a greater maintenance and flying hour potential. (S)²²

-
18. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-TL2)," November 1957, n.d., Hq 307BW. Exhibit 10.
19. Ibid.
20. "Wing Commanders Remarks," PART IV to "Air Training Report (RCS: 5-SAC-TL2)," December 1957, n.d., Hq 307BW. Exhibit 11.
21. Ibid.
22. Msg, Comdr 8AF to et al, DM 41303, 15 Nov 1957, Exhibit 41.

SECRET

SECRET

51

Since the 307th Bomb Wing was under the 50 hour 300 hour inspection interval test, the recommendation was made to correlate to that test. The recommendation was that the wing should fly, down two, fly, down two, fly, down one, fly, down two, fly, down two, fly, down one, fly, down two, fly, and down three for post flight. This was a 23 day cycle predicted on normal maintenance manning support. Normal maintenance manning would not be available while the wing was supporting "Reflex Action." Comments²³ on other suggested cycles did not meet with as favorable recommendations. (S)

SECTION II - Maintenance

The tactical squadrons of the 307th Bomb Wing flew a total of 194 sorties for a total of 1204:55 flying hours for the calendar month of November 1957. The 307th Air Refueling Squadron flew a total of 109²⁴ sorties for 500 flying hours. The Maintenance Plan for November programmed 230 sorties for a total of 1555 flying hours for the tactical squadrons, and 101 sorties for 550 flying hours for the Air Refueling Squadron. (S)²⁵

The 307th Chief of Maintenance Weekly 60-9 Flying Schedule Board scheduled, for the tactical squadrons, 230 sorties for 1,625 flying hours. For the refueling squadron, the 60-9 Board scheduled 102 sorties for 620 flying hours. Of the B-47 sorties actually flown, 171 were operational

23. Msg, Comdr 818AD to Comdr 8AF, DM 11-1239-S, n.d. Exhibit 42.

24. Msg, Comdr 818AD to Comdr 8AF, ZIPPO 12-004/2-SAC-VI/AS OF 0001 CST 2 DEC 57. Exhibit 6.

25. Annex "D" to Operations Plan 205-57, Hq 307BW, 1 Nov 1957. Exhibit 43.

SECRET

sorties for 1,132 hours, and five were ferry flights for 56 hours. Of the KC-97 sorties flown in November, 87 were operational sorties for 478 hours, three were ferry flights for six hours, and 19 were test flights for 17 hours. ²⁶ (U)

Scheduling effectiveness for the tactical squadrons was 74 percent, and for the refueling squadron scheduling effectiveness was 82 percent. The programming effectiveness was 67 percent and 67 percent respectively. ²⁷ (U)

The tactical squadrons lost 89 potential sorties during November due to the following: 15 sorties cancelled due to weather, eight because aircraft was awaiting test flights, three were cancelled due to having flown the day before, five because the aircraft was cross-country, one sortie cancelled because aircraft was on alert, two because aircraft was scheduled to fly on the following day, two because the aircraft's second flight on a turn around mission was cancelled, and 53 because of maintenance. Of the maintenance cancellations, 26 were for fuel leaks, five were because the aircraft were not fully equipped, three were due to booster pump changes, two were due to generator malfunctions, three were due to engine accessories malfunction, and four were due to periodic inspections. Further, a hydraulic malfunction, an engine change, an altimeter change, a UHF malfunction, a rudder and aileron malfunction,

26. "Aircraft Status and Purpose of Flight," RCS: 1-AF-1, November 1957, Exhibit 44.

27. Msg, Comdr 818AD to Comdr 8AF, 307DMM, 12-073, 3 Dec 1957. Exhibit 45.

and a bomb navigation system malfunction, each causing the loss of one sortie. One sortie was cancelled because the aircraft was not released from the "K" test as scheduled. ²⁸ (U)

Fleet time remaining on B-47's at the end of November was 6,127 hours. There were two B-47 periodic inspections completed in November, and the average turn around time on these was 5.4 maintenance flying days. In the opinion of the Armament and Electronics Squadron Commander, the most significant contribution of the Malfunction Data Collection and Analysis Unit for the month of November was the compiling of information concerning utilization of scheduled 60-9 requirements for ECM equipment. This information showed the number of manhours wasted in loading and unloading chaff and pre-flighting equipment according to schedule that was not utilized by aircrews. ²⁹ (U)

The 307th Air Refueling Squadron lost 42 potential sorties during the month of November due to 14 sorties being cancelled because of weather, three sorties cancelled because the aircraft flew on the previous day, four because the aircraft was scheduled to fly on the following day, three when the aircraft flew only one sortie of a turn around mission, one sortie because the aircraft was awaiting a test flight, and 17 sorties were cancelled because of maintenance. Of the maintenance cancellations, two were because the aircraft were out of commission awaiting parts, two were due to periodic inspections, four were due to engine changes, and a fuel

28. Ibid.

29. Ibid.

SECRET

54

leak, a propeller change, an aircraft not fully equipped, a propeller malfunction, and a hydraulic line malfunction, each accounted for one cancelled potential sortie.³⁰ (U)

Fleet time remaining on KC-97 aircraft at the end of November was 2,023 hours. There were four KC-97 periodic inspections completed in November for an average turn around time of 5.4 maintenance flying days. The average sortie length was 9.5 maintenance flying days.³¹ (U)

In December 1957, the tactical squadrons flew a total of 209 sorties for 1,407 flying hours, and the Air Refueling Squadron flew a total of 92 sorties for 540 flying hours.³² The Maintenance Plan for December programmed 227 sorties for a total of 1,407 flying hours for the tactical squadrons, and 101 sorties for 543 flying hours for the Air Refueling Squadron.³³ (S)

The Weekly 60-9 Flying Schedule Board scheduled 200 sorties for 1,489 flying hours for the tactical squadrons, and 95 sorties for 634 flying hours for the Air Refueling Squadron. Of the B-47 sorties actually flown, 172 were operational for 1,315 hours, one was a ferry flight for two and one-half hours, and 36 were test flights for 90 hours. Of the KC-97 sorties flown in December, 75 were operational for 505 hours, 13

30. Ibid.

31. Ibid.

32. Msg, Comdr 818AD to Comdr 8AF, ZIPPO 01-020/2-SAC-VI/AS OF 0001 GST 6 JAN 58. Exhibit 7.

33. Annex "D" to Operations Plan 206-57, Hq 307BW, 1 Dec 1957. Exhibit 46.

SECRET

55

were test flights for 22 hours, and four were ferry flights for 14 hours.³⁴(U)

Scheduling effectiveness for the tactical squadrons was 83 percent, and for the refueling squadron, 81 percent. The programming effectiveness was 68 percent and 68 percent respectively. Seventy potential sorties were lost during December, nine due to aircraft being on alert status at the time of its scheduled flight, three sorties cancelled because aircraft was awaiting test flight, one because aircraft was cross-country, two were because an inspection on them was due, three because aircraft had flown the previous day, five were not scheduled in order to prevent exceeding the flying hour allocation, and 47 were maintenance cancellations. Twenty-one of these maintenance cancellations were for fuel leaks, seven were due to aircraft being in periodic maintenance, three were due to engine changes, four to landing gear malfunctions, three were because aircraft were awaiting oil tanks, two were due to booster pump malfunctions, and one each due to an alternator malfunction, an aircraft out of commission for parts, one due to a blower malfunction, one due to a shut-off valve malfunction, one because of a "K" system malfunction, one due to a trim malfunction, and one³⁵ due to a power take-off case leak. (U)

Fleet time remaining on B-47's at the end of December was 6,117 hours. There were six B-47 periodic inspections completed in December, and the average turn around time on these was 7.15 maintenance flying days, and the average sortie to sortie time was 11.70 maintenance flying days.

34. "Aircraft Status and Purpose of Flight," RCS: 1-AF-1, December 1957. Exhibit 47.

35. Msg, Comdr 818AD to Comdr 8AF, 307DMM 01-116, 3 Jan 1958. Exhibit 48.

56

In the opinion of the Armament and Electronics Squadron Commander, the most significant contribution of the Malfunction Data Collection and Analysis Unit during December was the close cooperation with the flight line maintenance section in the semi-annual inventory of selected property installed in aircraft. This required a report on each aircraft to be submitted for planning purposes. The requirement was that this report be submitted in advance of normal due date, and it was completed and forwarded without incident. ³⁶ (U)

The 307th Air Refueling Squadron lost 33 potential sorties during December. One was cancelled because the aircraft was on alert, one because the aircraft was awaiting a test flight, six because inspections were due, one was scheduled to fly the next day, five to prevent exceeding the monthly allocated flying time, and 19 because of maintenance. Two of the maintenance cancellations were due to fuel leaks, two were because the aircraft was in periodic maintenance, one due to an engine change, one to a booster pump malfunction, two to turbo malfunctions, three to fuel systems malfunctions, three because aircraft were out of commission awaiting IFR tubing, one due to a prop change, one to a broken engine stud, one due to a propeller malfunction, one to a carburetor change, and one due to an oil leak. ³⁷ (U)

Fleet time remaining on KC-97 aircraft at the end of December was 2,256 hours. There were three KC-97 periodic inspections completed for an average turn around time of 6.05 maintenance flying days, and the average sortie to sortie length was 11.45 maintenance flying days. ³⁸ (U)

36. Ibid.

37. Ibid.

38. Ibid.

QUALITY CONTROL: A total of ten B-47 engine changes were inspected by the Quality Control Section in November, along with four KC-97 engine changes. An average of 6.0 discrepancies per jet engine, and 4.5 per each conventional engine were found. (U)

Twenty-six flight tests were handled including four "K" tests, one 30 day aircraft, four operational checks in B-47 aircraft, five operational checks in KC-97, four periodic inspections on B-47's, and four periodic inspections on KC-97's. Twenty-six test flights were also monitored in December. These included two "K" tests, four calendar aircraft, eight periodic inspections, five operational checks, and one engine change for B-47 aircraft. For KC-97 aircraft there were four on periodic inspections, one on an engine change, and one on an operational check. (U)

Four B-47 engine changes were inspected in December with an average of 1.25 discrepancies, and three KC-97 engine changes were inspected with an average of 3.75 discrepancies. These averages were both lower than in November, indicating improvement in the quality of engine change maintenance. (U)

SCHEDULING: The following B-47 aircraft were scheduled to undergo periodic inspections during November 1957: (U)

<u>Tail No.</u>	<u>Org.</u>	<u>Pre-Dock</u>	<u>Post-Dock</u>	<u>Flight-Test</u>
909	370th BS	7 Nov	14 Nov	15 Nov

39. Ltr, DMMQ to DM, Hq 307BW, "Inspection Analysis Report," 3 Dec 1957. Exhibit 49.

40. Ibid.

41. Ltr, DMMQ to DM, Hq 307BW, "Inspection Analysis Report," 6 Jan 1958. Exhibit 50.

42. Ibid.

43. Annex "D" to Operations Plan 205-57, Hq 307BW, 1 Nov 1957. Exhibit 43.

911	371st BS	1 Nov	7 Nov	8 Nov
243	371st BS	21 Nov	27 Nov	2 Dec
141	372nd BS	15 Nov	21 Nov	22 Nov
795	307th ARS	7 Nov	15/18 Nov	19 Nov
378	307th ARS	15 Nov	23/25 Nov	26 Nov
796	307th ARS	22 Nov	3/4 Dec	5 Dec

Eight aircraft were scheduled to undergo periodic inspections during the month of December, as follows: ⁴⁴ (U)

<u>Tail No.</u>	<u>Org.</u>	<u>Pre-Dock</u>	<u>Post-Dock</u>	<u>Flight-Test</u>
232	370th BS	2 Dec	6 Dec	9 Dec
214	370th BS	12 Dec	18 Dec	19 Dec
228	371st BS	6 Dec	12 Dec	13 Dec
218	371st BS	19 Dec	30 Dec	31 Dec
797	307th ARS	3 Dec	10/11 Dec	12 Dec
804	307th ARS	10 Dec	17/18 Dec	19 Dec
384	307th ARS	17 Dec	27/28 Dec	31 Dec
798	307th ARS	27 Dec	6/7 Jan	8 Jan

44. Annex "D" to Operations Plan 206-57, Hq 307BW, 1 Dec 1957. Exhibit 46.

ROSTER OF KEY PERSONNEL

Commander	Colonel Elkins Read Jr.
Deputy Commander	Colonel Robert B. Nowell
Adjutant	Captain Earlan L. Seawards
Director of Operations	Lt. Colonel Arthur E. Aenchbacher
Director of Materiel	Lt. Colonel Delos Richards
Director of Personnel	Lt. Colonel Edward E. Lundak
Director of Safety	Captain John Messer
Comptroller	Major James R. Norris

SQUADRON COMMANDERS

307th Air Refueling Squadron	Lt. Colonel Oliver E. Fowler
370th Bomb Squadron	Lt. Colonel Raleigh D. Smith
371st Bomb Squadron	Lt. Colonel Jesse E. Stay
372nd Bomb Squadron	Lt. Colonel William Miller
307th A & E Maint Squadron	Lt. Colonel Ralph L. Smith
307th Field Maintenance Sq	Lt. Colonel Lyle H. Cochran
307th Periodic Maint Sq	Lt. Colonel Rudelle Webb
307th Headquarters Squadron	Major Charles A. Fries

GLOSSARY

Auth	Authorized
Bomb	Bombardment
IN	Not Checked Out - B-47 Crew
N	Non Combat Ready B-47 Crew
R	Combat Ready B-47 Crew

APPENDIX

<u>Exhibit</u>	<u>Nomenclature</u>
1.	Photo, Col Nowell and Lt. Cox. Presentation of Soldiers Medal.
2.	Ltr, Hq SAC to 8AF "History of the Month".
3.	Comments and Recommendations on reorganization.
4.	Strength Report for November 1957.
5.	Strength Report for December 1957.
6.	Msg, Comdr 818AD to Comdr 8AF, ZIPPO 12-004/2-SAC-V1/AS OF 0001 CST 2 Dec 57.
7.	Msg, Comdr 818AD to Comdr 8AF, ZIPPO 01-020/2-SAC-V1/AS OF 0001 CST 6 Jan 58.
8.	Wing Commanders Remarks, RCS: 9-SAC-T12, Nov 57.
9.	Wing Commanders Remarks, RCS: 9-SAC-T12, Dec 57.
10.	Wing Commanders Remarks, RCS: 5-SAC-T12, Nov 57.
11.	Wing Commanders Remarks, RCS: 5-SAC-T12, Dec 57.
12.	Wing Commanders Remarks, RCS: 4-SAC-T12, Nov 57.
13.	Wing Commanders Remarks, RCS: 4-SAC-T12, Dec 57.
14.	Management Control Statement, RCS: 1-SAC-T35, Nov 57.
15.	Management Control Statement, RCS: 1-SAC-T35, Dec 57.
16.	DF, DPO to DCR, Hq 307BW, "Officer Manning as of 30 Nov 57," 6 Dec 1957.
17.	DF, DPO to DCR, Hq 307BW, "Officer Manning as of 31 Dec 57," 7 Jan 1958.
18.	Quarterly Operational Readiness Report, RCS: 1-AF-V2.
19.	Separation & Reenlistment Rate for November 1957.

20. Separation & Reenlistment Rate for December 1957.
21. Analysis of Points Lost, RCS: SAC-U54, 19 Dec 1957.
22. Analysis of Points Lost, RCS: SAC-U54, 22 Jan 1958.
23. GO 8, Hq 307BW, 27 Nov 1957.
24. Ltr, Hq 307BW to 818AD/DO, "Alert Force Standing Operating Procedures," 8 November 1957.
25. SOP 55-9, Hq 307BW, "Test Alerts," 8 Nov 1957.
26. Operations Order 31-57, Hq 307BW, 21 Oct 1957.
27. Operations Order 39-57, Hq 818AD, 7 Nov 1957.
28. Ltr, Hq 818AD to CINC SAC, "Final Mission Report (M-27), 19 Dec 1957.
29. Ltr, Col. Hoisington to Comdr 307BW, "Pace Setter Missions," 29 Nov 1957.
30. Crew Flimsy for 8AF Pace Setter X.
31. Ltr, Hq 307BW to Comdr 8AF, "Final Mission Summary," 19 Dec 1957.
32. Msg, Comdr 8AF to et al, CS 46785, 24 Dec 1957.
33. Msg, Comdr 8AF to Comdr 818AD, DO 44749, 10 Dec 1957.
34. Msg, Comdr 8AF to Comdr 818AD, DO 45392, 13 Dec 1957.
35. Msg, Comdr 818AD to Comdr 8AF, DO 12-1337, 30 Dec 1957.
36. DF, Hq 307BW to et al, "8AF E-1 Report," 2 Jan 1958.
37. Operations Order 96-57, Hq 307BW, 13 Dec 1957.
38. Briefing for Reflex Action.
39. Photo and scale drawing of Greenham Common, England.
40. Photo's of Control Room at Greenham Common, England.
41. Msg, Comdr 8AF to et al, DM 41303, 15 Nov 1957.

42. Msg, Comdr 818AD to Comdr 8AF, IM 11-1239-S, n.d.
43. Annex "D" to Operations Plan 205-57, 1 Nov 1957.
44. Aircraft Status and Purpose of Flight, RCS: 1-AF-1, November 1957.
45. Msg, Comdr 818AD to Comdr 8AF, 307TMM, 12-073, 3 Dec 1957.
46. Annex "D" to Operations Plan 206-57, 1 Dec 1957.
47. Aircraft Status and Purpose of Flight, RCS: 1-AF-1, December 1957.
48. Msg, Comdr 818AD to Comdr 8AF, 307TMM 01-116, 3 Jan 1958.
49. Ltr, DMMQ to IM, Hq 307BW, "Inspection Analysis Report," 3 Dec 1957.
50. Ltr, DMMQ to IM, Hq 307BW, "Inspection Analysis Report," 6 Jan 1958.

Shown receiving the Soldier's Medal from Colonel Robert B. Nowell, Deputy Commander, 307th Bomb Wing, is Lt. Robert J. Cox, 371st Bomb Squadron. Lt. Cox received the medal for outstanding heroism during an aircraft accident at Lincoln Air Force Base, when he saved the life of an airman.



OIH, Hq SAC, 20 Nov 57, SUBJ: Strategic Air Command "History of the Month," August 1957

307C

3rd IND

Headquarters, 307th Bombardment Wing, Medium, Lincoln Air Force Base
Nebraska

TO: All Squadron Commanders and Key Staff Officers, 307th Bombardment
Wing, Medium, Lincoln Air Force Base, Nebraska

1. I am extremely well pleased that our Wing history for the month of August 1957 was selected as the best history in SAC.
2. Preparation of histories is often overshadowed in importance by day-to-day activities, and it is obvious that such additional effort has been undertaken by your historian to record these day-to-day activities for their inclusion in the Wing's monthly history.
3. You are encouraged to further indorse this correspondence to any individual in your squadron/office who contributed toward making our history for August receive such outstanding recognition.

ELKINS READ, JR.
Colonel, USAF
Commander

C O P Y

OIH, Hq SAC, 20 Nov 57, SUBJ: Strategic Air Command "History of the Month," August 1957

OIH 1st Ind

Headquarters Eighth Air Force, Westover AFB, Massachusetts 30 Nov 1957

TO: Commander, 818th Air Division, Lincoln AFB, Nebraska

1. It is a pleasure to forward the letter announcing the selection of the History of the 307th Bombardment Wing, Medium, as the best history in the entire Strategic Air Command for the month of August 1957. This is tangible evidence of successfully reaching a difficult goal.

2. This outstanding achievement can be attributed to two factors; the initiative and perserverance of Technical Sergeant Kenneth W. Stevens, Historical Technician of the 307th Bombardment Wing, and the excellent cooperation furnished by the commander and his staff.

3. It is requested that a suitable presentation of the Certificate of Achievement be made to Sergeant Stevens.

FOR THE COMMANDER:

1 Incl
n/c

DAVID A. BURCHINAL
Brigadier General, USAF
Chief of Staff

C

2nd Ind

Hq 818th Air Division, Lincoln AFB, Nebraska, 17 Dec 57

TO: Commander, 307th Bombardment Wing (M), Lincoln AFB, Nebraska

1. It is indeed gratifying to receive information that the 307th Bombardment Wing History was selected as the best history in the entire Strategic Air Command for the month of August. The wholehearted support of the commander and staff given to the historian make this achievement possible.

2. I wish to add my congratulations for a job well done.

1 Incl
w/d

/s/t/ PERRY M. HOISINGTON, II
Colonel, USAF
Commander

C O P Y

HEADQUARTERS STRATEGIC AIR COMMAND
 UNITED STATES AIR FORCE
 OFFUTT AIR FORCE BASE, NEBRASKA

OIH

20 Nov 57

SUBJECT: Strategic Air Command "History of the Month",
 August 1957

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

1. The history of the 307th Bombardment Wing has been selected as the "History of the Month" for August under the Strategic Air Command Historical Incentive and Recognition Program.
2. The outstanding qualities of this history are the overall historical perspective in relation to topics included, and the keen evaluation of the material. Important activities of the unit are well described and authentically documented. The selection of material and the exemplary covering of that material combine to present a most informative record of the 307th Bombardment Wing for this period. Such a history is of considerable value to the wing and will also serve as an excellent reference to all echelons of command.
3. The quality of the 307th Bombardment Wing for August reflects the technical proficiency of T/Sgt Kenneth W. Stevens, the historian, and the whole-hearted support of the commander and his staff.
4. In accordance with the aims and objectives of the Strategic Air Command Historical Incentive and Recognition Program suitable presentation of the attached Certificate of Achievement should be made to the historian concerned.

FOR THE COMMANDER IN CHIEF:

1 Incl
 Certificate of
 Achievement

/s/t/ READE TILLEY
 Colonel, USAF
 Chief of Information

Copies furnished:
 2AF
 15AF
 16AF
 3AD
 5AD
 7AD

C O P Y

COMMENTS AND RECOMMENDATIONS BY
307TH BOMB WING

3

1. Reference Paragraph 1, Inclosure 3: The Deputy Commander concept as opposed to our present Director Staff

We feel as does Headquarters Eighth Air Force (see paragraph 1a(1) Inclosure 3) that the present Director system is adequate under our present organization. However, if our future organization is to remove maintenance personnel and tactical aircraft from the B-47 squadrons, the Deputy Commander (for operations and materiel) seem to have merit. In essence we do not object to either system. We do not feel that the Deputy System is any real fix. Just as much can be accomplished under the present Director System, dependent upon how a commander utilizes his Directors in the management of his wing.

2. Reference Paragraph 2, Inclosure 5: The withdrawal of flight line personnel from the Tactical Squadrons and their assignment within the Maintenance Complex.

Consistent with the above answer, we feel this would be a logical step and highly feasible with the exception of the Air Refueling Squadron. We do not recommend this be done in the Air Refueling Squadron as like Headquarters Eighth Air Force (see paragraph 1a(2) Inclosure 3) that due to deployment requirements, the maintenance capability for performing tanker, periodic and post flight, inspections should be provided in the Air Refueling Squadrons.

3. Reference Paragraph 3, Inclosure 5: The assignment of tactical aircraft to the Maintenance Organization.

This must follow if flight line personnel are reassigned as indicated above. We concur with the exception of the Air Refueling Squadron for the same reason cited above.

4. Reference Paragraph 4, Inclosure 5: The elimination of the individual crew chief.

We do not concur in the elimination of the individual crew chief. Like Eighth Air Force (see paragraph 1a(4) of Inclosure 3), we believe the crew chief should be retained so that the identification of an individual with a given aircraft is continued. We also consider that the loss of the personalized contact by eliminating the crew chief system will fail to produce the desired quality of maintenance.

5. Reference Paragraph 5, Inclosure 5: The 1/8 periodic or "running" inspection concept.

We do not concur in this. Like Eighth Air Force (see paragraph 1a(5) of Inclosure 3), the present concept of inspecting the entire aircraft periodically as a whole should be continued rather than the implementation of a new concept whereby one or more systems are inspected at a time.

6. Reference Paragraph 6, Inclosure 5: The functional alignments within the Materiel area to include the Maintenance Squadrons and Chief of Maintenance Activities.

We feel that insufficient detail was furnished to properly comment on this item. However, the functional alignments as shown in Attachment 4 to the Little Rock Plan appear to be the most feasible.

7. Reference Paragraph 7, Inclosure 5: The functional alignments within the operations area.

Here again, we feel that insufficient detail was furnished. However, Attachment 3 for the Little Rock Plan appears to be the most feasible organization.

8. Reference Paragraph 8, Inclosure 5: The desirability of retaining administrative capability in the Tactical Squadrons Plan #2 (Little Rock AFB).

Some administrative capability must remain with the B-47 squadrons even though all tactical aircraft and maintenance personnel are reassigned. The scope of this administrative capability is not indicated in the Little Rock Plan. It is, however, indicated in Attachment 5 of the Mountain Home Plan. This administrative support in the Mountain Home Plan seems to be sufficient. However, as noted above, we do not recommend any change in the Air Refueling Squadron as pertains to flight line personnel, tactical aircraft or administrative capability.

LINCOLN AIR FORCE BASE STRENGTH REPORT
 818TH AIR DIVISION
AVERAGE FOR NOVEMBER 1957

UNIT	OFFICERS <i>PFD</i>							AIRMEN <i>PFD</i>					ON STATUS
	AUTH	ASGD	W	N	F	TOTAL	STATUS	AUTH	ASGD	W	N	TOTAL	
Hq 818 ADiv	11	12	10			10	9	11	9	9		9	
Hq 98 BW	61	60	47			47	44	142	147	121	16	137	
313 BS	77	79	65			65	71	93	96	87	4	91	16
344 BS	77	77	63			63	74	93	94	83	6	89	17
345 BS	77	76	61			61	72	93	96	83	4	87	16
98 ARS	104	109	90			90	103	225	224	193	9	202	95
98 FM	8	10	9			9	1	115	106	320	35	355	10
98 PM	3	3	3			3	2	106	103	89	8	97	4
98 A&E	10	9	9			9	4	323	300	252	20	272	1
98 TAC Hosp	8	5	5			5	3	30	30	24	4	28	
TOTAL	425	429	352			352	308	1520	1376	1252	106	1358	159
Hq 307 BW	61	64	57	1		58	33	142	151	129	11	140	
370 BS	80	81	71	1		72	59	96	107	85	9	94	14
371 BS	80	79	66			66	77	96	104	86	12	98	12
372 BS	80	78	62	1		63	72	96	105	84	12	96	
307 ARS	104	105	86	2		88	98	225	212	178	9	187	101
307 FM	8	10	9			9		115	116	336	34	370	
307 PM	3	3	3			3		106	109	94	9	103	
307 A&E	10	9	9			9		334	354	299	21	320	
307 TAC Hosp	8	4	4			4	1	30	30	26	2	28	
TOTAL	434	433	367	5		372	340	1540	1588	1317	119	1436	127
Hq ABGp	60	52	46		1	47	16	431	480	425	22	447	4
818 SS	9	8	7			7		201	267	197	49	246	
818 TS	4	4	3			3		181	188	145	29	174	
818 ADS	9	10	9			9	4	127	153	136	9	145	
818 AP	7	8	6			6	3	314	274	204	44	248	
818 IS	8	7	5			5		313	243	206	22	228	
818 FSS	2	1	1			1		180	153	110	35	145	
818 OpS	12	10	9			9	6	150	165	141	9	150	
4168 Hosp	25	22	12	1	6	19		27	42	31	3	34	
TOTAL	136	122	98	1	7	106	29	2004	1965	1595	222	1817	4
TOTAL ADIV	1006	996	827	6	7	840	766	5074	4938	4173	447	4620	290
Aud. Gen.	1	1	1			1							
D. 21, 5 Wea	9	6	6			6	1	18	18	15		15	
D. 2, 19 AACs	2	2	2			2	2	42	46	42	2	44	
B-47E6 MTD								8	8	8		8	
408 FTD	1	1	1			1	1	14	16	16		16	
TOTAL	13	10	10			10	4	82	88	81	2	83	
TOTAL LAFB	1019	1006	837	6	7	850	770	5156	5026	4254	449	4703	290

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

LINCOLN AIR FORCE BASE STRENGTH REPORT
818TH AIR DIVISION
As Of 30 November 1957

UNIT	OFFICERS PFD						ON FLY STATUS	AIRMEN PFD					ON FLY STATUS
	AUTH	ASGD	W	N	F	TOTAL		AUTH	ASGD	W	N	TOTAL	
Hq 818 ADiv	11	11	11			11	9	10	10	9		9	
Hq 98 BW	61	60	50			50	111	112	117	121	16	137	
343 BS	77	77	58			58	71	93	96	86	4	90	16
344 BS	77	77	67			67	74	93	94	84	6	90	17
345 BS	77	74	66			66	72	93	95	86	4	90	16
98 ARS	104	112	95			95	108	225	222	197	9	206	95
98 FM	8	9	8			8	1	115	372	301	35	335	10
98 PM	3	3	3			3	2	106	100	89	8	97	4
98 A&E	10	10	10			10	1	323	221	216	20	266	1
98 TAC Hosp	8	5	5			5	3	30	29	23	4	27	
TOTAL	425	427	362			362	388	1520	1416	1232	106	1338	9
Hq 307 BW	61	64	60	1		61	33	112	150	128	11	139	
370 BS	80	83	74	1		75	59	96	93	82	9	91	14
371 BS	80	79	65			65	77	96	102	98	12	110	12
372 BS	80	79	67	1		68	72	96	106	87	12	99	
307 ARS	104	104	87	2		89	98	225	214	174	9	183	101
307 FM	8	10	7			7		415	401	335	34	369	
307 PM	3	3	3			3		106	108	91	9	100	
307 A&E	10	9	9			9		334	330	281	21	302	
307 TAC Hosp	8	4	4			4	1	30	29	26	2	28	
TOTAL	434	435	376	5		381	340	1540	1538	1302	119	1421	127
Hq ABGp	60	53	48		1	49	16	431	478	426	22	448	4
818 SS	9	8	7			7		281	263	200	49	249	
818 TS	4	4	3			3		181	188	145	29	174	
34 ADS	9	10	8			8	4	127	153	136	9	145	
818 AP	7	8	6			6	3	314	282	207	44	251	
818 IS	8	8	5			5		313	245	211	22	233	
818 FSS	2	1	1			1		180	151	111	35	146	
818 OpS	12	10	9			9	6	150	160	142	9	151	
4168 Hosp	25	20	12	1	6	19		27	39	35	3	38	
TOTAL	136	122	99	1	7	107	29	2004	1959	1613	222	1835	4
TOTAL ADIV	1006	995	848	6	7	861	766	5074	4935	4156	447	4603	290
Aud. Gen.	1	1	1			1							
D. 21, 5 Wea	9	6	6			6	1	18	18	15		15	
D. 2, 19 AACs	2	2	2			2	2	42	46	42	2	44	
B-47E6 MTD								8	8	8		8	
408 FTD	1	1	1			1	1	14	16	16		16	
TOTAL	13	10	10			10	4	82	88	81	2	83	
TOTAL IAFB	1019	1005	858	6	7	871	770	5156	5023	4237	449	4686	290

Source:
Morning Report

Prepared by:
Stat Svs, Ext. 477

LINCOLN AIR FORCE BASE STRENGTH REPORT
 818TH AIR DIVISION

171. 000 1 1 1 1 1957

UNIT	OFFICERS							AIRMEN						
	AUTH	ASGD	W	N	F	TOTAL	ON FLY STATUS	AUTH	ASGD	W	N	TOTAL	ON FLY STATUS	
Hq 818 ADiv	11	10	10			10	8	10	12	10		10		
Hq 98 BW	61	60	54			54	42	142	147	115	15	130		
343 BS	77	73	58			58	73	93	97	83	4	87	16	
344 BS	77	73	59			59	71	93	96	85	5	90	17	
345 BS	77	75	66			66	72	93	97	86	2	88	16	
98 ARS	104	111	96			96	113	225	218	203		203	91	
98 FM	8	8	8			8	1	115	374	324	21	345	10	
98 PM	3	3	3			3	2	106	100	81	5	89	4	
98 A&E	10	10	9			9	4	323	290	235	16	251	1	
TAC Hosp	8	5	5			5	3	30	29	23	4	27		
TOTAL	425	418	368			368	381	1520	1448	1238	72	1310	158	
Hq 307 BW	61	64	53	1	1	55	33	142	145	122	11	133		
370 BS	80	84	73			73	59	96	105	83	8	91	14	
371 BS	80	80	65			65	77	95	108	91	4	95	12	
372 BS	80	78	65	1		66	72	96	107	89	8	97		
307 ARS	104	105	79	1		80	100	225	211	171	10	181	101	
307 FM	8	9	9			9	3	115	395	321	31	352		
307 PM	3	3	3			3		106	107	91	8	99		
307 A&E	10	9	9			9		334	320	269	16	285		
307 TAC Hosp	8	5	4			4	1	30	28	24	2	26		
TOTAL	434	437	360	3	1	364	342	1540	1526	1261	98	1359	127	
Hq ABGp	60	54	48			48	17	131	170	121	19	140	4	
818 SS	9	8	8			8	3	281	272	205	49	254		
818 TS	4	3	3			3		181	181	135	29	164		
ADS	9	9	8			8	4	127	153	131	9	140		
818 AP	7	8	7			7	3	314	280	209	44	253		
818 IS	8	8	7			7	1	313	250	212	23	235		
818 FSS	2	1	1			1		180	153	105	35	140		
818 OpS	12	11	10			10	7	150	160	134	9	143		
4168 Hosp	25	20	12	1	5	18		27	38	28	2	30		
TOTAL	136	122	104	1	5	110	35	2004	1957	1580	219	1799	4	
TOTAL ADIV	1006	987	842	4	6	852	766	5074	4943	4089	389	4478	289	
Aud. Gen.	1	1	1			1								
D. 21, 5 Wea	9	8	8			6	1	18	18	15		15		
D. 2, 19 AACB	2	2	2			2	2	42	46	42	2	44		
B-47E6 MTD								8	8	8		8		
408 FTD	1	1	1			1	1	14	17	17		17		
TOTAL	13	10	10			10	4	82	89	82	2	84		
TOTAL LAFB	1019	997	852	4	6	862	770	5156	5032	4171	391	4562	289	

Source: Morning Report

Prepared by: Stat Svs, Ext. 477

JOINT MESSAGEFORM

SECURITY CLASSIFICATION
SECRET

SPACE BELOW RESERVED FOR COMMUNICATION CENTER

ACTION	PRECEDENCE	TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
INFO	00	BOOK	MULTI	SINGLE			
FROM:	00	<input checked="" type="checkbox"/>			AE		

TO: COMAIRDIV 818 LINCOLN AFB NEBR
SINGAPORE AIRBASE NEBR
COMAF 8 WESTOVEN AFB MASS

INFO: COMAF 15 MARCH AFB CALIF
COMAF 2 BARKSDALE AFB LA

SPECIAL INSTRUCTIONS
DISTRIBUTION
1 Cy - 307 DOW
1 Cy - 307 COM T
1 Cy - 818 DO
4 Cys - BASK
HISTORIAN
1 Cy - 307 DOW

/SECRET/LIPPO 12-004. 2-SAC-VI AS OF 0001 CST 2 DRG 57.
PART I. A. 307 LOMNG B. 0/0; 3/3; 6/6; 10/10; 12/12; 18/18;
24/24; 30/30; 40/40; 45/49. C. B-47E D. 45 E. 45 F. 0
G. 2 H. 2-0 I. 2 J. 2 K. ~~3000~~ 50 (6) L. 43 (5)
M. ~~3000~~ 9 (0) N. 7 (0) O. 241 P. 1478 Q. 1478 R. 241
S. 241 T. 1478 U. 25 V. 1162 W. 246 X. 184 Y. 179
Z. 168 AA. 36 AB. 72 AC. REMARKS: COL AB IS HIGH FOR THE

FOLLOWING REASONS: FIFTY-ONE (51) GAK AND/OR GND ABORTS AS LISTED - TWENTY-THREE (23) FUEL LEAKS; THREE BOOSTER PUMP CHGS; FIVE (5) DUE PERIODIC TEST; ONE (1) ENG CHG; THREE (3) STARTER GENERATOR CHGS; THREE (3) ANTI-ICING VALVE CHG; THREE (3) RADIO MALFUNCTIONS; THREE (3) MA-7A SYSTEM; ONE (1) INJECTION SEAT; ONE (1) TRANSFER VALVE; ONE (1) TANK FEED OUP FAILURE;

SYMBOL
50-2000/101/101
TYPED NAME AND TITLE (Signature, if required)
EDWIN O. JIMKINS, Major USAF
PHONE
SECURITY CLASSIFICATION **SECRET**
AGE NR. 1
NR. OF PAGES 3

DATE 2
MONTH DEQ
TIME
YEAR 57

SIGNATURE
TYPED (or stamped) NAME AND TITLE

DD FORM 1 MAY 55 173

REPLACES DD FORM 173, 1 OCT 49, WHICH WILL BE USED UNTIL EXHAUSTED

JOINT MESSAGEFORM - CONTINUATION SHEET		SECURITY CLASSIFICATION SECRET	
FROM: COMAIRDIV 818 LINCOLN AFB NEBR			
<p>ONE (1) HYDRAULIC SYSTEM; ONE (1) #5 FIRE WARNING LITE AND ONE (1) #1 ENG OIL PRESSURE. IN ADDITION, ONE (1) ACFT RETURNED FROM XC THE DAY PRIOR TO ITS 60-9 SCHED, PREVENTING IT FROM FLYING ON ITS SCHED DAY; THREE (3) ADDITIONS FLOWN TO ACCOMPLISH DEVIL FISH AND TWO (2) ADDITIONS TO PREVENT FIFTEEN (15) DAY ACFT. ADVERSE WX CONDITIONS HAS CAUSED FIFTEEN (15) CANK OF WHICH THIRTEEN (13) OCCURRED ON ONE DAY DUE TO HEAVY SNOW FALL. COL AA IS HIGH FOR THE FOLLOWING REASONS: EIGHT (8) ATC DELAYS; TWO (2) WX DELAYS; ONE (1) INSTRUMENT MALFUNCTION; FOUR (4) RADIO MALFUNCTIONS; THREE (3) OWS DELAYS; TWO (2) FUEL SYSTEMS; ONE (1) SCHED CHG; ONE (1) ELECTRICAL MALFUNCTION; ONE (1) BRAKE CRUTE; ONE (1) AUTO PILOT; ONE (1) TIRE CHG; ONE (1) FIRE WARNING LITE; THREE (3) MA-7A; ONE (1) AWP VALVE; TWO (2) TRAFFIC DELAYS; ONE (1) HIGH HOT #1 ENG; ONE (1) LOADING DELAY; ONE (1) RELAY CHG; ONE (1) HI-PASS VALVE MALFUNCTION. COL U, V, AND Y ARE LOW FOR SAME REASONS AS MENTIONED FOR COL AB. COL Y IS HIGHER THAN COL Y DUE TO TWO (2) ADDITIONS TO PREVENT FIFTEEN (15) DAY ACFT AND THREE (3) ADDITIONS FLOWN TO ACCOMPLISH DEVIL FISH. THE FOLLOWING ACFT ARE OUT FOR ANORM - ACFT #53-6243 OUT FOR PERIODIC MAINT; ACFT #53-1915 OUT FOR FUEL LEAK. THE FOLLOWING ACFT ARE OUT FOR ANORE - ACFT #53-4232 OUT FOR STABILIZER UNIT MALFUNCTION; ACFT #53-4214 OUT FOR ECO.</p> <p>PART II. A. 307 BOMWG B. N/A C. TB-47 D. 1 E. 1 F. 0 G. 0 H. 0-0 I. N/A J. N/A K. N/A L. N/A M. N/A N. N/A O. 9 P. 49 Q. 49 R. 9 S. 9 T. 49 U. 43 V. 43 W. 12</p>			
SYMBOL 30700TR/RCJ/EG	PAGE NR 2	NR OF PAGES 3	SECURITY CLASSIFICATION SECRET
INITIALS			

DD FORM 173-1
MAY 55

JOINT MESSAGEFORM - CONTINUATION SHEET		SECURITY CLASSIFICATION	
FROM:		SECRET SECRET	
COMAIDIV 818 LINCOLN AFB HREF			
<p>X. 10 Y. 10 Z. 10 AA. 2 AB. 2 AC. REMARKS: NONE.</p> <p>PART III. A. 307 AREFS B. 0/0; 3/3; 6/6; 10/10; 12/12; 16/16; 17/17; 18/18; 19/19; 19/22. C. NINE (9) KC-97F AND TWELVE (12) KC-97G D. 21 E. 20 F. 0 G. 1 H. 0-0 I. N/A J. N/A K. 22 L. 20 N. 5 N. 0 O. 101 P. 550 Q. 550 R. 101 S. 101 T. 550 U. 24 V. 500 W. 130 X. 109 Y. 106 Z. 80 AA. 18 AB. 27 AC. REMARKS: ONE (1) KC-97F ACFT AT OCAMA FOR IRAN. COL AB IS HIGH DUE TO SEVENTEEN (17) CANK AND/OR GND ABORTS AND THREE (3) ADDITIONS FOR OPNS REQMTS AS FOLLOWS: FOUR (4) AOCF FUEL SELECTOR VALVES; ONE (1) AOCF HYDRAULIC LINE; TWO (2) WX; TWO (2) PROP MALFUNCTIONS; ONE (1) XC; TWO (2) DUE PERIODIC TEST; THREE (3) ENG CHG; ONE (1) TURBO CHG; ONE (1) FUEL CELL VALVE; THREE (3) ADDED TO MEET OPNS REQMTS DUE TO ABOVE CANK. COL U AND Y IS LOW FOR SAME REASONS EXPLAINED IN COL AB. COL X IS HIGHER THAN COL Y DUE TO THREE (3) ADDITIONS PREVIOUSLY EXPLAINED.</p> <p>PART IV. WING COMMANDERS REMARKS: I CONSIDER THE 307TH BOMBG FULLY CAPABLE OF PERFORMING ITS BWP MISSION. ALTHOUGH SPECIFIC GUIDE LINES HAVE NOT BEEN MET IT SHOULD BE NOTED THAT WX WAS A CONTRIBUTING FACTOR IN FAILURE TO MEET ALL GUIDE LINES. IN THE AREA OF LATE TAKE OFFS WX AND ATC CONTRIBUTED A TOTAL OF TEN (10) DELAYS, OTHERWISE THE GUIDE LINE WOULD HAVE BEEN MET FOR E-47 ACFT. I PERSONALLY REVIEW DAILY, ALONG WITH ALL SQUADRON COMMANDERS, THE DIR OF OPNS AND THE DIR OF MATERIAL, CAUSES FOR XXXX EACH LATE TAKE OFF AND DEVIATION AND NECESSARY CORRECTIVE ACTION IS TAKEN.</p>			
SYMBOL	PAGE NR	NR OF PAGES	SECURITY CLASSIFICATION
307DOFR/ECJ/tga	3	3	SECRET
			INITIALS
			ECJ

JOINT MESSAGEFORM				SECURITY CLASSIFICATION SECRET			
SPACE BELOW RESERVED FOR COMMUNICATION CENTER							
PRECEDENCE		TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG. OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION		BOOK	MULTI	SINGLE	AZ		
INFO		X					7
FROM:						SPECIAL INSTRUCTIONS	
COMALPHIV 318 LINCOLN AFB NEBR							
TO:							
COMUSAC OFFUTT AFB NEBR							
COMAF 8 WESTOVER AFB MASS							
INFO: COMAF 15 MARCH AFB CALIF							
COMAF 2 BARKSDALE AFB LA							
/SECRET/ZIPPO <u>SECRET</u> . 2-SAC-VI AS OF 0001 CST 6 JAN 58.							
PART I. A. 307 BOMMG B. 0/0; 3/3; 6/6; 10/10; 14/14; 18/18;							
24/24; 30/30; 40/40; 45/40. C. B-47E D. 45 E. 45 F. 0							
G. 4 H. 0-0 I. 0 J. N/A K. 48 (6) L. 40 (5) M. 8 (0)							
N. 6 (0) O. 220 P. 1370 Q. 1370 R. 220 S. 220 T. 1370							
U. 27 V. 1379:25 W. 290 X. 204 Y. 199 Z. 185 AA. 35							
A. 36 AC. REMAINS: COL B-60: LOW. FIVE (5) CREWS DEPARTED							
BY MATS FOR OPERATION REFLEX; THREE (3) CREWS NOT INCLUDED DUE							
TO DMIF STATUS.							
COL G: TWO (2) FUEL LEAKS							
ONE (1) PERIODIC							
ONE (1) FWD AUX BOOSTER PUMP							
				DATE		TIME	
				MONTH		YEAR	
				JAN		58	
SYMBOL				SIGNATURE			
307 BOMMG/ZIPPO TYPED NAME AND TITLE				Signature, if required			
HEWITT G. JENKINS, Major, USAF PHONE				TYPED (or stamped) NAME AND TITLE			
SECURITY CLASSIFICATION				NR. OF PAGES			
SECRET				1 1			

JOINT MESSAGEFORM - CONTINUATION SHEET		SECURITY CLASSIFICATION		
		SECRET		
FROM: COMAINDIV 818 LINCOLN AFB NEBR				
<p>GOL U: LOW DUE TO XMAS HOLIDAYS.</p> <p>GOL X: HIGHER THAN GOL Y DUE TO FIVE (5) ADDITIONS FOR OPNS REQUIREMENT.</p> <p>GOL AA: TWENTY-TWO (22) MAINT DELAYS TEN (10) MX DELAYS THREE (3) CREW DELAYS</p> <p>GOL AB: TWENTY-EIGHT (28) MAINT CANK, INCLUDE TEN (10) FUEL LEAKS, SIX (6) ENG MALFUNCTIONS, THREE (3) AWP AND NINE (9) MISCELLANEOUS. FIVE (5) ADDITIONS WHICH INCLUDES ONE (1) HIGHER NOS FOR "POP-UP"; ONE (1) CANK AWAITING TEST FLIGHT, ONE (1) FLEW PREVIOUS DAY; AND ONE (1) ACFT XC.</p> <p>PART II. A. 307 BOMG B. N/A C. TB-47 D. 1 E. 1 F. 0 G. 0 H. 0-0 I. N/A J. N/A K. N/A L. N/A M. N/A N. N/A O. 7 P. 36 Q. 36 R. 7 S. 7 T. 36 U. 24 V. 27:10 W. 9 X. 5 Y. 5 Z. 5 AA. 2 AB. 4 AC. REMARKS: NONE.</p> <p>PART III. A. 307 ARLES B. 0/0; 3/3; 6/6; 10/10; 14/14; 16/16; 17/17; 18/18; 19/19; 19/22. C. NINE (9) KC-97T AND TWELVE (12) KC-97G. D. 21 E. 21 F. 0 G. 1 H. 0-0 I. N/A J. N/A K. 22 L. 19 M. 5 N. 1 O. 101 P. 543 Q. 543 R. 101 S. 101 T. 543 U. 22 V. 540:15 W. 111 X. 94 Y. 93 Z. 80 AA. 15 AB. 19 AC. REMARKS: GOL G: ONE (1) ACFT IN PERIODIC. GOL U: LOW DUE TO XMAS HOLIDAYS. GOL X: HIGHER THAN GOL Y DUE TO ONE ADDITION FOR OPNS REQUIREMENT (818 AINDIV).</p>				
SYMBOL	PAGE NR	NR OF PAGES	SECURITY CLASSIFICATION	INITIALS
307 DOPR/BCJ/248	2		SECRET	BCJ

JOINT MESSAGEFORM - CONTINUATION SHEET		SECURITY CLASSIFICATION SECRET	
FROM: COMAINDIV 810 LINCOLN AFB NEBR			
<p>COL AA: THIRTEEN (13) MAINT DELAYS. TWO (2) WX DELAYS. ONE (1) RESCUE DELAY.</p> <p>COL AB: EIGHTEEN (18) MAINT CASES. ONE (1) ADDITION.</p> <p>PART IV. WING COMMANDER'S REMARKS: A. I CONSIDER THE 307TH BOMBG FULLY CAPABLE OF PERFORMING ITS BWP MISSION. AREAS FAILING TO MEET THE DEVIATION GUIDE LINES HAVE BEEN PREVIOUSLY EXPLAINED. THE MAIN AREA OF CONCERN AT THE PRESENT TIME IS THE NUMBER OF FUEL LEAKS AND BOOSTER PUMP FAILURES BEING ENCOUNTERED BY THIS ORGN. THE DETOT ASSISTANCE TEAM DEPARTED THIS STA 20 DEC 57 BUT IS BEING REQUESTED AGAIN THIS DATE. I HAVE ESTABLISHED 13 JANUARY 1958 AS THE "GET WELL" DATE IN THIS AREA BUT SINCE THIS REPORT IS CUMULATIVE MONTHLY, IT IS NOT EXPECTED THAT THE DEVIATION GUIDE LINE WILL BE MET UNTIL A LATER DATE.</p> <p>I CONSIDER THE 307TH AREFS FULLY CAPABLE OF PERFORMING ITS BWP MISSION. THE TWO (2) WX DELAYS AND TWO (2) BWP CAUSED FAILURES TO MEET LATE TAKE-OFF GUIDE LINE. THREE (3) AOCF CAUSED FAILURE TO MEET DEVIATION GUIDE LINE. THE DIRECTOR OF MATERIAL IS CONSTANTLY WORKING WITH THE BASE SUPPLY PERSONNEL TO REDUCE THE AWAITING PARTS AND THE AOCF SITUATION. I HAVE ESTABLISHED 13 JAN 58 AS "GET WELL" DATE IN THIS AREA.</p>			
SYMBOL 307 DOTS/EGJ/1gr	PAGE NR 3	NR OF PAGES 3	SECURITY CLASSIFICATION SECRET
			INITIALS EGJ

DD FORM 173-1
MAY 55

CONFIDENTIAL

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

PART IV Wing Commanders Remarks (9-SAC-T12) (21)

November 1957

I have reviewed the 9-SAC-T12 and concur with the remarks and
recommendations therein.

8

Robert B. Towell, Col, USAF
FOR AND IN THE ABSENCE OF
ELKINS READ, JR.
Colonel, USAF
Commander

CONFIDENTIAL

12-4180-C

7C-2422

CONFIDENTIAL

307th Air Refueling Squadron
 307th Bombardment Wing, Medium, (SAC)
 United States Air Force
 Lincoln Air Force Base, Nebraska

PART III - Squadron Commander's Remarks (9-SAC-T12) November 1957

1. Hours flown performing missions ordered by:

a. Higher Headquarters:

<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
(1) Operation "Iron Bar"	140:00	135:40
(2) Ferry	00:00	5:40
TOTAL	140:00	141:20

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the current month:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
1	Air Force Regulation 60-2	Concurrent with other flying.	
2	Combat ready crew training		
	a. Operation "Iron Bar"	140:00	135:40
	b. Combat Ready and Ferry	359:00	310:30
3	Non-Combat crew training	45:00	36:55
4	Test Flights	6:00	16:50
	TOTAL	550:00	500:15

(a) Reference priority 2b: This priority was incomplete due to a heavy snow storm which caused cancellation of a mass nite cell mission involving fifty-two (52) flying hours.

(2) Flying time programmed for the following month:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
1	Air Force Regulation 60-2	Concurrent with other flying
2	Combat ready crew training	425:00
3	Non-Combat ready crew training	30:00
4	Individual upgrade training	30:00
5	Test Flights	10:00
	TOTAL	495:00

2. Test Hops: Thirty-one (31) sorties were flown for a total of 28:00 flying hours.

3. Weather and local conditions: Twenty (20) sorties were cancelled for a loss of 134:00 hours.

4. Restrictive directives: None.

5. Crew Data: **CONFIDENTIAL**

12-4980-C

7C.2422

CONFIDENTIAL

9-SAC-T12, 307th Air Refueling Squadron, 1-30 November 1957.

a. Combat crew member gains and losses:

(1) Crew members gained:

- (a) Boom Operators - One (1).
- (b) Aircraft Commanders - Two (2).
- (c) Navigators - Two (2).
- (d) Pilots - Three (3).
- (e) Flight Engineers - Four (4).

(2) Crew members lost:

- (a) Two (2) aircraft commanders- PCS.
- (b) Five (5) Navigators - PCS.
- (c) Five (5) pilots: Four (4) discharged, One (1) PCS.

b. Crew member changes:

- (1) Aircraft commanders: Two (2).
- (2) Navigators: Eleven (11).
- (3) Engineers: One (1).
- (4) Boom Operators: Four (4).
- (5) Radio Operators: Seven (7).
- (6) Pilots: Seven (7).

c. New crews:

- (1) None.

d. Incomplete combat maintenance crew: None.

e. Crew Status changes:

- (1) None.

f. Standardization crews:

- | | |
|---|----------------------|
| | <u>DATE ASSIGNED</u> |
| (1) T-22 - Wing Standardization crew: | Jun 57 |
| (2) T-14 - Assistant Wing Standardization Crew. | Nov 56. |

6. Refueling Data:

a. Individual Sorties:

(1) Number of refueling sorties confirmed:

- | | <u>SEP</u> | <u>OCT</u> | <u>NOV</u> |
|------------|------------|------------|------------|
| (a) B-47: | TDY | 55 | 62 |
| (b) KC-97: | 77 | 64 | 82 |

(2) Number of sorties airborne:

47	50	54
----	----	----

CONFIDENTIAL

12-4980-c

7c-2422

CONFIDENTIAL

9-SAC-T12, 307th Air Refueling Squadron, 1-30 November 1957.

rendezvous:	(3) Number of sorties completing electronic	47	47	50
	(a) One (1) receiver with two (2) tankers:	26	1	0
	(b) One (1) receiver with three (3) tankers:	9	3	0
	(c) One (1) receiver with 1.7 tanker.	5	0	0
	(d) One (1) receiver with one (1) tanker:	7	38	45
	(e) Two (2) receivers with one (1) tanker:	0	5	5
rendezvous:	(4) Number of sorties not completing electronic	0	0	4
	(a) Air aborts:	0	3	2
	(b) Rendezvous equipment malfunction:	0	0	2
	(5) Number of sorties transferred required fuel:	46	45	52
	(a) One (1) receiver with two (2) tankers:	28	1	0
	(b) One (1) receiver with three (3) tankers:	6	3	0
	(c) One (1) receiver with 1.7 tanker:	5	0	0
	(d) One (1) receiver with one (1) tanker:	7	36	47
	(e) Two (2) receivers with one (1) tanker:	0	5	5
fuel:	(6) Number of sorties failing to transfer required	31	19	30
	(a) Weather cancellations:	3	1	10
	(b) Receiver cancellations	4	6	2
	(c) Air aborts:	1	4	2
"Blue Light":	(d) Operations Cancellations due to	8	0	0

(7) Remarks:

(a) Reference October: Allocated 80, scheduled 64. The difference between allocated and scheduled was caused by lack of available sorties. The maintenance cycle could not generate required sorties due to the alert requirement.

b. Mass Night cell sorties:	SEP	OCT	NOV	
(1) Number of sorties confirmed:	18	19	27	
(a) B-47:	TDY	19	10	
(b) KC-97:	18	19	27	
(2) Number of sorties airborne:	18	19	19	
rendezvous:	(3) Number of sorties completing electronic	18	18	19

CONFIDENTIAL

12-4980-C

7C-2422

CONFIDENTIAL

9-SAC-T12, 307th Air Refueling Squadron, 1-30 November 1957.

	(a) One (1) receiver with two (2) tankers:	18	0	0
	(b) One (1) receiver with one (1) tanker:	0	18	19
	(4) Number of sorties not completing rendezvous:	0	1	8
	(a) Air aborts:	0	1	0
	(b) Weather cancellations:	0	0	8
	(5) Number of sorties transferring required fuel:	18	18	19
	(a) One (1) receiver with two (2) tankers:	18	0	0
	(b) One (1) receiver with one (1) tanker:	0	18	19
fuel:	(6) Number of sorties failing to transfer required	0	1	8
	(a) Air aborts:	0	1	0
	(b) Weather Cancellations:	0	0	8
	(7) Remarks: None.			
c.	Fuel transferred:	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>
	(1) Gallons:	171,090	128,200	183,235
	(2) Pounds:	1,112,085	833,300	1,191,030

7. Material and Personnel problems:

- a. Personnel: (See paragraph 8a.)
- b. Material: None.

8. Comments or Recommendations of the squadron commander:

a. Personnel recently assigned to this organization are reporting from KC-97 Transition Training at Randolph Air Force Base, Texas without completing checkout requirements. To date only 50% of the newly assigned personnel have completed the entire course. This situation will increase the projected upgrade training requirements and since this organization will lose eleven (11) combat ready co-pilots within the next sixty (60) days this will probably result in crew regression.

9. Ground Training:

a. Phase Training:

- (1) Total number of combat ready crews responsible for Phase II of SAC Regulation 50-24 requirements. 22.
- (2) Cumulative total of the above crews that have completed Phase II requirements: 22.
- (3) Number of crews scheduled for Block Training the month of this report: 2.
- (4) Number of crews that attended Block Training the month of this report: 2.

CONFIDENTIAL

12-4980-C

70-24EE


CONFIDENTIAL

9-SAC-T12, 307th Air Refueling Squadron, 1-30 November 1957.

(5) Number of crews that completed Block Training the month of this report: 2.

(6) Detailed reasons if crews scheduled did not attend and complete Block Training the month of this report: None.

(7) Number of combat ready crews scheduled to attend Block Training during the month subsequent to this report: None.


OLIVER E. FOWLER
Lt Colonel, USAF
Commander

CONFIDENTIAL

5.

12-4980-C

7-2422

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		November 1957		1	5	9-SAC-112															
A. GENERAL					B. AIR REFUELING								C. RADAR RENDEZVOUS								D. NAVIGATION														
1 CRL # NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NR OF SORTES FLOWS	4 FLYING TIME (Nearest Hour)	5 NR OF USCME FLOWS	6 TOTAL REFUELINGS				7 NIGHT REFUELINGS (Wet)				8 DAY REFUELINGS (Wet or Dry)				9 NR OF RENDZ MILES	10 NR OF DRY CONTACTS	11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APH - 12'76		14 AN/APH 69		15 NR OF DAY CELESTIAL NAV LEGS	17 NAVIGATION							
					ATT		SUCC		ATT		SUCC		ATT		SUCC				ATT		SUCC		ATT		SUCC			TOTAL LEGS		CIRCULAR ERROR (Nearest Nautical Mile)					
					29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	13-15	17-19	21-23	25-27			29-31	33-35	37-39	41-43	45-47	13-15	17-19	21-23		25-27	29-31	33-35	37-39	41-43			
T22	KC097	09	48	01	05	05	02	02	03	03	03	05	02	02	03	03	-	-	-	-	-	01	-	-	-	-	04	01	-						
T14	KC097	05	29	01	04	04	03	03	01	01	02	09	01	01	03	03	-	-	-	-	-	02	01	10	-	-	02	01	-						
SUB TOTAL	-	14	77	02	09	09	05	05	04	04	05	14	03	03	06	06	-	-	-	-	-	03	01	-	-	-	06	02	-						
T08	KC097	11	61	-	03	03	03	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-						
T08	KC097	-	-	-	-	-	-	-	-	-	-	-	03	03*	-	-	02*	02*	01*	01*	-	-	-	-	-	-	-	-	-						
T10	KC097	17	85	01	08	08	04	04	04	04	06	07	06	06	04	04	05	05	-	-	-	02	03	01	04	07	06	02	02						
T10	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	16	-	-	-	-	-	-						
SUB TOTAL	-	28	146	01	11	11	07	07	04	04	06	07	09	09	04	04	07	07	01	01	-	02	04	-	-	-	07	02	02						
T01	KC097	11	59	01	05	05	04	04	01	01	03	09	02	02	03	03	-	-	01	01	-	01	03	09	10	12	01	01	-						
T01*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
T03	KC097	14	64	01	07	07	05	05	02	02	04	01	06	06	04	04	03	03	02	02	-	01	03	02	02	09	02	01	01						
T05	KC097	14	84	01	09	09	07	07	02	02	06	10	10	10	05	05	08	08	01	01	-	04	03	01	03	03	02	01	02						
T05	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	03	05	06	12	-	-	-	-						
T06	KC097	14	92	01	05	05	03	03	02	02	03	18	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-						

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957.
All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

(CR crew member who is training with another crew may credit parent crew with flying time utilized in accordance with training manual. Do not receive credit for the same flying time.)

CONFIDENTIAL

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	NOV 57	2	5	9-SAC-112																	
A. GENERAL		B. AIR REFUELING										C. RADAR RENDEZVOUS								D. NAVIGATION											
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NR OF SORTIES FLOWN	4 FLYING TIME (HRS)	5 NR OF SORTIES FLOWN	6 TOTAL REFUELINGS		7 NIGHT REFUELINGS (W/D)		8 DAY REFUELINGS (W/D)		9 O/M RELEAS	10 TOTAL FUEL (LBS)	11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APN-1376		14 AN/APN-68		15 NR OF DAY RENDEZVOUS	16 TOTAL LESS		17 NIGHT CELESTIAL		18 NUMBER OF NAVIGATION	19 NR OF PREZ	20 NUMBER OF OPERATIONS	21 LESS		
					ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC	ATT	SUCC					ATT	SUCC
6-10		11-15	17-19	21-23	26-27	33-35	37-39	41-43	45-47	49-51	52-54	56-58	13-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	48-50	52-54	56-58	17-19	21-23	25-27	29-31	33-35	37-39	41-43
T06													02	01	02	02	02	01						06	03	00	07	07	09	02	03
T07	KC097	12	56	01	06	06	05	05	01	01	04	12	05	05	03	03	04	04						03	04	11	15	03		01	
T09	KC097	15	90	01	10	10	07	07	03	03	10	10	03	03	02	02	02	02						01	12				01	02	
T09*													04*	04*	01*	01*	03*	03*	01*	01*			02*	03*	05*	06*	12*	02*			
T12	KC097	11	69	01	06	06	04	04	02	02	02	14	04	04	03	03	03	03						01	03	04	05	08	01	01	03
T12																								02	10	10					
T13	KC097	17	94	01	06	06	03	03	03	03	04	06	04	04	01	01	02	02	01	01				03	03	00	04	06	09	01	02
T13																								03	07	07	09				
T18	KC097	14	82	01	09	09	06	06	03	03	05	51	07	07	03	03	04	04	02	02				01	03	06	08	10	02	01	02
T18																								01	12						
T19	KC097	08	49	01	06	06	03	03	03	03	03	44	05	05	03	03	04	04					0	03					01	01	02
T20	KC097	15	61	01	06	06	05	05	01	01	03	06	03	03	03	03							02	02		02	01	04		03	
T20*																								01	01	14				01	01
T23	KC097	14	82	01	06	06	03	03	03	03	03	41	06	06	03	03	03	02	02					02	03	08	10	10	02	01	03
T23																								02	12	16					

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

SECTION A - General. Item 3 - Enter sorties flown as integral crew.

Item 4 - Individual NCR crewmembers performing training with another crew may credit parent crew with flying time utilized successful in portion of training. Two crews will not receive credit for the same flying time.

FORM 17 JUN 57 36 PREVIOUS EDITION IS OBSOLETE. FC 277

12-4955 C

FC-2722

FORM 17 JUN 57 36 PREVIOUS EDITION IS OBSOLETE. FC 277

CONFIDENTIAL

1359

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		November 1957		3	5	9-SAC-F12													
A. GENERAL					B. AIR REFUELING								C. RADAR RENDEZVOUS								D. NAVIGATION								
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NR OF SORTIES FLOWN	4 FLYING TIME (Nearest hour)	5 NR OF USCMR FLOWN	6 TOTAL REFUELINGS		7 NIGHT REFUELINGS (W4)		8 DAY REFUELINGS (W4 or D7)		9 IN-RADIO SILENCE	10 BY CONTACT	11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APN-12/76		14 AN/APN-69		16 NR OF IN-CELESTIAL NAV LEGS	17 NIGHT CELESTIAL				18 NUMBER OF NAVIGATION LEGS	19 NR OF PRESL LEGS (DCC-78)	20 NUMBER OF NAVIGATION LEGS	
					ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC	15 TOTAL LEGS	CIRCULAR ERROR (Nearest Nautical Mile)				
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	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43
T24	KC097	11	64	01	05	05	03	03	02	02	03	04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	01	--
T24*	KC097	--	--	--	--	--	--	--	--	--	--	--	01*	01*	--	--	01*	01*	--	--	--	01*	--	--	--	01*	--	--	--
T25	KC097	12	78	01	08	08	06	06	02	02	06	10	04	04	03	03	02	02	01	01	--	03	03	04	07	12	04	04	05
T26	KC097	15	83	01	10	10	05	05	05	05	06	14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
T26*	--	--	--	--	--	--	--	--	--	--	--	--	05*	04*	04*	04*	04*	03*	--	--	--	02*	03*	10*	10*	12*	01*	01*	01*
T26	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01*	15*	--	--	--	--	--
T27	KC097	15	89	--	08	08	07	07	01	01	07	80	07	07	04	04	06	06	--	--	--	01	03	04	06	08	04	02	02
T27	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	08	15	--	--	--	--
T36	KC097	09	42	--	05	05	04	04	01	01	03	49	03	03	01	01	02	02	--	--	--	03	05	12	12	--	01	--	
T36*	--	--	--	--	--	--	--	--	--	--	--	--	03*	03*	01*	01*	03*	03*	--	--	--	01*	02*	06*	17*	--	02*	--	02*
T37	KC097	10	52	--	08	08	08	08	--	--	04	23	10	10	--	--	05	05	05	05	--	--	03	05	10	10	03	--	--
T37	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	13	--	--	--	--	--
SUB TOTAL	--	231	1290	15	25	125	88	88	37	37	79	402	95	93	50	50	61	59	18	18	--	35	65	--	--	--	55	21	35
M29	KC097	06	56	--	48	48	--	--	48	48	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	--	--
M31	KC097	--	--	--	53	53	--	--	53	53	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

12-4980C 7C-2422 Air Force - SAC, Orlat (When Filled In)

CONFIDENTIAL

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	Nov 57				4	5	9-SAC-T12								
A. GENERAL					B. AIR REFUELING						C. RADAR RENDEZVOUS						D. NAVIGATION													
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NR OF SORTIES FLOWN	4 FLYING TIME (Hours:00)	5 NR OF LUCKY FLOWN	6 TOTAL REFUELINGS		7 NIGHT REFUELINGS (Wet)		8 DAY REFUELINGS (Wet or Dry)		9 IN RADIO SILENCE	10 NR OF DRY CONTACTS	11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APH-12/76		14 AN/APH-69		15 NR OF DAY CELESTIAL NAVIGATORS	17 NIGHT CELESTIAL		18 NUMBER OF NIGHT CELESTIAL NAVIGATION PATTERNS (SEE 778)	19 NUMBER OF LORAN NAVIGATION MILES	20				
					ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC				ATT	SUCC	TOTAL LEGS	CIRCULAR ERROR (Nearest Nautical Mile)
M-33	KC097	03	21	-	12	12	01	01	11	11	-	-	01	01	01	01	-	-	-	-	-	01	-	-	-	04	-	-		
M34	KC097	02	27	-	49	49	-	-	49	49	-	-	01	01	01	01	-	-	-	-	-	02	02	-	-	-	02	01	-	
M35	KC097	-	23	-	21	21	-	-	21	21	-	-	01	01	-	-	01	01	-	-	-	-	-	-	-	-	-	-		
SUB TOTAL	-	11	127	-	183	183	01	01	182	182	-	-	03	03	02	02	01	01	-	-	-	02	04	-	-	-	09	01	-	
TOTAL	-	284	1640	18	328	328	101	101	227	227	90	423	110	108	62	62	69	67	19	19	-	42	74	-	-	-	77	26	37	
xxxxxx	KC097	04	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	01		
Combat Ready Practice	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	02	-	-	11	-	-		
Non-Comb Ready Practice	KC097	-	-	-	01	01	01	01	-	-	-	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
SUB TOTAL	-	04	20	-	01	01	01	01	-	-	-	21	-	-	-	-	-	-	-	-	-	01	02	-	-	13	-	01		
IM-29	-	-	-	-	NAVIGATOR PCS PIPELINE RANDOLPH (ARRIVED - 12 NOV 57)																									
IM-31	-	-	-	-	AIRCRAFT COMMANDER TDY RANDOLPH (5 NOV 57 - 5 FEB 58)																									
IM-33	-	-	-	-	ENGINEER TDY RANDOLPH (2 OCT 57 - 22 JAN 58)																									
IM-34	-	-	-	-	ENGINEER TDY RANDOLPH (5 OCT 57 - 5 JAN 58)																									
INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. SECTION A AND B ARE SELF-EXPLANATORY. SECTION C CREW CREDIT: CREW CREDIT IS GIVEN TO THE CREW MEMBER WHO ACCOMPLISHES HIS PORTION OF TRAINING. IF TWO CREWS WILL NOT RECEIVE CREDIT FOR THE SAME FLYING TIME.																														

DECLASSIFIED IAW EO 13526

CONFIDENTIAL

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	November 1957	5	5	9-SAC-112																
A. GENERAL					B. AIR REFUELING						C. RADAR RENDEZVOUS						D. NAVIGATION													
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NR OF SORTIES FLOWN	4 FLYING TIME (Hours:MM)	5 NR OF UICM FLOWN	6 TOTAL REFUELINGS		7 NIGHT REFUELINGS (Wet)		8 DAY REFUELINGS (Wet or Dry)		9 NR SACR 50-8	10 NR OF UICM CONTACTS	11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APN-12/76		14 AN/APN-69		15 NR OF DAY GENERAL NAVIGATIONS	17 NIGHT CELESTIAL			18 NUMBER OF RADAR GUIDED NAVIGATIONS	19 NR OF PRESS. PATTERN (SCR-718)	20 NUMBER OF LORAN FIXATIONS			
					ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC	TOTAL LEGS				CIRCULAR ERROR (Nearest Nautical Mile)		
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	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	
IM35	--	--	--	--	--	--	--	--	ENGINEER TDY	RANDOLPH	(AR OCT 57 - 31 JAN 58)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
1.	AVERAGE NUMBER OF CREWS ASSIGNED:						COMBAT READY		5.0		NON-COMBAT READY		5.0																	
2.	AVERAGE NUMBER OF CREWS AVAILABLE:						COMBAT READY		7.5		NON-COMBAT READY		8.1																	
3.	AVERAGE NUMBER OF STANDARDIZATION AND INSTRUCTOR CREWS ASSIGNED:						STANDARDIZATION		2.0		INSTRUCTOR		2.0																	
4.	AVERAGE NUMBER OF STANDARDIZATION AND INSTRUCTOR CREWS AVAILABLE:						STANDARDIZATION		2.0		INSTRUCTOR		2.0																	
	PERCENTAGE OF APPLICABLE SACR 50-8 MINIMUMS COMPLETED:						COMBAT READY		66.7		NON-COMBAT READY		58.3		TOTAL		91.7													
	PERCENTAGE OF APPLICABLE SACR 50-8 MINIMUMS COMPLETED:						COMBAT READY		66.7		NON-COMBAT READY		58.3		TOTAL		91.7													
	PERCENTAGE OF APPLICABLE SACR 50-8 MINIMUMS COMPLETED:						COMBAT READY		66.7		NON-COMBAT READY		58.3		TOTAL		91.7													

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

training with another crew may credit parent crew with flying time utilized. If training with another crew may credit parent crew with flying time utilized. If training with another crew may credit parent crew with flying time utilized.

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II													UNIT				MONTH				PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL																					
													300th Air Refueling Squadron				November 1957				5		9-SAC-T12																							
A. GENERAL	B. NAVIGATION				C. CRUISE CONTROL				D. PILOT PROFICIENCY								E. LOADING			F. EMERGENCY PROCEDURE DRILLS					G. CELL MISSIONS			H. ITC		I. MISC.																
	CREW NUMBER	CELESTIAL GRID NAV.				NR OF MISSIONS	PERFORMANCE INDEX		NUMBER OF PILOT PROF. MISSIONS	TAKEOFFS				LANDINGS				ILS OR GCA				PPI APPROACHES				GYRO OUT APPROACHES				NR OF SIMULATED AIRBORNE DIRECT APPROACHES			NR OF SIMULATED DITCHINGS			NR OF SIMULATED PARACHUTE LANDINGS (AIRBORNE)		NR OF SIMULATED PARACHUTE LANDINGS (MAX PASS)		PASSENGER EMERGENCY PROCEDURE BRIEFING		TOTAL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	MONTHLY AIRBORNE RADIATION CHECKS COMPLETED	19
TOTAL LEGS		CIRCULAR ERROR (Nautical Miles)			AC		CP	AC		CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP								
T22	04	04	10	--	01	99	--	--	06	04	06	05	04	06	--	01	01	01	01	10	01	01	04	04	04	01	02	04	02	02	NOV	--	--	--	--	--										
T14	--	--	--	--	01	94	--	--	03	03	02	02	--	--	01	--	--	--	--	05	01	01	05	05	05	--	--	04	02	02	AUG	--	--	--	--	--										
SUB TOTAL	02	--	--	--	02	--	--	--	09	07	08	07	06	06	--	02	01	01	15	02	02	09	09	09	01	02	08	04	04	--	--	--	--	--	--	--										
T08	--	--	--	--	01	90	--	01	08	01	08	01	02	--	--	--	--	--	--	--	02	03	03	03	--	01	--	--	--	--	--	--	--	--	AUG	--										
T08 ^B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	05 ^B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--									
T10	02	10	17	--	01	91	--	--	10	03	09	03	08	04	01	01	02	01	14	01	07	05	05	05	02	03	06	02	04	NOV	--	--	--	--	--											
T10	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--									
SUB TOTAL	02	--	--	--	02	--	--	01	18	04	17	04	10	04	01	01	04	01	19	01	09	08	08	08	02	04	06	02	04	--	--	--	--	--	--	--										
T01	02	03	12	--	01	90	--	01	04	04	04	06	02	03	--	01	--	--	05	01	06	03	03	03	01	03	02	--	02	APR	--	--	--	--	--	--										
T01 ^B	--	--	--	--	--	--	--	--	10 ^B	--	06 ^B	--	03 ^B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--									
T03	03	00	01	03	01	91	--	--	15	04	15	04	07	04	01	01	01	--	07	01	06	04	04	04	03	04	04	--	04	AUG	--	--	--	--	--	--										
T05	02	06	12	--	01	95	--	01	07	05	05	03	03	03	01	01	--	02	04	01	06	10	10	10	01	02	06	02	04	SEP	--	--	--	--	--	--										
T05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--									
T06	--	--	--	--	01	96	--	--	09	05	09	05	04	04	01	--	--	01	--	01	06	06	06	06	06	06	06	06	06	06	AUG	--	--	--	--	--	--									

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION I - Miscellaneous. Item 20 - Reserved for use by this Headquarters.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

A. GENERAL		B. NAVIGATION				C. CRUISE CONTROL			D. PILOT PROFICIENCY										E. LOADING		F. EMERGENCY PROCEDURE DRILLS					G. CELL MISSIONS			H. SYD. BD		I. MISC.			
1		2				3			4										5		6					7			8		9			
CREW NUMBER	TOTAL LEGS	CELESTIAL GRID NAV.				NR OF MISSIONS	PERFORMANCE INDEX	NR OF PILOT PROF. MISSIONS	TAKEOFFS		LANDINGS		ILS OR GCA		PFI APPROACHES		GYRO OUT APPROACHES		NR OF APPROACHES DIRECTED	UNLOAD, UNLOAD, UNLOAD, UNLOAD		NR OF SIMULATED BALLOON	NUMBER OF SIMULATED DISTURBANCE	NR OF SIMULATED LANDINGS (AIRBORNE)	NR OF SIMULATED LANDINGS (FINAL PASS)	NR OF EMERGENCY PROCEDURE BRIEFINGS	TOTAL MISSIONS	DAY MISSIONS	NIGHT MISSIONS	NR OF ABORTION	NR OF COMPLETED			
		CIRCULAR ERROR (Nautical Miles)	17-19	21-23	25-27				AC	CP	AC	CP	AC	CP	AC	CP	AC	CP		AC	CP											AC	CP	AC	CP
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	13-15	19	23	27	31	35	39	43	47	51	54	57-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43					
T06	03	04	04	04	-	-	-	-	-	-	-	-	-	-	-	-	-	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
T07	03	00	00	00	01	94	-	01	10	06	10	06	03	01	-	01	-	20	01	06	06	06	06	02	03	04	01	03	SEP	-	-			
T07	03	04	10	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
T09	-	-	-	-	01	97	-	01	08	06	08	06	10	06	01	01	02	02	05	01	08	08	08	08	02	04	08	03	05	MAY	-	-		
T09	02	06	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T12	02	07	12	-	01	92	-	-	08	03	08	03	04	01	-	01	-	01	09	01	06	08	08	08	06	04	05	02	03	AUG	-	-		
T12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T13	03	03	06	08	01	97	-	01	11	09	11	09	06	02	-	-	-	07	03	06	02	02	02	02	04	03	01	02	APR	-	-	-		
T13	01	09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T18	02	07	08	-	01	94	-	02	09	06	08	06	05	02	03	01	01	02	11	01	06	03	03	03	01	04	05	01	04	OCT	-	-	-	
T18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T19	03	03	07	09	-	-	-	01	07	03	07	03	05	03	01	-	03	01	15	02	06	08	08	08	01	03	03	01	02	NOV	-	-	-	
T20	02	20	20	-	01	95	-	01	12	03	12	03	06	01	-	01	-	06	01	06	03	03	03	01	03	05	02	03	SEP	-	-	-	-	
T20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T23	03	07	07	14	01	98	0	01	11	05	10	06	03	04	-	-	01	02	12	01	06	02	02	02	01	02	06	03	03	MAY	-	-	-	
T23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION I - Misc.ellaneous. Item 20 - Reserved for use by this Headquarters.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II										UNIT	MONTH		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																					
										307th Air Refueling Squadron	November 1957			6	9-SAC-T12																					
A. GENERAL	B. NAVIGATION				C. CRUISE CONTROL			D. PILOT PROFICIENCY							E. LOADING		F. EMERGENCY PROCEDURE DRILLS				G. CELL MISSIONS			H. IYD	I. MISC.											
CREW NUMBER	CELESTIAL GRID NAV.				NR OF MISSIONS	PERFORMANCE INDEX	NUMBER OF PILOTS PER MISSION	TAKEOFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO OUT APPROACHES		NUMBER OF AIRBORNE REJECTED APPROACHES	LOADS UNLOADED OR PASSED UP	RESCUE OF MAX LOAD	NUMBER OF SIMULATED BAILOUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED LANDINGS (AIRBORNE)	NR OF SIMULATED LANDINGS (MAX PASS)	PASSENGER PROCEDURE BRIEFING	TOTAL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	MONTHLY CHECKS COMPLETE	IYD	MISC.					
	TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)						AC	CP	AC	CP	AC	CP	AC	CP	AC	CP															AC	CP	11	12	13
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	13-15	19	23	27	31	35	39	43	47	51	54	57-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43							
M33	01	--	--	--	--	--	--	08	05	08	03	03	01	--	--	01	--	10	--	04	01	01	01	--	01	--	--	--	--	--	--	--				
M34	02	--	--	--	--	--	--	06	08	06	04	10	15	--	--	--	--	08	--	06	01	03	03	--	--	--	--	--	--	--	--	--				
M35	03	--	--	--	--	--	--	14	01	19	01	03	02	01	--	01	01	03	--	--	02	02	02	--	--	--	--	--	--	--	--	--				
SUB TOTAL	06	--	--	--	01	--	--	44	20	44	22	24	20	01	--	02	01	22	01	17	11	11	11	01	03	--	--	--	--	--	--	--				
TOTAL	12	--	--	--	06	--	--	14	24	115	41	126	78	20	16	23	21	423	25	140	114	114	114	01	70	97	26	66	--	--	--	--				
XXXX	01	--	--	--	--	--	--	12	--	--	--	01	--	--	--	01	--	--	--	--	01	01	01	--	--	--	--	--	--	--	--	--	--			
COMBAT READY PRACTICE	--	--	--	--	--	--	--	14	--	15	--	05	--	02	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
NON-COMBAT READY PRACTICE	--	--	--	--	--	--	--	05	--	05	--	06	--	--	--	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
SUB TOTAL	01	--	--	--	--	--	--	26	05	20	05	06	06	02	--	01	03	--	--	--	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	
IM29	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
IM-31	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
IM-33	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
IM-34	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION I - Miscellaneous. Item 20 - Reserved for use by this Headquarters.

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II										UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																			
										307th Air Refueling Squadron	November 1957	5	5	9-SAC-T12																			
A. GENERAL	B. NAVIGATION		C. CRUISE CONTROL		D. PILOT PROFICIENCY										E. LOADING		F. EMERGENCY PROCEDURE DRILLS					G. CELL MISSIONS			H. SYS. BD.	I. MISC.							
1	2		3		4		5		6		7		8		9		10		11	12	13	14	15	16	17	18	19	20					
CREW NUMBER	CELESTIAL GRID NAV.		NR OF MISSIONS	PERFORMANCE INDEX	NUMBER OF COMPLETED MISSIONS	TAKEOFFS		LANDINGS		ILS OR GCA		RPI APPROACHES		GYRO OUT APPROACHES		NUMBER OF RADIARADAR APPROACHES	NUMBER OF RADIARADAR APPROACHES	LOADS	RC-37	NUMBER OF BAIL-OUTS	NUMBER OF DITCHINGS	NUMBER OF SHUT-DOWN CRASHES	NUMBER OF SHUT-DOWN CRASHES	NUMBER OF SHUT-DOWN CRASHES	NUMBER OF SHUT-DOWN CRASHES	NUMBER OF SHUT-DOWN CRASHES	TOTAL CELL MISSIONS	CELL MISSIONS	CELL MISSIONS	CELL MISSIONS			
	TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)				AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																AC	CP	AC
6-10	11-15	17-19	21-23	25-27	29-31	33-35	37-39	13-15	19	23	27	31	35	39	43	47	51	54	57-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43				
IMJ					ENGINEER	TBY	LAND	CLPH	(2)	00	52	22	JAN	58																			

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. SECTION I - Miscellaneous. Item 20 - Reserved for use by this Headquarters. All items are self-explanatory with the following exceptions: SECTION II - Miscellaneous. Item 20 - Reserved for use by this Headquarters. nearest whole per cent.

CONFIDENTIAL

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

PART IV Wing Commanders Remarks (9-SAC-T12) (UNCLASSIFIED) December 1957

I have reviewed the 9-SAC-T12 and concur.

Elkins Read, Jr.

ELKINS READ, JR.
Colonel, USAF
Commander

9

1-60-C

CONFIDENTIAL

80-0046

CONFIDENTIAL

307th Air Refueling Squadron
 307th Bombardment Wing, Medium, (SAC)
 United States Air Force
 Lincoln Air Force Base, Nebraska

PART III - Squadron Commander's Remarks (9-SAC-T12)

December 1957

1. Hours flown performing missions ordered by:

a. Higher Headquarters:

<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
(1) Ferrying Aircraft	00:00	4:35
TOTAL	<u>00:00</u>	<u>4:35</u>

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the current month:

<u>PRIORITY COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
1 Air Force Regulation 60-2	Concurrent with other flying.	
2 Combat ready crew training	425:00	417:00
3 Non-Combat ready crew training	30:00	80:25
4 Individual upgrade training	30:00	20:30
5 Test Flights	<u>10:00</u>	<u>22:20</u>
TOTAL	495:00	

(a) Reference priority 3 and Total: Time for this month was over flown due to underflying allocations for the two previous months. Priority 3 was over flown to accomplish upgrading of Non-Combat ready crew individuals.

(2) Flying time programmed for the following month:

<u>PRIORITY COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
1 Air Force Regulation 60-2	Concurrent with other flying

1-60-C

CONFIDENTIAL

8C-0046

CONFIDENTIAL

9-SAC-T12, 307th Air Refueling Squadron, 1-31 December 1957.

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
2	Combat Ready crew training	465:00
3	Non-Combat Ready crew training	30:00
4	Individual Upgrade training	60:00
5	Test Flights	10:00
	TOTAL	<u>565:00</u>

2. Test Hops: Thirteen (13) sorties were flown for a total of 22:20 flying hours.

3. Weather and Local conditions: No sorties lost.

4. Restrictive Directive: None

5. Crew Data:

a. Combat crew member gains and losses:

(1) Crew members gained:

(a) None.

(2) Crew members lost:

(a) Aircraft Commanders - One (1) - Reassigned.

(b) Boom Operators - One (1) - Separated.

(c) Radio Operators - One (1) - Separated.

b. Crew member changes:

(1) Aircraft Commanders: One (1).

(2) Radio Operators: Six (6).

(3) Boom Operators: One (1).

c. New Crews:

(1) None.

d. Incomplete combat maintenance crew: None

CONFIDENTIAL

9-SAC-T12, 307th Air Refueling Squadron, 1-31 December 1957

e. Crew Status changes:

(1) None.

f. Standardization crews:

- (1) T-22 - Wing Standardization crew: Jun 57
- (2) T-14 - Assistant Wing Standardization crew: Nov 56
- (3) T-08 - Assistant Wing Standardization crew: Dec 57

6. Refueling Data:

a. Tanker Schedule:

(1) Receiver Units Supported	7	1	1	1	1	1	1	1
(2) Tanker 8AF Schedule	41	5	10	7	0	3	1	
(3) Tanker Schedule	41	5	10	7	0	3	1	
(4) Effective Sorties	31	5	3	0	1	3	1	
(5) Remarks: None								

b. Sortie Losses:

(1) Receiver Aborts	2	0	0	0	0	0	0	
(2) Receiver Cancellations	4	0	1	4	0	0	0	
(3) Tanker Aborts								
(a) Boom Malfunction	0	0	1	0	0	0	0	
(b) Ground Aborts	1	1	3	2	0	1	0	
(c) Air Aborts	2	0	0	0	0	0	0	
(4) Tanker Cancellations								
(a) Maintenance	7	2	2	1	0	0	0	
(5) REMARKS: NONE								

c. Texaco Schedule:

- (1) Number of Texaco Tankers Airborne: 7
- (2) Number of Receivers Utilizing Texaco Tankers: 25

1-60-c

3
CONFIDENTIAL

80-0046

CONFIDENTIAL

9-SAC-T12, 307th Air Refueling Squadron, 1-31 December 1957

(3) Number of hours utilized by receivers on Texaco Tankers: 23.(4) Number of pounds transferred by Texaco Tankers: 93,500.

(5) REMARKS: One tanker was diverted to the Texaco area to replace the originally scheduled tanker which had a delayed take-off. The primary Texaco Tanker arrived at the refueling area approximately two hours late and released the substitute tanker.

7. Material and Personnel problems: None.

8. Squadron Commander's Remarks: None.

9. Ground Training:

a. Phase Training:

(1) Total number of Combat ready crews responsible for Phase II of SAC Regulation 50-24 requirements: 22.

(2) Cumulative total of the above crews that have completed Phase II requirements: 22.

(3) Number of crews scheduled for Block Training the month of this report: 0.

(4) Number of crews that attended Block Training the month of this report: 0.

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

(6) Detailed reasons if crews scheduled did not attend and complete Block Training the month of this report: None.

(7) Number of combat ready crews scheduled to attend Block Training during the month subsequent to this report: 4.

Oliver E. Fowler
 OLIVER E. FOWLER
 Lt. Col., USAF
 Commander

1-60-C

CONFIDENTIAL

80-0046

CONFIDENTIAL (When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART I										UNIT		MONTH		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL														
										307th Air Refueling Sq		December		1	4	9-SAC-T12														
A. GENERAL					B. AIR REFUELING								C. RADAR RENDEZVOUS				D. NAVIGATION													
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NR OF SORTIES FLOWN	4 FLYING TIME (Nearest hour)	5 NR OF USCMR FLOWN	6 TOTAL REFUELINGS		7 NIGHT REFUELINGS (W4)		8 DAY REFUELINGS (W1 or D9)		9 O BLANKS	10 NR OF DRY CONTACTS	11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APN-12/76		14 AN/APN 69		15 16 CIRCULAR ERROR (Nearest Nautical Mile)	17 NIGHT CELESTIAL			18 NR OF PRESS. LEGS	19 NR OF LEGS (SCR-TIME)	20 NUMBER OF NAVIGATION LEGS			
					ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC	17-19				21-23	25-27	29-31	33-35	37-39	41-43
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	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	
T-22	KC097	01	04	-	01	01	01	01	-	-	01	39	01	01	-	-	-	-	01	01	-	-	-	-	-	-	-	01	-	-
T-14	KC097	01	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T-08	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SUB TOTAL		02	11	-	01	01	01	01	-	-	01	39	01	01	-	-	-	-	01	01	-	-	-	-	-	-	-	01	-	-
T-08	KC097	03	19	-	02	02	-	-	-	-	-	25	02	02	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-
T-10	KC097	02	08	-	01	01	-	-	01	01	-	09	01	01	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL		05	27	-	03	03	-	-	01	01	-	34	03	03	-	-	02	02	01	01	-	-	-	-	-	-	-	-	-	-
T-01	KC097	01	08	-	04	04	02	02	02	02	03	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T-03	KC097	05	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T-05	KC097	03	21	-	04	04	-	-	04	04	03	58	03	03	-	-	01	01	02	02	-	-	-	-	-	-	-	-	-	-
T-06	KC097	01	04	-	02	01	01	01	01	-	01	-	01	01	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-
T-07	KC097	03	22	-	03	03	01	01	02	02	-	43	03	03	-	-	03	03	-	-	-	01	01	03	-	-	-	-	-	-
T-09	KC097	04	27	-	04	04	02	02	02	02	03	27	07	07	-	-	06	06	01	01	-	-	-	-	-	-	-	03	-	-
T-12	KC097	02	13	-	02	02	01	01	01	01	01	01	02	02	-	-	02	02	-	-	-	-	-	-	-	-	-	02	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

CONFIDENTIAL

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	31 December 57	2	4	9-SAC-112								
A. GENERAL					B. AIR REFUELING						C. RADAR RENDEZVOUS						D. NAVIGATION												
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NR OF SORTIES FLOWN	4 FLYING TIME (Hours)	5 NR OF USCMW FLOWN	6 TOTAL REFUELINGS		7 NIGHT REFUELINGS (NAT)		8 DAY REFUELINGS (DAY or Dry)		9 NR OF RADAR RENDEZVOUS	10 NR OF DRY CONTACTS	11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APN-1276		14 AN/APN 69		15 NR OF DAY RENDEZVOUS	17 NAVIGATION				18 NR OF RADAR RENDEZVOUS	19 NR OF PRESS. PATTERN (ICR-YR)	20 NUMBER OF LOWRAN MANEUVERS	
					ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC	TOTAL LEGS	CIRCULAR ERROR (Nearest Nautical Mile)				
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	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43
T-13	KC097	04	17	-	02	02	-	-	02	02	-	11	01	01	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-
T-18	KC097	06	35	-	05	05	02	02	03	03	-	07	06	06	-	-	01	01	05	05	-	-	-	-	-	-	-	01	-
T-19	KC097	01	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-
T-20	KC097	06	30	-	01	01	-	-	01	01	-	19	01	01	-	-	-	-	01	01	-	01	-	-	-	-	-	-	-
T-23	KC097	03	19	-	01	01	01	01	-	-	-	07	01	-	-	-	01	-	-	-	-	-	03	00	02	09	-	-	-
T-24	KC097	05	35	-	05	05	05	05	-	-	01	27	05	05	-	-	03	03	02	02	-	01	-	-	-	-	-	05	-
T-25	KC097	02	10	-	04	01	-	-	04	04	-	16	05	05	-	-	02	02	03	03	-	-	-	-	-	-	-	-	-
T-26	KC097	06	33	-	03	03	03	03	-	-	-	19	03	02	-	-	03	02	-	-	-	02	01	10	-	-	-	02	-
T-27	KC097	06	10	-	04	04	04	04	-	-	02	111	03	03	-	-	03	03	-	-	-	01	01	03	-	-	-	01	-
T-36	KC097	02	13	-	03	03	02	02	01	01	01	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-
T-37	KC097	05	11	-	06	06	04	04	02	02	01	84	01	01	-	-	-	-	01	01	-	-	-	-	-	-	-	01	-
TOTAL	-	67	379	-	53	52	28	28	25	24	16	597	12	40	-	-	26	2	16	16	-	08	07	-	-	-	16	-	-
T-29	KC097	6	33	-	02	02	01	01	01	01	-	78	03	03	-	-	03	03	-	-	-	01	09	-	-	-	-	02	-
M-31	KC097	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M-33	KC097	-	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

CONFIDENTIAL

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	1-31 Dec 57	3	4	9-SAC-112																		
A. GENERAL					B. AIR REFUELING						C. RADAR RENDEZVOUS						D. NAVIGATION															
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NR OF SORTIES FLOWN	4 FLYING TIME (Nearest hour)	5 NR OF USCMR FLOWN	6 TOTAL REFUELINGS		7 NIGHT REFUELINGS (Wet)		8 DAY REFUELINGS (Wet or Dry)		9 RADIO SILENCE	10 RADIO DRY CONTACTS	11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APN-1276		14 AN/APN 69		15 NR OF DAY CELESTIAL PAYLEGS	17 NAVIGATION										
					ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC		16 TOTAL LEGS	18 NIGHT CELESTIAL CIRCULAR ERROR (Nearest Nautical Mile)		19 NUMBER OF PARADES OR NAVIGATION PATTERN (ISCC-718)	20 NUMBER OF LOW AN NAVIGATION LEGS						
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	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43			
M-34	KC097	-	05	-	-	-	-	-	-	-	-	24	01	01	-	-	01	01	-	-	-	-	01	08	-	-	-	-	-			
M-35	KC097	-	15	-	02	02	01	01	01	01	-	27	02	02	-	-	02	02	-	-	-	02	-	-	-	-	-	01	01			
SUB TOTAL	-	6	80	-	04	04	02	02	02	02	-	129	06	06	-	-	06	06	-	-	-	02	02	-	-	-	02	-	-			
TOTAL	-	80	497	-	61	60	31	31	28	27	17	739	52	50	-	-	34	32	18	18	-	10	09	-	-	-	19	01	01			
xxxxx	KC097	04	21	-	-	-	-	-	-	-	-	13	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-			
Combat Ready Practice	KC097	-	-	-	02	02	-	-	02	02	-	02	01	01	-	-	01	01	-	-	-	01	-	-	-	-	01	-	-			
Non-Comb Ready Practice	KC097	-	-	-	-	-	-	-	-	-	-	97	03	03	-	-	02	02	01	01	-	02	02	-	-	-	04	01	01			
SUB TOTAL	-	04	21	-	02	02	-	-	02	02	-	112	04	04	-	-	03	03	01	01	-	06	02	-	-	-	05	01	01			
IM-31	-	-	-	-	AIRCRAFT COMMANDER TDY RANDOLPH (5 NOV 57 - 5 Feb 58)											-	-	-	-	-	-	-	-	-	-	-	-	-				
IM-33	-	-	-	-	ENGINEER TDY RANDOLPH (22 OCT 57 - 22 JAN 58)											-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IM-34	-	-	-	-	ENGINEER TDY RANDOLPH (5 OCT 57 - 5 JAN 58)											-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IM-35	-	-	-	-	ENGINEER TDY RANDOLPH (22 OCT 57 - 22 JAN 58)											-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

Two crews will not receive credit for the same flying time utilized to accomplish his portion of training.

CONFIDENTIAL

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	1-31 Dec 57			9-SAC-112																
A. GENERAL					B. AIR REFUELING					C. RADAR RENDEZVOUS					D. NAVIGATION															
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NR OF SORTIES FLOWN	4 FLYING TIME (Nearest hour)	5 NR OF USCMW FLOWN	6 TOTAL REFUELINGS		7 NIGHT REFUELINGS (Wet)		8 DAY REFUELINGS (Wet or Dry)		9 NR RADIO SILENCE	10 NR DRY CONTACTS	11 TOTAL RENDEZVOUS		12 MULTIPLE RENDEZVOUS PATTERN		13 AN/APN-1276		14 AN/APN 69		15 NR OF DAY CELESTIAL NAVIGATED	17 NIGHT CELESTIAL				18 NUMBER OF RADAR OR NAVIGATION REFUELINGS (SCN-7B)	19 NUMBER OF PATTERN REFUELINGS (SCN-7B)	20 NUMBER OF LORAN FIXATIONS (SCN-7B)		
					ATT	SUCC	ATT	SUCC	ATT	SUCC			ATT	SUCC	ATT	SUCC	ATT	SUCC	ATT	SUCC		ATT	SUCC	TOTAL LEGS	CIRCULAR ERROR (Nearest Nautical Mile)					
1.	AVERAGE NUMBER OF CREWS ASSIGNED:				COMBAT READY		2.0		NON-COMBAT READY		5.0																			
2.	AVERAGE NUMBER OF CREWS AVAILABLE:				COMBAT READY		5.2		NON-COMBAT READY		2.6																			
3.	AVERAGE NUMBER OF STANDARDIZATION AND INSTRUCTOR CREWS ASSIGNED:				STANDARDIZATION		2.5		INSTRUCTOR		1.5																			
4.	AVERAGE NUMBER OF STANDARDIZATION AND INSTRUCTOR CREWS AVAILABLE:				STANDARDIZATION		1.5		INSTRUCTOR		1.5																			

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

SECTION A - General. 3. Crews assigned to training with another crew may credit parent crew with flying time utilized. 4. Crews assigned to training with another crew will not receive credit for the same flying time.

CONFIDENTIAL

(When Filled In)

A. GENERAL	B. NAVIGATION				C. CRUISE CONTROL			D. PILOT PROFICIENCY										E. LOADING		F. EMERGENCY PROCEDURE DRILLS				G. CELL MISSIONS			H. SYD. BD	I. MISC.													
1	2				3			4										5		6				7			8	9													
CREW NUMBER	CELESTIAL GRID NAV.		CIRCULAR ERROR (Nautical Miles)		NR OF MISSIONS		PERFORMANCE INDEX		TAKEOFFS		LANDINGS		ILS DR GCA		PPI APPROACHES		GYRO OUT APPROACHES		NUMBER OF DIRECTED APPROACHES		LOADS		RC-97		NUMBER OF BAILOUTS		NUMBER OF DITCHINGS		NR OF SIMULATED CRASH LANDING		NR OF SIMULATED CRASH (MAX PASS.)		PASSENGER EMERGENCY BRIEFING		TOTAL CELL MISSIONS			DAY CELL MISSIONS	NIGHT CELL MISSIONS	MONTH LAST ATAFAN CHECK COMPLETED	20
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	13-15	19	23	27	31	35	39	43	47	51	54	57-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	19	20										
T42	--	--	--	--	--	--	--	--	02	04	02	01	01	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	NOV	--						
T41	--	--	--	--	--	--	--	--	06	03	06	03	02	03	--	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	NOV	--						
T40	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	DEC	--						
T39	--	--	--	--	--	--	--	--	08	04	08	04	03	05	--	--	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--						
T38	01	03	--	--	--	--	--	--	04	01	04	01	01	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	DEC	--						
T37	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	NOV	--						
T36	--	--	--	--	--	--	--	--	--	--	--	--	02	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	NOV	--						
T35	--	--	--	--	--	--	--	--	04	01	04	01	01	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--							
T34	--	--	--	--	--	--	--	--	--	01	--	01	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	APR	--						
T33	--	--	--	--	--	--	--	--	07	--	07	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	APR	--						
T32	--	--	--	--	--	--	--	--	01	--	01	--	--	--	--	--	--	04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SEP	--						
T31	--	--	--	--	--	--	--	--	01	01	03	01	01	02	--	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SEP	--						
T30	01	04	--	--	--	--	--	--	03	03	03	03	04	01	--	--	--	04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	SEP	--						
T29	--	--	--	--	--	--	--	--	03	01	03	01	01	--	--	--	--	04	--	03	--	--	--	--	--	--	--	--	--	--	--	--	--	DEC	--						
T28	--	--	--	--	--	--	--	--	04	04	01	04	--	--	01	--	--	04	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	AUG	--						

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION 1 - Miscellaneous. Item 20 - Reserved for use by this Headquarters.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

AIR REFUELING AIR TRAINING REPORT - PART II													UNIT				MONTH			PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL									
													307th Air Refueling Squadron				December 1957			2		3		9-SAC-T12									
A. GENERAL	B. NAVIGATION				C. CRUISE CONTROL			D. PILOT PROFICIENCY								E. LOADING			F. EMERGENCY PROCEDURE DRILLS					G. CELL MISSIONS			H. STD. RD.	I. MISC.					
1	2				3			4								5			6					7			8	9					
CREW NUMBER	CELESTIAL GRID NAV.				NR OF MISSIONS	PERFORMANCE INDEX	NUMBER OF INCOMPLETE MISSIONS	TAKEOFFS	LANDINGS	ILS OR GCA	PPI APPROACHES				GYRO OUT APPROACHES	NUMBER OF APPROACHES DIRECTED	NUMBER OF APPROACHES APPROVED	KC-97			NUMBER OF SIMULATED BAILOUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED LANDINGS (FAIRWEATHER)	NR OF SIMULATED LANDINGS (MAX. PASSENGER)	NR OF EMERGENCY PROCEDURE DRILLS	TOTAL MISSIONS	DAY MISSIONS	NIGHT MISSIONS	MONTHLY LIST BY AIR-RADIATION COMPLETED	20			
	TOTAL LEGS	CIRCULAR ERROR (Nautical Miles)									AC	CP	AC	CP				AC	CP	AC											CP	AC	CP
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	13-15	19	23	27	31	35	39	43	47	51	54	57-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43				
T13	01	05	-	-	-	-	-	02	01	02	01	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	APR	-
T18	02	04	06	-	-	-	-	06	01	06	01	05	02	-	01	-	-	02	-	01	-	-	-	-	-	-	-	-	-	-	-	OCT	-
T19	-	-	-	-	-	-	-	01	01	01	01	01	01	-	-	-	-	02	-	02	02	02	02	-	-	-	-	-	-	-	-	NOV	-
T20	-	-	-	-	-	-	-	01	06	-	06	-	01	01	-	-	-	05	-	-	-	-	-	-	-	-	-	-	-	-	-	SEP	-
T23	-	-	-	-	-	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	MAY	-
T24	-	-	-	-	-	-	-	-	03	-	03	-	-	-	-	-	-	04	-	-	-	-	-	-	-	-	-	-	-	-	-	OCT	-
T25	-	-	-	-	-	-	-	02	-	02	-	-	-	03	-	01	-	03	-	01	01	01	01	-	-	-	-	-	-	-	-	JUN	-
T26	01	04	-	-	-	-	-	09	-	09	-	-	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	SEP	-
T27	-	-	-	-	-	-	-	06	03	06	03	04	01	01	01	01	-	03	-	-	-	-	-	-	-	-	-	-	-	-	-	SEP	-
T36	01	03	-	-	-	-	-	01	-	01	-	-	01	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	DEC	-
T37	-	-	-	-	-	-	-	04	02	04	02	-	04	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	ATR	-
SUB TOTAL	06	-	-	-	-	-	-	01	58	17	58	17	16	14	05	02	02	01	49	-	07	07	07	07	-	01	-	-	-	-	-	-	-
M29	01	08	-	-	-	-	-	07	03	07	03	02	04	-	-	-	-	06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M31	-	-	-	-	-	-	-	-	09	-	09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M...	-	-	-	-	-	-	-	-	10	-	10	-	08	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION I - Miscellaneous. Item 20 - Reserved for use by this Headquarters.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

A. GENERAL	B. NAVIGATION				C. CRUISE CONTROL				D. PILOT PROFICIENCY										E. LOADING		F. EMERGENCY PROCEDURE DRILLS				G. CELL MISSIONS			H. STD. RD.	I. MISC.						
1	2				3				4										11		13				18			19	20						
CREW NUMBER	TOTAL LEGS		CIRCULAR ERROR (Nautical Miles)		NR OF MISSIONS		PERFORMANCE INDEX		TAKEOFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO OUT APPROACHES		NR OF SIMULATED BAIL-OUTS		NR OF SIMULATED DITCHINGS		NR OF SIMULATED PASSENGER BREEFING		TOTAL CELL MISSIONS	DAY CELL MISSIONS		NIGHT CELL MISSIONS	MONTHLY CHECK COMPLETED						
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	57-59	61-63	65-67	69-71	73-75	77-79	81-83	85-87	89-91	93-95	97-99	101-103	105-107	109-111	113-115	117-119	121-123	125-127	129-131	133-135	137-139	141-143		
M34	--	--	--	--	--	--	--	--	04	--	04	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
M35	--	--	--	--	--	--	--	--	06	11	06	11	02	07	--	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	01	--	--	--	--	--	--	--	17	33	17	33	05	19	--	04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TOTAL	02	--	--	--	--	--	--	01	87	55	87	55	25	38	05	06	03	02	60	--	07	08	08	08	--	01	--	--	--	--	--	--	--	--	
XXXX	--	--	--	--	--	--	--	--	18	11	18	11	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
COMBAT PRACTICE 01	--	--	--	--	--	--	--	--	04	--	04	--	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NON COMBAT PRACTICE 02	--	--	--	--	--	--	--	--	22	06	22	06	03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	03	--	--	--	--	--	--	--	44	17	44	17	07	--	--	--	--	--	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
IM-31	--	--	--	--	--	--	--	--	AIRCRAFT COMMANDER TUY RANDOLPH (5 NOV 57 - 22 JAN 58)																										
IM-33	--	--	--	--	--	--	--	--	ENGINEER TUY RANDOLPH (22 OCT 57 - 22 JAN 58)																										
IM-34	--	--	--	--	--	--	--	--	ENGINEER TUY RANDOLPH (5 OCT 57 - 5 JAN 58)																										
IM-35	--	--	--	--	--	--	--	--	ENGINEER TUY RANDOLPH (22 OCT 57 - 22 JAN 58)																										

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION 1 - Miscellaneous. Item 20 - Reserved for use by this Headquarters.

CONFIDENTIAL

HEADQUARTERS
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

November 1957

PART IV. Wing Commander's Remarks (5-SAC-T12) 307th BW

1. Hours Flown Performing Missions Ordered By: (CONFIDENTIAL)

10

a. Higher Headquarters:

	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
(1)	8AF Operations Order 38B-57 Code Name "Devil Fish", 16-20 Sept. and 1-4 Oct 57	261:00	292:00
(2)	Pop-Up Program	<u>138:00</u>	<u>15:00</u>
	TOTAL	399:00	307:00

(a) Reference Commitment (1). Due to the times and nature of these sorties, SAC Regulation 50-8 accomplishments were reduced to a minimum. In addition, it was necessary to mount airborne spares which resulted in over-flying the hours programmed.

(b) Reference Commitment (2). Instrument weather conditions along approved route prevented accomplishment.

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the current month:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
1	AFR 60-2	Concurrent with other flying	
2	Pop-Up Program	138:00	15:00
3	Standardization Checks	Concurrent with 4 and 5	
4	Ready Crew Training	1109:00	848:00
5	Non-Ready Crew Training	180:00	208:00

12-4990-C

CONFIDENTIAL

7c-2421

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
6	Strategic Evaluation	00:00	00:00
X	Test Hops	50:00	56:00
XX	Staff Proficiency and 5X	<u>50:00</u>	<u>78:00</u>
	TOTAL	1527:00	1205:00

(a) Reference commitment (2): This could not be accomplished due to weather.

(b) Reference priority (4): This commitment low due to cancellation of 13 sorties in one day due to heavy snow storm plus fuel leaks and other difficulties brought about by the cold weather.

(2) Flying Time Programmed for December:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
1	AFR 60-2 Concurrent with other Flying	
2	Pop-Up Program	217:00
3	Standardization Checks Concurrent with other	
4	Non-Ready Crew Training	351:00
5	Combat Ready and Above (Includes Pace-Setter X)	599:00
X	Test and Ferry	45:00
XX	Staff Proficiency or 5X Crew	<u>50:00</u>
	TOTAL	1262:00

2. Test Hops: 42 Sorties for 127:30

3. Weather or Local Conditions: 26 sorties for approximately 182:00 hours were cancelled due to weather.

2

CONFIDENTIAL

7c-2421

12-4980-C

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957

4. Restrictive Directives: None

5. Crew Data:

a. Combat crew member gains and losses:

(1) Gains: 1 Aircraft Commander, 11 Co-pilots, 1 Navigator.

(2) Losses: 4 Aircraft Commanders, 5 Co-pilots, 4 Navigators.

b. Crew Member Changes: 15 Aircraft Commanders, 23 Co-pilots and
20 Navigators.

c. New Crews:

In 59 formed 18 September 1957

In 97 formed 17 October 1957

In 98 formed 17 October 1957

In 99 formed 17 October 1957

d. ICM Crews:

Crew Number: ICM 01

Name, Grade, Phillips, John J., Major

Crew Position: Co-Pilot

Secondary Duty AFSC: 3231

Job Assignment: Assistant Maintenance Supervisor (A&E)

Date Last Standardization Check (Tactical Aircraft): 4 June 1957

Result: Completed successfully.

Tactical Aircraft flying hours this period: 31:50

e. Crew Status Changes:

R-87 Disbanded 4 September 1957, Aircraft Commander to Squadron
Commander. Navigator to lead crew.

3

CONFIDENTIAL

12-4980-C

7C-2421

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957

e. Crew Status Changes: (Continued)

R-42 Disbanded 4 September 1957, Aircraft Commander and Co-pilot to B-47 Simulator and Navigator to Wing Staff.

N-76 Disbanded 30 September 1957, Navigator to Ready Crew. Aircraft Commander to early release.

R-33 Disbanded 1 October 1957, Aircraft Commander to Wing Staff.

L-02 Disbanded 1 October - Aircraft Commander and Navigator to Wing Staff.

L-61 Disbanded 1 October - Entire Crew PCS to training command.

L-34 Disbanded 1 October - Aircraft Commander PCS to Training Command.

N-20 upgraded to R-20 4 September.

N-21 upgraded to R-21 4 September.

N-84 upgraded to R-84 18 September.

N-48 upgraded to R-48 18 September.

N-57 upgraded to R-57 18 September.

N-53 upgraded to R-53 25 September.

N-86 upgraded to R-86 26 September.

N-22 upgraded to R-22 24 October

N-26 upgraded to R-26 31 October

N-50 upgraded to R-50 31 October

N-81 upgraded to R-81 31 October

N-83 upgraded to R-83 31 October

R-03 upgraded to L-03 14 October

R-06 upgraded to L-06 14 October

R-16 upgraded to L-16 14 October

R-40 upgraded to L-40 14 October

R-41 upgraded to L-41 14 October

R-43 upgraded to L-43 14 October

R-70 upgraded to L-70 14 October

R-75 upgraded to L-75 14 October

L-08 upgraded to S-08 3 October

L-37 upgraded to S-37 3 October

L-71 upgraded to S-71 3 October

L-36 downgraded to IN-36 and subsequently disbanded on 5 Nov -- B-52

Program.

R-14 upgraded to L-14 13 November

4

CONFIDENTIAL

12-4980-C

7c-2421

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957

R-31 upgraded to L-31 13 November
 R-68 upgraded to L-68 13 November
 N-52 upgraded to R-52 25 November
 IN-97 Disbanded 25 November. No navigator assigned.
 L-70 Disbanded 20 November -- B-52 program.

f. Standardization Crews

L-11 31 July 1957
 L-37 1 July 1957
 L-16 1 October 1957
 L-66 1 November 1957
 L-40 Orders pending

Remarks: Additional crews listed in 4-SAC-T12.

6. Refueling Data: (CONFIDENTIAL)

a. Individual Sorties:	Sept.	Oct.	Nov.
(1) Number of refueling sorties confirmed:			
(a) B-47	53	55	62
(b) KC-97	77	64	82
(2) Number of refueling sorties airborne (B-47)	51	51	55
(3) Number of sorties completing electronic rendezvous (B-47)	43	48	39
(a) Two receivers - one tanker	0	5	10
(b) One receiver - one tanker	43	43	29
(c) One receiver - two tankers	0	0	0
(4) Number of sorties not completing rendezvous (B-47)	10	7	23
(a) Tanker Ground Aborts and cancellations	6	2	5
(b) Receiver Air Aborts	2	2	0

CONFIDENTIAL

12-4980-C

70-2421

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957

(c) Receiver ground Aborts	2	2	3
(d) Rendezvous Equipment			
Malfunctions	0	1	1
(e) Weather Cancellations	0	0	10
(f) Tanker Air Aborts	0	0	4
(5) Number of sorties transferring required fuel (B-47)	43	47	38
(a) Two receivers - one tanker	0	5	10
(b) One receiver - one tanker	43	41	28
(c) One receiver - two tankers	0	1	0
(6) Number of sorties failing to transfer required fuel (B-47):	10	8	24
(a) Tanker ground aborts or cancellations	6	1	5
(b) Receiver Air Aborts	2	1	1
(c) Receiver ground aborts	2	5	3
(d) Tanker Air Aborts	0	1	4
(e) Weather Cancellations	0	0	10
(f) Weather in Refueling Area	0	0	1
b. Mass Night Cell Sorties:			
(1) Number of refueling sorties confirmed	Sept	Oct	Nov
(a) B-47	10	28	10
(b) KC-97	18	19	27

6

CONFIDENTIAL

12-4980-C

7C-2421

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957

(2) Number sorties Airborne (B-47)	10	24	0
(3) Number sorties completing electronic rendezvous (B-47)	10	24	0
(4) Number sorties transferring required fuel (B-47)	10	22	0
(a) Two receivers - one tanker	0	0	0
(b) One receiver - one tanker	10	22	0
(c) One receiver - two tankers	0	0	0

Remarks: 10 sorties scheduled in November were cancelled due to weather.

See 4-SAC-T12 for additional refueling data.

7. Materiel and Personnel Problems: (UNCLASSIFIED)

a. Materiel:

(1) During the month of November, this Wing received approximately 53% supply support from Base Supply. Approximately seventy items were cannibalized by this Wing alone during October and twenty cannibalizations were performed during November. For November, AOCF rate was 1.05% and the ANFE rate was 4.1%.

(2) Twenty fuel leaks were encountered on B-47 aircraft during the month and this accounted for nineteen deviations from the published flying schedule. This has resulted in all available Field Maintenance hangar space being utilized for fuel leaks. Consequently, the following Technical Order compliances are behind schedule:

(a) 1B-47-905 - Electrical wiring and door latch mechanism.
Twenty-five aircraft to be accomplished, each requiring three days in hangar.

7

CONFIDENTIAL

12-4980-C

7C-2421

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957

T/O outstanding 26 December 1957.

(b) 1B-47-921 - Replacement of radio noise capacitors. Forty-six aircraft to be accomplished, each requiring one day in hangar. T/O outstanding 26 December 1957.

(c) 1B-47-970 - Inspection and revision of bomb bay booster pump wiring. Forty-six aircraft to be accomplished, each requiring one and one-half days in hangar. T/O outstanding 26 December 1957. In this regard, depot assistance on fuel leaks was requested by 818th Air Division message, 29 November. OCAMA has advised, by telephone conversation, that two personnel will be dispatched, to arrive Lincoln Air Force Base, 9 December 1957.

(3) This Wing is authorized fifty ground heaters and has assigned twenty-nine BT400's and twenty-one F4 units. However, eight of these units are declined for parts, with following supply actions initiated at this level:

(a) 8 each capacitors - ordered 22 Nov 57 from Shelby AFB, Base Supply Requisition No. 73295205.

(b) 8 each shields - ordered 22 Nov 57 from Shelby AFB, Base Supply Requisition No. 73295206.

(c) 8 each valves - ordered 26 Nov 57 from Mallory AFB, Base Supply Requisition No. 73295207.

(d) 8 each rods - ordered 26 Nov 57 from Mallory AFB, Base Supply Requisition No. 73315202.

(e) 5 each crankshafts - ordered 22 Nov 57, from Mallory AFB, Base Supply Requisition No. 73295203.

8

CONFIDENTIAL

12-4980-c

72-2421

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957

Delivery dates have not been established by depots on above items. Extreme temperatures at this Base, with average of above number of heaters out for parts, in addition to others out for maintenance, seriously retards accomplishment of Wing mission. Separate detailed correspondence will follow to justify requirement for additional heaters.

(4) This Wing has requisitioned forty-six B-47 nose covers from Shelby AFB, as follows:

<u>Base Req. No.</u>	<u>Quantity</u>	<u>Date</u>
71991779	2	18 July 57
72461000	6	4 Aug 57
72691045	1	6 Sept 57
72811053	15	18 Sept 57
72811054	7	18 Sept 57
72951000	1	2 Oct 57
73251063	<u>14</u>	1 Nov 57
	46	

Only four of these covers have been received. Late take-offs and cancellations, because of radio and radar malfunctions, are generated due to the lack of nose covers in inclement weather.

b. Personnel:

(a) Manning in the following career fields is considered critical within this Wing:

9

CONFIDENTIAL

12-4980-c

70-2421

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957

(1) In AFSC 301X3B, the Wing is authorized twenty-seven airmen at the five level and seven at the three level, with an assigned strength of fifteen at the five level and eleven at the three level. There is a projected loss within the next ninety days of four airmen AFSC 301X3B. These losses will reduce our total body strength to twenty-two assigned against an authorization of thirty-four.

(2) In AFSC 30173, this Wing continues to be critically manned. The Wing is authorized eleven airmen AFSC 30173 and has one assigned with no projected input and no projected loss.

(3) The Wing is authorized three 32170B's, three 32170C's and three 32170D . These positions have remained vacant since a UMD change authorized the above AFSC's. There are at present none assigned and no projected input.

(4) In AFSC 40152, this Wing is authorized one and has none assigned. There is no projected input and therefore no foreseen improvement in this field.

(5) In AFSC 422XD, the Wing is authorized seven, three levels with four assigned, twenty-one, five levels with twenty-five assigned, and one, seven level with one assigned. Our total body manning in this AFSC is twenty-nine authorized and thirty assigned; however, a projected loss within the next ninety days of thirteen airmen will reduce our body manning to seventeen assigned against an authorization of twenty-nine.

(6) In AFSC 432XO, the Wing is authorized twelve, three levels with nine assigned, forty-one, five levels with thirty assigned, and nine, seven

10

CONFIDENTIAL

12-4980-C

7c-2421

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957

levels with two assigned. Our total body manning is sixty-two authorized and forty-one assigned, however, there is a projected loss of ten airmen within the next ninety days, which will reduce the body manning to thirty-one assigned against an authorization of sixty-two.

(7) In AFSC 432X1, the Wing is authorized fourteen, three levels with eleven assigned, seventy-four, five levels with sixty-six assigned, and fifteen, seven levels with seventeen assigned. There is a projected loss of seven airmen within the next ninety days which will reduce our total body manning to eighty-seven assigned against an authorized strength of one hundred three.

(8) In AFSC 58250, this Wing is authorized two airmen and has none assigned with no projected input.

8. Comments or Recommendation of Wing Commander. (UNCLASSIFIED)

a. This headquarters is experiencing difficulty in determining possible crew formation in that information on crew input is incomplete. It is requested that arrival dates and level of training be furnished the gaining organization as soon as possible. This Wing continues to have crew member changes each month due to the requirements imposed by higher headquarters to report a maximum number of crews regardless of their status. In many instances crews have been formed and broken up prior to individual crew members ever being present with the unit. Also, since the navigator situation is becoming critical due to early outs, RIF's, and PCS moves, any loss causes a "chain reaction" of crew changes. This places an extremely heavy administrative workload on all echelons of command. It is recommended that only ready and non-ready crews available be reported and computed. This Wing continues to experience difficulty in securing B/47 Transition quotas

11

12-4980-C

CONFIDENTIAL

7C-2421

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957

for newly assigned aircraft commanders and co-pilots. In many instances personnel are assigned to this Wing and quotas cannot be obtained to transition them for 60 to 90 days. It is recommended that crew personnel programmed to this Wing be allocated quotas by name when assigned. Recently four pilots were assigned to this Wing from James Connally Air Force Base, Texas with DoS which renders them ineligible for B-47 Transition.

b. Number of crews completing "Pop-Up"

(1) Mission #	1 Phase I.	3
(2) Mission #	2 Phase I.	0
(3) Mission #	3 Phase I.	0
(4) Mission #	4 Phase I.	0

c. Number of crews requiring additional missions in Phase I Training: 0

d. Operational problems encountered during reporting Period: The delay in securing "Pop-Up" routes to the West cost this Wing approximately 24 "Pop-Up" sorties in the month of November. Western routes and more easterly routes rather than the present route into the Great Lakes Area, subsequently have been received and are now being surveyed. There was only one day during November of suitable weather to fly the approved "Pop-Up" route to the northeast. Requirement to have specific crews "on tap" to fly "Pop-Up" if the weather is good has created scheduling problems and has hindered orderly ground training scheduling.

e. Maintenance or Materiel problems arising from "Pop-Up" during this period: None.

9. Ground Training: (UNCLASSIFIED)

a. Phase Training

12

12-4980-C

CONFIDENTIAL

7c-2421

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957

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

(2) Cumulative total of above crews that have completed: 16

(3) Number of crews that were scheduled during November: 6

(4) Number of crews that attended: 6

(5) Number of crews that completed: 6

(6) Number of crews scheduled for December: 8

Remarks: The number of crews responsible has been reduced from 30 to 24 due to loss of crews since 1 July 1957. For additional ground training information see 4-SAC-T12, (ECM Crews).

b. Special Weapons Training:

(1) Total number of combat ready crews responsible for special weapons academic training in accordance with SAC Regulation 50-24: 32

(2) Cumulative total of above crews that have completed: 24

(3) Number of crews that were scheduled during November: 8

(4) Number of crews that completed: 8

(5) Number of crews scheduled for December: 8

10. Hi Jinx Tactics:

a.	b.	c.
N-10	No	No
N-24	No	No
N-25	No	No
N-27	No	No
N-58	No	No

12-4980-c

CONFIDENTIAL

7c-2421

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957

10. Hi Jinx Tactics: (Continued)

a.	b.	c.
N-59	No	No
N-85	No	No
N-99	No	No

Robert B. Nowall, Col, USAF
 FOR AND IN THE ABSENCE OF
 ELKINS READ, JR.
 Colonel, USAF
 Commander

12-4980-C

7c-2421

Col, USAF

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I														UNIT	MONTH	PAGE NO.	TOTAL PAGES	OFFICE SYMBOL									
														307TH	MAR 57	1	8	1-3AC-112									
A. GENERAL						B. BOMBING						C. NAVIGATION															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15. NIGHT/CELESTIAL					16. DAY CEL		17. RELAT. GRID		18. RADAR GRID				
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NO. OF LEGS	NO. OF LEGS	NO. OF LEGS	NO. OF LEGS	RADAR ATTACKS CAMERA SCORED	MATCH	FIXED ANGLE	TOTAL NO. OF ALL TYPES	M-19	TOTAL LEGS	CIRCULAR ERROR (Mean & Max)					NO. OF LEGS ACCOMP.	TOTAL LEGS FLOWN	CIRCULAR ERROR (Mean & Max)	NO. OF LEGS ACCOMP.	NO. OF LEGS ACCOMP.	NO. OF LEGS ACCOMP.					
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	11-15	17-19	21-23	25-27	29-31	33-35	17-19	41-43	45-47	49-51	52-54	56-58				
I-11	B-47E	06	42	--	--	--	--	--	--	--	--	02	01	04	--	--	01	02	0	0	--	--					
S-37	B-47E	10	58	--	01	--	01	01	--	--	--	01	20	--	--	--	01	02	05	10	--	--					
L-16	B-47E	05	29	--	--	--	--	--	--	--	--	--	--	--	--	--	01	02	0	0	--	01					
L-40	B-47E	03	17	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--					
L-66	B-47E	03	20	--	--	--	--	01	--	--	--	01	20	--	--	--	--	--	--	--	--	--					
L-70	B-47E	01	06	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--					
L-02	B-47E	03	23	--	--	--	--	--	--	--	--	--	--	--	--	--	01	15	--	--	--	--					
L-3L	B-47E	01	07	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--					
L-61	B-47E	01	04	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--					
R-62	B-47E	01	07	--	--	--	--	--	--	--	--	01	32	--	--	--	01	04	--	--	--	--					
L-36	B-47E	02	16	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--					
SUB TOTAL		36	229	--	01	--	01	02	--	--	--	02	--	--	--	--	--	--	--	--	--	--					
L-40	B-47E	08	52	--	01	02	01	02	01	--	--	01	06	--	--	--	02	02	14	06	--	--					
L-70	B-47E	07	51	--	01	01	--	01	01	--	--	02	13	21	--	--	03	07	12	32	--	--					
L-39	B-47E	05	36	--	03	--	--	--	--	--	--	03	12	11	27	--	--	02	04	--	--	--					

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions.

SECTION A - General. Item 3 - Enter number of legs as an integral crew. Item 4 - Enter time to nearest whole hour.

SECTION B - Bombing. Items 11 thru 14 - No entry.

SECTION C - Navigation. Items 15 & 17 - CEs will be to nearest whole nautical mile. Item 19 - Enter no. of navigation legs accomplished using pressure pattern procedures. Items 20 & 21 - No entry.

10-2421

1394

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NR	NR OF PAGES	REF. UNITS CONTROL SYMBOL												
										307TH BOMBARDMENT WING (M)	NOVEM	1957	2	8	5-SAC-T12											
A. GENERAL						B. BOMBING							C. NAVIGATION													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	TIME TO TARGET	NR OF LEGS FLOWN	BOMBERS STREAMS FLOWN	NR OF BOMBERS	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES		TOTAL OF ALL TYPES	NR OF REL.	NIGHT CELESTIAL				DAY CEL		CELESTIAL GRID		RADAR GRID	NR OF LEGS ACCOMPLISHED				
							MACH	FIXED ANGLE	NUMBER OF BOMBERS	NUMBER OF BOMBERS			TOTAL	M-19	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)	NR OF LEGS ACCOMPLISHED	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)	NR OF LEGS ACCOMPLISHED	NR OF LEGS ACCOMPLISHED					
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54															
L-43	B-47E	02	10	-	-	-	-	-	-	-	-															
SUB TOTAL		22	149	-	05	03	03	03	02	-	-			06	-	-	-	-	-	-	02	07	-	-	01	-
L-39	B-47E	11	68	-	-	-	-	-	-	-	-			03	01	10	13	-	-	-	-	-	-	01	-	
L-43	B-47E	02	10	-	01	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	
L-66	B-47E	10	71	-	01	-	-	01	-	04	-			-	-	-	-	01	01	00	22	-	00	-		
S-08	B-47E	14	86	-	04	02	-	-	-	-	-			03	03	10	13	-	-	01	11	-	-	01	-	
S-71	B-47E	08	48	-	02	-	03	01	01	-	-			02	07	16	-	-	01	02	02	14	-	-	-	
L-03	B-47E	04	24	-	01	-	01	-	01	01	-			01	03	-	-	-	-	-	-	-	-	-	-	
L-06	B-47E	07	41	-	-	-	-	15	-	01	-			01	01	-	-	-	-	03	07	07	20	-	-	
L-41	B-47E	03	19	-	01	-	-	-	-	-	-			-	-	-	-	-	-	02	08	08	-	-	-	
L-75	B-47E	02	15	-	-	01	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	-	-	
L-34	B-47E	01	09	-	-	-	-	-	02	-	-			-	-	-	-	-	-	-	-	-	-	-	-	
L-31	B-47E	03	20	-	-	-	-	-	-	-	-			-	-	-	-	-	-	-	-	-	-	01	-	
L-68	B-47E	03	24	-	-	-	-	-	-	-	-			02	08	17	-	-	01	-	-	-	-	-	-	
SUB TOTAL		68	435	-	09	02	02	17	04	06	-			12	-	-	-	-	-	01	10	-	-	01	-	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:
 1. Radar attacks camera scored - will be to nearest whole nautical mile.
 2. Visual releases - will be to nearest whole nautical mile.
 3. Navigation legs accomplished using pressure pattern procedures.
 4. Items 20 & 21 - No entry.

DECLASSIFIED IAW EO 13526

70-2421 12-4880-c

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I														UNIT	MONTH	PAGE NR	HR OF PAGES	REPORTS CONTROL SYMBOL											
														307TH BOMBARDMENT WING (M)	NOV 57	3	8	5-SAC-T12											
A. GENERAL						B. BOMBING								C. NAVIGATION															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15. NIGHT CELESTIAL					16. DAY CEL	17. CELESTIAL GRID				18. RADAR GRID	19	20	21		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF LEGS FLOWN	FLYING TIME	NR OF LEGS FLOWN	NR OF LEGS FLOWN	NR OF LEGS FLOWN	MACH - BT WITH IBA	FIXED ANGLE	VIS ATTACKS SCORED	VISUAL RELEASES	TOTAL OF ALL TYPES		NR OF REL.	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)					NR OF LEGS ACCOMP	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)				NR OF LEGS ACCOMP	NR OF LEGS FLOWN		
											M-19	M-19			13-15	17-19	21-23	25-27	29-31			33-35	37-39	41-43	45-47			49-51	52-54	56-58
R-03	B-47E	06	48	01	02	01	01	01	01	-	-	-	-	01	07	-	-	-	01	03	03	07	10	-	01				
R-06	B-47E	11	76	01	04	02	21	04	-	-	-	-	-	-	-	-	-	-	01	03	00	03	07	01	01				
R-16	B-47E	06	40	-	02	-	01	-	-	-	-	-	-	04	03	10	22	25	01	-	-	-	-	01	-				
R-41	B-47E	05	38	02	01	01	03	01	-	-	-	-	-	02	03	09	-	-	01	-	-	-	-	01	-				
R-43	B-47E	09	67	02	02	04	05	01	-	-	-	-	-	01	07	-	-	-	02	03	01	02	24	01	-				
R-75	B-47E	07	50	01	02	01	02	03	02	-	-	-	-	02	04	10	-	-	01	02	05	07	-	01	01				
R-14	B-47E	08	53	03	02	01	01	-	-	-	-	-	-	02	04	07	-	-	01	03	01	05	13	01	-				
R-31	B-47E	08	62	02	01	-	-	-	-	-	-	-	-	02	09	18	-	-	-	02	10	16	-	-	-				
R-68	B-47E	12	81	-	04	01	-	02	03	-	-	-	-	-	-	-	-	-	03	03	07	11	35	01	01				
R-62	B-47E	04	36	-	-	01	-	-	-	-	-	-	-	02	38	42	-	-	-	-	-	-	-	-	-				
R-09	B-47E	08	54	01	02	-	-	-	-	-	-	-	-	02	09	11	-	-	-	03	06	07	15	01	-				
R-13	B-47E	08	60	01	01	01	01	-	-	-	-	-	-	02	13	14	-	-	01	02	02	07	-	01	-				
R-18	B-47E	11	71	02	02	01	05	02	02	-	-	-	-	02	10	13	-	-	01	03	04	12	14	01	01				
														01	15														

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. SECTION A - General. SECTION B - Bombing. SECTION C - Navigation. pattern procedures. Items 20 & 21 - No entry.

CONFIDENTIAL

7C-2421 12-4480-C

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I														UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL														
														307TH BOMBARDMENT WING (M)	NOVEMBER 1957	4	8	5-SAC-T12														
A. GENERAL						B. BOMBING								C. NAVIGATION																		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15			16			17			18	19	20	21						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NR OF JETCEN FLOWN	BOMBER STREAMS FLOWN	NR OF B-1 MACH	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES		NIGHT CELESTIAL			CELESTIAL GRID			RADAR GRID	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP						
							MACH AT WITH BETA	FIXED ANGLE	NR OF TYPES	NR OF REL.	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)		DAY CEL	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)																
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54																					
R-19	B-47E	08	56	--	01	01	--	01	--	--	--							01	07	--	--	--	--	03	10	11	24	01	--			
R-20	B-47E	06	41	--	--	02	--	01	--	--	--							02	13	16	--	--	--	03	08	11	12	01	--			
R-23	B-47E	10	69	--	--	02	01	01	01	--	--							03	06	09	14	--	02	02	11	27	--	01	01			
R-33	B-47E	03	18	--	01	--	--	--	--	--	--							02	03	08	--	--	--	--	--	--	--	01	--			
R-51	B-47E	12	79	--	02	02	--	01	--	--	--							02	04	16	--	--	02	03	02	07	08	01	--			
R-54	B-47E	10	67	--	02	03	01	01	01	--	--							02	05	32	--	--	02	02	06	10	--	01	--			
R-55	B-47E	09	54	--	--	03	01	01	01	--	--							02	00	00	--	--	02	02	07	19	--	02	01			
R-56	B-47E	08	57	--	--	02	--	01	--	--	--							02	16	18	--	--	01	02	05	10	--	01	--			
R-74	B-47E	14	99	--	--	02	02	05	--	--	--							02	02	22	--	--	01	03	06	07	09	01	01			
R-77	B-47E	07	52	--	01	01	03	02	01	--	--							--	--	--	--	--	02	02	03	11	--	--	--			
R-79	B-47E	08	60	--	02	01	02	02	01	--	--							02	04	06	--	--	01	03	04	08	16	01	01			
R-80	B-47E	10	63	--	--	02	--	02	01	--	--							--	--	--	--	--	01	01	10	--	--	01	--			
R-82	B-47E	09	70	--	--	02	--	01	--	--	--							01	01	--	--	--	01	02	10	20	--	02	--			

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. SECTION A - General. SECTION B - Bombing. SECTION C - Navigation. pattern procedures. All items are self-explanatory with the following exceptions: Items 11 thru 14 - No entry. Items 15 & 17 - CE's will be to nearest whole nautical mile. Items 20 & 21 - No entry.

DECLASSIFIED IAW EO 13526

7C - 2421 12 - 4880 C

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I												UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL									
												307TH BOMBARDMENT (TWO) (M)	NOV-04	1-57	5	8	5-SAC-112								
A. GENERAL						B. BOMBING						C. NAVIGATION													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15. NIGHT CELESTIAL			16. DAY CEL		17. CELESTIAL GRID			18	19	20	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF BOMBERS FLOWN	FLYING TIME	BOMBERS FLOWN	BOMBERS STREAMS FLOWN	MACH NO WITH IBDA	FIXED ANGLE	RADAR ATTACKS CAMERA SCORED	TOTAL NR OF TYPES	M-19 NR OF REL.	TOTAL LEGS FLOWN			CIRCULAR ERROR (Nautical Miles)			NR OF LEGS ACCOMP	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)		NR OF LEGS ACCOMP	RADAR GRID	NR OF LEGS ACCOMP		
											13-15	17-19	21-23	25-27	29-31	33-35			37-39	41-43				45-47	49-51	53-54	56-58
R-48	B-47E	04	28	--	--	02	--	01	--	--	--	--	--	--	--	01	02	01	50	--	--	--	02	01	
R-53	B-47E	08	55	--	--	--	--	01	--	--	--	--	--	--	--	02	01	17	--	--	--	02	01		
R-57	B-47E	09	59	--	01	01	--	01	--	--	--	--	--	--	--	--	01	02	--	--	--	--	01		
R-84	B-47E	09	64	--	--	02	01	01	01	--	--	--	--	01	27	--	--	01	03	00	04	29	01	01	
R-86	B-47E	08	52	--	--	01	01	--	--	--	--	--	--	01	07	--	--	03	--	--	--	--	--	01	
R-15	B-47E	06	44	--	--	--	01	01	02	--	--	--	--	02	13	18	--	--	02	01	14	--	--	--	
R-22	B-47E	02	10	--	--	--	--	--	--	--	--	--	--	01	20	--	--	--	--	01	16	--	--	--	--
R-26	B-47E	01	08	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
R-50	B-47E	01	07	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	
R-81	B-47E	01	10	--	--	--	01	--	01	--	--	--	--	--	--	--	01	--	--	--	--	--	01	--	
R-83	B-47E	02	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
R-52	NEGATIVE (NO FLIGHT AS A COMBAT READY CREW THIS MONTH)																								
SUB TOTAL		268	1869	--	26	54	27	63	24	07	--	46	--	--	--	--	37	74	--	--	--	27	14		
N-48	B-47E	01	09	--	--	--	--	--	--	--	--	--	--	01	04	--	--	--	--	--	--	--	--	--	--
N-53	B-47E	03	26	--	--	--	--	--	--	--	--	--	--	01	01	--	--	--	--	--	--	--	--	--	--

INSTRUCTIONS EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions: **DECLASSIFIED IAW EO 13526** will be to nearest whole nautical mile. navigation legs accomplished unit; pressure pattern procedures. Items 20 & 21: No entry.

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I														UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																
														307TH BOMBARDMENT WING (M)	NOV 1957	6	8	5-SAC-112																
A. GENERAL						B. BOMBING						C. NAVIGATION																						
1	2	3	4	5	6	7	8		9		10		11	12	13	14	15				16		17			18	19	20	21					
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NR OF USMS FLOWN	BOMBER PLACES FLOWN	ABRVT. MACH #	RADAR ATTACKS CAMERA SCORED		MACH # WITH IBDA	FIXED ANGLE	NR OF ATTACKS CAMERA SCORED	TOTAL NR OF REL.	M-19	TOTAL LEGS FLOWN	NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID			RADAR GRID	NR OF LEGS ACCOMP.	PRESSURE RATE									
															CIRCULAR ERROR (Nautical Miles)					CIRCULAR ERROR (Nautical Miles)														
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54							13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58					
N-57	B-47E	04	28	--	01	--	02	01	--	--	--							01	19	--	--	--	01	13	--	--	--	--	--					
N-84	B-47E	03	23	--	--	--	--	--	--	--	--							--	--	--	--	--	--	--	--	--	--	--	--	--				
N-86	B-47E	05	45	--	02	01	01	01	--	--	--							04	02	03	07	08	--	03	08	15	16	01	--					
N-22	B-47E	09	60	--	02	01	02	02	--	03	--							--	--	--	--	--	--	03	06	11	18	--	--					
N-26	B-47E	08	58	--	--	02	--	--	--	03	--							--	--	--	--	--	--	02	21	21	--	01	--					
N-50	B-47E	10	76	--	--	01	--	01	01	--	--							04	01	05	08	09	01	02	12	15	--	--	--					
																		01	21															
N-81	B-47E	11	82	--	01	02	--	01	01	--	--							02	12	14	--	--	01	03	11	21	34	01	--					
N-83	B-47E	12	82	--	01	--	--	02	02	--	--							03	05	08	15	--	01	02	09	11	--	01	01					
N-52	B-47E	10	63	--	--	--	--	01	--	--	--							--	--	--	--	--	04	02	00	22	--	01	01					
N-10	B-47E	03	19	--	--	--	--	--	--	--	--							--	--	--	--	--	--	--	--	--	--	01	--					
N-24	B-47E	05	34	--	--	--	--	--	--	--	--							01	03	--	--	--	--	03	19	19	21	01	--					
N-25	B-47E	09	70	--	--	--	01	04	02	--	--							03	04	06	18	--	02	03	06	11	19	02	--					
N-27	B-47E	05	31	--	--	--	--	--	--	--	--							--	--	--	--	--	02	--	--	--	--	--	--					
N-58	B-47E	04	22	--	--	--	--	--	--	--	--							--	--	--	--	--	--	--	--	--	--	--						
N-59	B-47E	03	20	--	--	--	--	--	--	--	--							--	--	--	--	--	--	--	--	--	--	--						

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions: Item 4 - Enter time to nearest whole hour. Item 10 - Enter number of navigation legs accomplished using pressure pattern procedures. Items 20 & 21 - No entry.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I														UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL											
														307TH BOMBARDMENT WING (C)	1 NOV 57	9	8	5-SAC-T12											
A. GENERAL						B. BOMBING						C. NAVIGATION																	
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 OR BOMBERS FLOWN	4 TYPE	5 RE COURSE	6 BOMBERS FLOWN	7 RAT	8 RADAR ATTACKS CAMERA SCORED		9 VISUAL RELEASES		11	12	13	14	15 NIGHT CELESTIAL				16 DAY CEL		17 CELESTIAL GRID				18 RADAR GRID	19 PRESSURE PATTERN	20	21	
							MACH SET WITH TDDA	FIXED ANGLE	MACH	M-19					TOTAL OF ALL TYPES	HR OF REL.	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)	NR OF LEGS ACCOMP	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP						
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54					13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58		
M-85	B-47E	16	121	-	01	07	03	02	-	-	-					02	01	08	-	-	01	03	-	-	-	-	-	-	
N-76	B-47E	01	07	-	-	-	-	-	-	-	-					-	-	-	-	-	01	-	-	-	-	-	-	-	
N-99	B-47E	05	27	-	-	-	-	-	-	-	-					-	-	-	-	-	01	-	-	-	-	-	-	-	
SUB																													
TOTAL		127	903	-	08	09	09	15	06	06	-					23	-	-	-	-	17	28	-	-	-	11	03		
WING																													
TOTAL		521	3585	-	49	69	40	100	36	19	-					94	-	-	-	-	62	126	-	-	-	46	18		
COMBAT R PRACT		-	-	-	-	-	-	-	-	-	-					-	-	-	-	-	-	-	-	-	-	-	-	-	
NON R PRACT		32	65	-	-	-	-	-	-	-	-					03	-	-	-	-	04	03	-	-	-	06	-		
XXXXX		56	302	-	-	-	-	-	-	-	-					03	-	-	-	-	02	04	-	-	-	02	-		
SUB																													
TOTAL		68	367	-	-	-	-	-	-	-	-					06	-	-	-	-	06	07	-	-	-	03	-		
IN98	AC TDY TO WHICH TA PR	1 NOV 57 TO 15 JAN 58																											
1.	AVERAGE NO CREWS ASSIGNED:	SELECT	1.0	;	LEAD	5.5	;	COMBAT READY	25.9	;	NON-READY	14.9																	
2.	AVERAGE NO CREWS ASSIGNED:	SELECT	1.0	;	LEAD	4.5	;	COMBAT READY	18.0	;	NON-READY	11.0																	
INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:																													

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I											UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL											
											307TH BOMBARDMENT WING (M)	NOVEMBER 1957	8	8	5-SAC-T12											
A. GENERAL				B. BOMBING										C. NAVIGATION												
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15			16	17			18	19	20	21		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	TOTAL LEGS FLOWN	NR OF LEGS FLOWN	BOMBERS STREAM FLOWN	NR OF BOMBERS	RADAR ATTACKS CAMERA SCORED		TOTAL OF ALL TYPES	VISUAL RELEASES		TOTAL LEGS FLOWN	NIGHT CELESTIAL			DAY CEL	CELESTIAL GRID			RACAR GRID	NR OF LEGS ACCOMP	PRESSURE PATTERN				
							MACH #1 WITH WDA	FIXED ANGLE		MACH #1 WITH WDA	FIXED ANGLE		CIRCULAR ERROR (Nautical Miles)	CIRCULAR ERROR (Nautical Miles)	CIRCULAR ERROR (Nautical Miles)		CIRCULAR ERROR (Nautical Miles)	CIRCULAR ERROR (Nautical Miles)								
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	13-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58			
3. AVERAGE NO OF STANDARDIZATION AND INSTRUCTOR CREWS ASSIGNED:																										
								(STANDBOARD) SELECT		0.8 ; LEAD		4.0 ; COMBAT READY		1.3												
								(INSTRUCTOR) SELECT		0.0 ; LEAD		2.0 ; COMBAT READY		1.0												
4. AVERAGE NO OF STANDARDIZATION AND INSTRUCTOR CREWS AVAILABLE:																										
								(STANDBOARD) SELECT		0.8 ; LEAD		4.0 ; COMBAT READY		1.3												
								(INSTRUCTOR) SELECT		0.0 ; LEAD		2.0 ; COMBAT READY		1.0												
COMBAT READY PER CENTAGE OF APPLICABLE SAC REGULATION 50-8 MINIMUMS COMPLETED														89.2												
NON-READY PER CENTAGE OF APPLICABLE SAC REGULATION 50-8 MINIMUMS COMPLETED														55.2												
307 BOMB WING (M) PER CENTAGE OF APPLICABLE SAC REGULATION 50-8 MINIMUMS COMPLETED														85.2												

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

will be to nearest whole nautical mile. navigation legs accomplished using pressure pattern procedures. Items 20 & 21 - No entry.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																	
										307TH BOMBARDMENT WING (M)	NOVEMBER 1957	1	7	5-SAC-T12																	
B. REFUELING (Combat Ready and above)										C. REFUELING (Non-combat ready crews)		D. DRY CONTACTS		E. RADAR RENDEZVOUS				F. GUNNERY													
1 CREW NUMBER	2 TOTAL REFUELINGS		3 MAX GROSS WEIGHT NIGHT		4 OPT. IN-FLT GROSS WT 30 MINUTES COMBAT		5 U-12 MAXIMUM SEG MISSIONS	6	7	8	9	10	11 ONE TANKER 30 MINUTES CONTACT		12 MAXIMUM IN-FLIGHT GROSS WT		13 NO. OF CONTACTS	14	15 TOTAL RENDEZVOUS		16 DURING DARKNESS		17 AN/APN-12/76 RENDEZVOUS		18 APN/59 RENDEZVOUS		19 TOTAL NO. OF MISSIONS	20 PER CENT FIRE-OUT MAXIMUM LOAD			
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		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
L-11	01	01	--	--	--	--	01						--	--	--	--	--		01	01	01	01	--	--	--	--	01	100	--	--	01
S-37	01	01	--	--	--	--	01						--	--	--	--	--		01	01	01	01	01	01	--	--	02	100	100	--	--
L-16	--	--	--	--	--	--	--						--	--	--	--	--		--	--	--	--	--	--	--	--	01	100	--	--	--
L-10	--	--	--	--	--	--	--						--	--	--	--	--		--	--	--	--	--	--	--	--	--	--	--	--	--
L-66	01	01	01	01	--	--	--						--	--	--	03			01	01	01	01	--	--	--	--	--	--	--	--	01
L-70	--	--	--	--	--	--	--						--	--	--	--	--		--	--	--	--	--	--	--	--	--	--	--	--	--
L-02	01	01	01	01	--	--	--						--	--	--	--			02	02	--	--	01	01	01	01	--	--	--	--	--
L-34	--	--	--	--	--	--	--						--	--	--	--	--		--	--	--	--	--	--	--	--	01	54	--	--	--
L-61	--	--	--	--	--	--	--						--	--	--	--	--		--	--	--	--	--	--	--	--	--	--	--	--	--
R-02	--	--	--	--	--	--	--						--	--	--	01			01	01	01	01	--	--	--	--	--	--	--	--	--
L-36	01	01	--	--	--	--	01						--	--	--	02			01	01	01	1	01	01	--	--	01	100	--	--	01
SUB TOTAL	05	05	02	02	--	--	03						--	--	--	06			07	07	05	05	03	03	01	01	06	--	--	--	03
L-40	01	01	--	--	--	--	01						--	--	--	02			02	02	02	02	02	02	--	--	02	15	100	--	--
L-70	03	03	01	01	01	01	01						--	--	--	05			01	01	01	01	01	01	--	--	02	00	100	--	--
L-39	--	--	--	--	--	--	--						--	--	--	--	--		--	--	--	--	--	--	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

Item 19-SEG maximum load missions meeting prescribed % firmout will be included. % firmout will also be indicated. Those SEG missions not meeting prescribed % firmout will be excluded.

7C-2421 12-4980-C

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II				UNIT	MONTH	PAGE NR.	NR. OF PAGES	REPORTS CONTROL SYMBOL																								
				307TH BOMBARDMENT WING (M)	NOVEMBER 1957	2	7	5-SAC-T12																								
A. GENERAL	B. REFUELING (Combat Ready and above)										C. REFUELING (Non-combat ready crews)		D. DRY CONTACTS		E. RADAR RENDEZVOUS				F. GUNBERRY													
1 CREW NUMBER	2 TOTAL REFUELINGS		3 MAX GROSS WEIGHT		4 OPT. IN-FLY GROSS WT 20 MINUTES CONTACT		5 NO. OF SUCCESSFUL REFUELING MISSIONS	6	7	8	9	10	11 ONE TANKER 20 MINUTES CONTACT		12 MAXIMUM IN-FLIGHT GROSS WT		13 NO. OF SUCCESSFUL CONTACTS	14	15 TOTAL RENDEZVOUS		16 DURING DARKNESS		17 AN/APN-12/76 RENDEZVOUS		18 APN/69 RENDEZVOUS		19 TOTAL NO. OF MAX. LOAD MISSIONS	20 PER CENT FIRE-OUT MAXIMUM LOAD			FOURTEEN MISSIONS	
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.		SUCC.
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		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	
L-43	--	--	--	--	--	--	--						--	--	--	--	--		--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	04	04	01	01	01	01	02						--	--	--	--	07		03	03	03	03	03	03	--	--	04	--	--	--	--	
L-39	--	--	--	--	--	--	--						--	--	--	--	--		--	--	--	--	--	--	--	--	--	--	--	--	--	--
L-43	--	--	--	--	--	--	--						--	--	--	--	--		--	--	--	--	--	--	--	--	01	95	--	--	--	--
L-66	01	01	--	--	01	01	--						--	--	--	--	03		01	01	--	--	01	01	--	--	--	--	--	--	--	--
S-08	--	--	--	--	--	--	--						--	--	--	--	--		--	--	--	--	--	--	--	--	01	100	--	--	--	--
S-71	--	--	--	--	--	--	--						--	--	--	--	--		--	--	--	--	--	--	--	--	01	25	--	--	--	02
L-03	--	--	--	--	--	--	--						--	--	--	--	--		--	--	--	--	--	--	--	--	01	100	--	--	--	01
L-06	01	01	--	--	01	01	--						--	--	--	--	--		02	02	01	01	--	--	02	02	01	17	--	--	--	--
L-41	--	--	--	--	--	--	--						--	--	--	--	--		--	--	--	--	--	--	--	--	01	85	--	--	--	--
L-75	01	01	01	01	--	--	--						--	--	--	--	09		04	04	02	02	02	02	--	--	--	--	--	--	--	01
L-24	--	--	--	--	--	--	--						--	--	--	--	--		--	--	--	--	--	--	--	--	01	100	--	--	--	--
L-31	01	01	--	--	01	01	--						--	--	--	--	05		01	01	--	--	--	--	--	01	100	--	--	--	--	00
L-68	02	02	--	--	01	02	--						--	--	--	--	--		02	02	01	01	01	01	01	01	--	--	--	--	--	02
SUB TOTAL	06	06	01	01	01	01	01						--	--	--	--	10		04	04	04	04	04	04	04	04	08	--	--	--	--	08

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

19-SEG maximum load mission: meeting prescribed % fireout will be included. 19-SEG % fireout will also be indicated. Those SEG missions not meeting prescribed % fireout will be excluded.

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II														UNIT	MONTH	PAGE NO	NR OF PAGES	REPORTS CONTROL SYMBOL														
														307TH BOMBARDMENT GROUP	11-58			5-SAC-112														
A. GENERAL		B. REFUELING (Combat Ready and above)								C. REFUELING (Non-combat ready crews)				D. DRY CONTACTS		E. RADAR RENDEZVOUS				F. GUNNERY												
1 CREW NUMBER	2 TOTAL REFUELINGS		3 MAX GROSS WEIGHT NIGHT		4 OPT. IN-FLY GROSS WT 30 MINUTES CONTACT		5 U FOR SUCCESS MAX HIGH MISHORE	6	7	8	9	10	11 ONE TANKER 30 MINUTES CONTACT		12 MAXIMUM IN-FLIGHT GROSS WT		13 A FOR SUCCESS	14 B FOR SUCCESS	15 TOTAL RENDEZVOUS		16 DURING DARKNESS		17 AN/APM-12/76 RENDEZVOUS		18 APM-69 RENDEZVOUS		19 TOTAL NR OF MESSAGES	20 PER CENT FIRE-OUT MAXIMUM LOAD		21 FIGHTER ATT-SEC MESSAGES		
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.		ATT.	SUCC.
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						01-02	04-05	07-08	10-11	13-15			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
R-03	03	03	01	01	01	01	01						--	--	--	--	15			02	02	02	02	01	01	--	--	00	62	100	--	--
R-06	04	04	--	--	03	03	01						--	--	--	--	18			03	03	01	01	01	01	02	02	01	100	--	--	00
R-16	01	01	01	01	--	--	--						--	--	--	--	--			01	01	01	01	--	--	01	01	--	--	--	--	01
R-41	01	01	--	--	--	--	01						--	--	--	--	02			01	01	01	01	--	--	--	--	--	--	--	--	01
R-43	04	04	--	--	03	03	01						--	--	--	--	14			04	04	02	02	02	02	--	--	01	100	--	--	02
R-75	03	01	--	--	01	01	01						--	--	--	--	06			01	01	01	01	--	--	--	--	01	100	--	--	01
R-14	02	02	01	01	01	01	01						--	--	--	--	11			02	02	02	02	--	--	02	02	--	--	--	--	01
R-31	02	02	--	--	01	01	01						--	--	--	--	--			01	01	01	01	01	01	--	--	02	75	100	--	01
R-68	01	01	01	01	--	--	--						--	--	--	--	--			01	01	01	01	01	01	--	--	02	100	100	--	01
R-62	02	02	--	--	02	02	--						--	--	--	--	01			02	02	02	02	01	01	01	01	--	--	--	--	01
R-09	03	03	01	01	01	01	01						--	--	--	--	09			02	02	02	02	02	02	--	--	01	75	--	--	--
R-13	02	02	--	--	01	01	01						--	--	--	--	08			02	02	02	02	--	--	--	--	01	100	--	--	02
R-18	03	03	01	01	01	01	01						--	--	--	--	06			03	03	02	02	03	03	--	--	01	100	--	--	03
R-19	02	02	--	--	01	01	01						--	--	--	--	09			02	02	01	01	02	01	--	--	--	--	--	--	--
R-20	02	02	01	01	--	--	01						--	--	--	--	02			01	01	01	01	01	--	--	--	--	--	--	--	01
R-23	03	03	01	01	01	01	01						--	--	--	--	02			01	01	01	01	01	--	--	--	--	--	--	--	01

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECURITY: This report contains information the disclosure of which could be injurious to the national defense. It is to be controlled and distributed in accordance with the provisions of Executive Order 11652, dated August 14, 1950. Those SEC missions not meeting prescribed % (must) will be excluded. Those SEC missions not meeting prescribed % (must) will also be included.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT	MONTH	PAGE NO.	NR OF PAGES	REPORTS CONTROL SYMBOL																			
										SOUTH BOMBARDMENT	12-1968			5-SAC-T12																			
A. GENERAL										B. REFUELING (Combat Ready and above)				C. REFUELING (non-combat ready crews)				D. DRY CONTACTS		E. RADAR RENDEZVOUS				F. GUNNERY									
1 CREW NUMBER	2 TOTAL REFUELINGS		3 MAX GROSS WEIGHT NIGHT		4 OPT. INF-LT GROSS WT 20 MINUTES COMBAT		5 DROU USE MADE WHILE REFUELING MISSIONS	6	7	8	9	10	11 ONE TANKER 20 MINUTES CONTACT		12 MAXIMUM INF-LIGHT GROSS WT		13 NUMBER OF CONTACTS	14	15 TOTAL RENDEZVOUS		16 DURING DARKNESS		17 AN/APS-12/76 RENDEZVOUS		18 APS/69 RENDEZVOUS		19 TOTAL NR OF MAX LOAD MISSIONS	20 PER CENT FIRE-GUT MAXIMUM LOAD		21 NUMBER FIRED MISSIONS			
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.		ATT.	SUCC.	ATT.
6-10	13-15	17-19	22-23	25-27	30-31	34-35	37-39						01-02	04-05	07-08	10-11	13-15		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		
R-53	01	01	--	--	--	01	01						--	--	--	02																	
R-51	03	03	01	01	01	01	01						--	--	--	01			02	02	01	01	01	01	01	01	01	03	50		100		
R-54	03	03	--	--	02	02	01						--	--	--	12			03	03	01	01	01	01	--	01	01	100					
R-55	04	04	01	01	02	02	01						--	--	--	12			02	02	01	01	1	01	--	--	01	50	--	--	01		
R-56	02	02	--	--	--	02	01						--	--	--	06			03	03	01	01	1	01	--	--	01	100					
R-74	02	02	--	--	01	01	01						--	--	--	12			03	03	01	1	01	01	02	02	01	50	50	50			
																												100	100				
R-77	02	02	--	--	02	02	01						--	--	--	11			02	02	01	01	01	01	01	01	01	50	--	--	01		
R-79	01	01	01	01	--	--	--						--	--	--	--			01	01	01	01	01	01	--	--	01	100		--	01		
R-80	01	01	--	--	01	01	--						--	--	--	--			--	--	--	--	--	--	--	--	01	50	--	--	01		
R-82	02	02	01	01	01	01	--						--	--	--	03			03	03	01	01	01	01	01	01	01	100		--	01		
R-46	--	--	--	--	--	--	--						--	--	--	--			--	--	--	--	--	--	--	--	--	--	--	--	--		
R-57	03	03	--	--	01	02	01						--	--	--	19			02	01	01	01	01	01	01	01	01						
R-84	--	--	--	--	--	--	--						--	--	--	--			--	--	--	--	--	--	--	--	--	100	100	--	01		
R-85	--	01	--	--	--	--	--						--	--	--	--			--	--	--	--	--	--	--	--	--	--	--	--	--		

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

From 19-58, maximum load mission % fireout will also be indicated. Those SEG missions not meeting prescribed % fireout will be excluded.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT				MONTH		PAGE NO		NR OF PAGES		REPORTS CONTROL SYMBOL											
										307TH BOMBARDMENT BATTALION				NOV 1957		1		5-SAC-712													
A. GENERAL										C. REFUELING (Non-combat ready crews)				D. DRY CONTACTS				E. RADAR RENDEZVOUS				F. GUNNERY									
1 CREW NUMBER	2 TOTAL REFUELINGS		3 MAX GROSS WEIGHT NIGHT		4 OPT. IN-FLT GROSS WT 20 MINUTES CONTACT		5 NO OF FUEL MASS FIGHT MISSIONS	6	7	8	9	10	11 ONE TANKER 20 MINUTES CONTACT		12 MAXIMUM IN-FLIGHT GROSS WT		13 NUMBER OF CONTACTS	14	15 TOTAL RENDEZVOUS		16 DURING DARKNESS		17 AN/APN-12/76 RENDEZVOUS		18 APN/59 RENDEZVOUS		19 TOTAL NR OF PERCENT FIRE-OUT MAXIMUM LOAD	20 PERCENT FIRE-OUT MAXIMUM LOAD			
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.					
	6-10	13-15	17-19	22-23	26-27	30-31							34-35	37-39	61-62	64-65			67-68	70-71	13-15	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
R-15	05	05	02	02	02	02	01						--	--	14		01	04	01	01	01	01	01	01	01	01	100	--	--	01	
R-22	02	02	01	01	01	01	--						--	--	04		01	01	01	01	01	01	--	--	01	100	--	--	--		
R-26	02	02	--	--	01	01	--						--	--	05		01	01	01	01	--	--	--	--	--	--	--	--	--	--	
R-50	01	01	01	01	--	--	--						--	--	03		01	01	--	--	01	01	--	--	--	--	--	--	--	--	
R-81	01	01	--	--	01	01	--						--	--	01		01	01	--	--	--	01	01	--	--	--	--	--	--	--	
R-83	--	--	--	--	--	--	--						--	--	--		--	--	--	--	--	--	--	--	--	--	--	--	--	01	
R-52	SEE PART I																														
SUB TOTAL	72	72	16	16	37	37	22						--	--	267		58	58	40	40	27	27	16	16	33	--	--	--	--	34	
N-48	--	--	--	--	--	--	--						01	01	--	02		01	01	01	01	--	--	01	01	--	--	--	--	--	
N-53	--	--	--	--	--	--	--						02	02	--	29		02	02	01	01	02	02	--	--	--	--	--	--	--	
N-57	--	--	--	--	--	--	--						--	--	01	03		01	01	01	01	01	01	--	--	--	--	--	--	--	
N-84	--	--	--	--	--	--	--						01	01	--	--		01	01	01	01	01	01	--	--	--	--	--	--	--	
N-86	--	--	--	--	--	--	--						02	02	02	03		03	03	03	03	02	01	--	--	--	--	--	--	--	
N-27	--	--	--	--	--	--	--						--	--	01	01		01	01	01	01	--	--	01	01	01	100	100	--	--	--
N-27	--	--	--	--	--	--	--						01	01	--	--		01	01	01	01	--	--	01	01	01	100	100	--	--	--

INSTRUCTIONS EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are mandatory with the following exceptions:

DECLASSIFIED IAW EO 13526

19-SEC maximum load mission meeting prescribed % limit will be included. Those SEC missions not meeting prescribed % limit will be included. Those SEC missions not meeting prescribed % limit will be included.

70-2421 72-4980-2

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II																																	
A. GENERAL										B. REFUELING (Combat Ready and above)				C. DRY CONTACTS				E. RADAR RENDEZVOUS				F. GUNNERY											
1 CREW NUMBER	2 TOTAL REFUELINGS		3 MAX GROSS WEIGHT NIGHT		4 OPT. INFLY GROSS WT 20 MINUTES COMBAT		5 U-100/105 MAXIMUM WEIGHT RELEASING MISSION	6	7	8	9	10	11 ONE TANKER 30 MINUTES CONTACT		12 MAXIMUM INFIGHT GROSS WT		13 DRY CONTACTS		15 TOTAL RENDEZVOUS		16 DURING DARKNESS		17 AN/APN-12/75 RENDEZVOUS		18 APN-59 RENDEZVOUS		19 TOTAL NR OF MAX LOAD AIRBORNE	20 PER CENT FIRE-OUT MAXIMUM LOAD	21 TOTAL NR OF MAX LOAD AIRBORNE				
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.				ATT.	SUCC.		
	13-15	17-19	22-23	26-27	30-31	34-35							37-39	61-62	64-65	67-68	70-71	73-75	21-23	25-27	29-31	32-35	37-39	41-43	45-47	49-51				52-54	56-58	60-62	63-65	66-68
6-10																																	
M-2												05	05	05	05					04	04	04	04	01	01	01	01						
M-8												04	04	04	04					03	03	03	03	02	02	02	02						
M-83												01	01	01	01					1	01			01	01								
M-50												02	02							2	02			01	01								
M-10												01	01	01	01					01	01			01	01								
M-24																																	
M-15												02	02							02	02			01	01	02	02						
M-27												01	01																				
M-58												01	01							01	01			01	01								
M-59																				01	01			01	01								
M-75												02	02	01	01	04				02	02	01	01	01	01								
M-8																																	
M-9												03	03							03	03			02	02								
M-22												02	02							03	03			01	01								

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT	MONTH	PAGE NO	NR OF PAGES	REPORTS CONTROL SYMBOL																	
REFUELING (Combat Ready and above)										REFUELING (Non-combat ready crews)		DRY CONTACTS		RADAR RENDEZVOUS				GUNNERY													
1 CREW NUMBER	2 TOTAL REFUELINGS		3 MAX GROSS WEIGHT		4 OPT. IN-FLT GROSS WT 20 MINUTES CONTACT		5 NR OF SUCC. MISSIONS	6	7	8	9	10	11 ONE TANKER 30 MINUTES CONTACT		12 MAXIMUM IN-FLIGHT GROSS WT		13 NR OF SUCC. CONTACTS	14	15 TOTAL RENDEZVOUS		16 DURING DARKNESS		17 AN/APN-12/76 RENDEZVOUS		18 APN-59 RENDEZVOUS		19 TOTAL NR OF SUCC. MISSIONS	20 PER CENT FIRE-OUT MAXIMUM LOAD		21 NR OF SUCC. MISSIONS	
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.		ATT.
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		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
NON R CONTACT													03	03		14		01	01			01	01								
XXXXX													13	13	01	01	167		07	07	01	02	05	05	01	01	01				01
SUB TOTAL													16	16	01	01	181		08	08	01	02	05	05	01	01	01				01
IN98	SEE PART I																														

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION 19 - SEG maximum load mission meeting prescribed % fireout will be included. Those SEG missions not meeting % fireout will also be included. Those SEG missions not meeting % fireout will be excluded.

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III								UNIT	MONTH	PAGE NO.	TOTAL NO. PAGES	REPORTS CONTROL SYMBOL																			
A. GENERAL				B. ECM				C. FORMATION			D. PILOT PROFICIENCY						E. CREW REQUIREMENTS														
1 CREW NUMBER	2 BIG SNOW		3 LITTLE SNOW		4 LITTLE RIVER		5 EXERCISES PERFORMED DURING OPERATIONS ACCUM.	6 EXERCISES PERFORMED DURING OPERATIONS UNIT (Suppl. Reporting)	7 TOTAL HOURS FLOWN	8 HOURS ABOVE 30,000'		9 NUMBER OF MISSIONS	10 TAKE-OFFS		11 LANDINGS		12 ILS OR GCA		13 PPI APPROACHES		14 GYRO-OUT APPROACHES		15 ATO	16 AIRCRAFT DIRECTED APPROACH	17 IN-COMBAT PRESSURE EXERCISES COMPLETED	18 EXERCISES PERFORMED DURING OPERATIONS PROCEDURE DRILLS ACCUM.	19 AIRCRAFT FOR MISSIONS	20 AIRCRAFT (IN FLIGHT)	21 NUMBER OF RIGHT CELL MISSIONS PERFORMED	22 NUMBER OF LEFT CELL MISSIONS PERFORMED	23 TOTAL MISSIONS PERFORMED
	RUNS ACCOMP.	POINTS ACCRUED	RUNS ACCOMP.	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.				HOURS ABOVE 30,000'	HOURS BELOW 10,000'		AC	CP	AC	CP	AC	CP	AC	CP	AC	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	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	
7-11	01	70	01	76	-	-	02	02	01	01	-	01	02	01	02	01	01	01	01	01	01	-	02	-	-	-	-	-	-	-	
3-10	01	78	-	-	-	-	02	02	03	02	-	01	03	01	03	01	01	01	01	01	01	-	03	-	-	-	-	-	-	-	
1-18	01	27	01	25	-	-	-	-	-	-	-	01	10	04	10	01	03	01	01	-	02	-	03	-	-	-	-	-	-	-	
1-10	01	39	-	-	-	-	-	-	-	-	-	01	04	09	01	04	-	01	-	-	-	-	-	-	-	-	-	-	-	-	
1-10	-	-	-	-	-	-	-	-	-	-	-	03	-	03	-	02	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-
1-70	-	-	-	-	-	-	-	-	-	-	-	01	-	01	-	01	01	-	-	-	-	-	01	-	-	-	-	-	-	-	-
1-10	-	-	-	-	-	-	-	-	-	-	-	01	-	03	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1-34	01	27	-	-	-	-	-	-	06	05	01	-	05	01	01	-	02	-	-	-	-	-	01	-	01	01	-	-	-	-	
1-61	-	-	-	-	-	-	-	-	-	-	-	-	01	01	01	01	-	01	-	-	-	-	-	-	-	01	-	-	-	-	
1-62	01	27	-	-	-	-	-	-	-	-	-	-	01	-	01	-	01	01	-	-	-	-	-	-	-	01	-	-	-	-	
1-36	01	27	-	-	-	-	-	-	03	03	-	-	02	-	02	-	01	01	-	-	-	-	-	-	-	01	01	-	-	-	01
SUP TOTAL	11	295	04	28	-	-	-	07	26	23	01	04	13	14	16	10	01	07	01	01	01	-	01	-	01	01	01	01	01	01	01

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

15- Enter time to gear at whole hour. (Includes) 16- Enter time to gear at whole hour. (Includes) 17- Enter time to gear at whole hour.

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III																		UNIT	MONTH	PAGE NO.	NR OF PAGES	REPORTS CONTROL SYMBOL								
A. GENERAL		B. ECM							C. FORMATION			D. PILOT PROFICIENCY						E. CREW REQUIREMENTS												
CREW NUMBER	BIG SNOW		LITTLE SNOW		LITTLE RIVER		NR OF CHAFF DROPS (Single Dispensing)	TOTAL HOURS FLOWN	HOURS ABOVE 10,000'	HOURS BELOW 10,000'	NUMBER OF COMPLETE MISSIONS	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		ATO	AIRBORNE WALK- DOWN APPROACH	HOURS OF PRECISELY POSITION MONITORING	MONITORING LAST CHECK COMPLETED	EMERGENCY PROCEDURE ACCOMP.	AIR REAP- TION SIMULATOR MISSIONS	AIR REAP- TION (ON FLIGHT)	NUMBER OF MISSED MISSIONS	WATER INJECTION MISSIONS
	RUNS ACCOMP.	POINTS ACCUR.	RUNS ACCOMP.	POINTS ACCUR.	RUNS ATT.	RUNS SUCC.						AC	CP	AC	CP	AC	CP	AC	CP	AC	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	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43
...

INSTRUCTIONS: 1. Fill in all items of this form in full. 2. All items are mandatory with the following exceptions:

DECLASSIFIED IAW EO 13526

3. When a crew member is not available, indicate the reason in the appropriate space. 4. Enter time to nearest whole hour.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III																				UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL								
A. GENERAL		B. ECM					C. FORMATION			D. PILOT PROFICIENCY						E. CREW REQUIREMENTS																
1 CREW NUMBER	2 BIG SNOW		3 LITTLE SNOW		4 LITTLE RIVER		5 NUMBER OF OUT-DROP (Including Disparaging)	6 DROPPED (Including Disparaging)	7 DROPPED (Including Disparaging)	8 FORMATION			9 TAKE-OFFS		10 LANDINGS		11 ILS OR GCA		12 RPI APPROACHES		13 GYRO-OUT APPROACHES		14 AFTO	15 REASON FOR DIRECTED APPROACH	16 INSTRUMENT APPROACH	17 MONTH LAST COMPLETED	18 EMERGENCY PROCEDURE	19 REASON FOR SIMULATOR	20 NUMBER OF NIGHT CELL	21 NUMBER OF FLIGHT HOURS	22 NUMBER OF NIGHT CELL HOURS	23 NUMBER OF TAKE-OFFS
	RUNS ACCOMP.	POINTS ACCRUED	RUNS ACCOMP.	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.				TOTAL HOURS FLOWN	HOURS ABOVE 30,000'	HOURS BELOW 10,000'	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP											AC	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	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	
R-01	--	--	--	--	--	--	--	--		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-02	--	--	--	--	--	--	--	--		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-03	--	--	--	--	--	--	--	--		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-04	--	--	--	--	--	--	--	--		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-05	--	--	--	--	--	--	--	--		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-06	--	--	--	--	--	--	--	--		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-07	--	--	--	--	--	--	--	--		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-08	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-09	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-10	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-11	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-12	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-13	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-14	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-15	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-16	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-17	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-18	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-19	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-20	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-21	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-22	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-23	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-24	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	
R-25	01	27	01	01	01	01	01	01		01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SEC. DON E-1 Crew Requirements. 17-19 Enter time to nearest of whole hour.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III																				UNIT	MONTH	PAGE NO.	NR OF PAGES	REPORTS CONTROL YEAR									
																				307th	7			4-SAC-112									
A. GENERAL							B. ECM						C. FORMATION						D. PILOT PROFICIENCY						E. CREW REQUIREMENTS								
1 CREW NUMBER	2 BIG SNOW		3 LITTLE SNOW		4 LITTLE RIVER		5 MAXIMUM DISPERSE	6 NO OF CLASH DROPS (Single Droptail Dispensing)	7 ARCADE	8 TOTAL HOURS ABOVE FLOWN			9 NUMBER OF COMPLETE MISSIONS	10 TAKE-OFFS		11 LANDINGS		12 ILS OR GCA		13 PPI APPROACHES		14 GYRO-OUT APPROACHES		15 ATO	16 AIRBORNE RADAR APPROACH	17 POUNDS OF PRESS.FUEL POSITION	18 MONTH LAST COMPLETED	19 EMERGENCY PROCEDURE ACCOMP.	20 AIR REPAIR SIMULATOR	21 IN REPAIRS	22 NUMBER OF NIGHT CELL FLOWN	23 WATER INJECTION TESTS	
	RUNS ACCOMP.	POINTS ACCRUED	RUNS ACCOMP.	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.				ACCUM.	HOURS ABOVE 30,000'	HOURS BELOW 10,000'		AC	CP	AC	CP	AC	CP	AC	CP	AC	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	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	
R-33	--	--	--	--	--	--	--	--			05	04	01	--	01	02	01	03	01	01	--	--	--	--	--	01	04	01	01	01	01	01	
R-51	02	45	01	16	--	--	02	03			03	02	01	01	10	01	10	01	05	02	01	02	02	03	--	07	07	04	01	01	01	01	
R-54	03	81	01	14	--	--	03	04			02	02	--	--	03	01	09	01	04	--	--	--	--	--	--	02	03	04	01	01	01	01	
R-55	01	07	--	--	--	--	01	01			04	02	02	01	02	--	--	10	04	02	--	--	--	--	--	08	05	11	04	01	01	01	01
R-56	04	04	01	23	--	--	03	03			03	02	01	--	03	--	--	05	01	02	--	--	--	--	--	06	07	07	07	01	--	01	05
R-74	06	136	04	56	01	01	01	01			01	01	--	01	11	02	07	01	06	01	--	--	01	01	--	06	08	04	07	01	01	01	04
R-77	01	00	01	27	01	01	01	01			02	02	--	01	09	--	--	11	05	01	--	--	--	--	--	02	04	11	07	01	01	01	01
R-79	04	121	02	41	03	01	01	01			03	02	01	01	05	02	05	03	06	03	--	01	--	01	--	03	02	04	01	01	01	--	04
R-80	04	96	03	75	--	--	--	--			--	--	--	01	14	01	04	01	09	03	01	03	02	01	--	04	04	09	02	01	--	--	02
R-82	05	135	04	108	--	--	--	--			06	04	02	--	10	--	10	--	03	03	--	--	--	--	--	05	15	17	06	01	01	01	04
R-48	--	--	--	--	--	--	--	--			01	--	01	--	04	--	04	--	03	--	--	--	--	--	--	04	06	05	04	01	--	--	02
R-53	--	--	--	--	--	--	--	--			--	--	--	--	04	--	02	--	05	03	01	--	--	--	--	06	04	11	02	--	--	--	02
R-57	--	--	--	--	--	--	--	--			05	04	01	01	07	01	01	01	04	04	02	03	02	01	--	03	04	02	03	01	01	01	05
R-84	03	76	02	28	--	--	01	01			--	--	--	01	01	--	02	01	05	01	01	--	01	--	06	01	01	01	01	--	--	--	01
R-86	07	17	03	55	--	--	--	--			01	--	--	--	1	--	02	--	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15	--	--	01	23	--	--	--	--			--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

16-17 - Enter time in nearest whole hour.
18-19 - Enter time in nearest whole hour.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III															UNIT	MONTH	PAGE NO.	NR OF PAGES	REPORTS CONTROL SYMBOL																
A. GENERAL															B. CREW REQUIREMENTS																				
C. FORMATION															D. PILOT PROFICIENCY																				
1 CREW NUMBER	2 BIG SNOW			3 LITTLE SNOW			4 LITTLE RIVER			5 NR OF COMBAT Missions Accomp.	6 NR OF COMBAT Missions Dispreping	7 NR OF COMBAT Missions Dispreping	8 TOTAL HOURS FLYING			9 NUMBER OF Missions Above 10,000'	10 NUMBER OF Missions Below 10,000'	11 TAKE-OFFS		12 LANDINGS		13 ILS OR GCA		14 PPI APPROACHES		15 GYRO-OUT APPROACHES		16 ATO	17 AMBONE DIRECTED APPROACH	18 HOURS OF IN-COMBAT POSITION	19 CHECK SUCC COMPLETED	20 DRILLS PROCEEDED	21 AIR REASON FOR MISSIONS	22 NUMBER OF Missions FLYING	23 WATER TAGEOFFS
	RUNS ACCOMP.	POINTS ACCURD.	RUNS ACCOMP.	POINTS ACCURD.	RUNS ATT.	RUNS SUCC.	TOTAL	ABOVE 10,000'	BELOW 10,000'				AC	CP	AC			CP	AC	CP	AC	CP	AC	CP	AC	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	13-15	18-19	22-24	26-27	30-31	34-35	38-39	42-43	45-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43		
6-11	--	--	01	50	--	--	--	--				--	--	--	02	--	02	--	02	--	--	--	--	--	--	02	01	02	01	--	--	--			
6-20	--	--	--	--	--	--	--	--				--	--	--	01	--	01	--	--	--	--	--	--	--	--	01	01	01	01	--	--	--			
6-50	01	26	02	15	--	--	--	--				--	--	--	01	--	01	--	--	--	--	--	--	--	--	01	--	02	--	01	--	--			
6-81	--	--	--	--	01	02	02	01				--	--	--	01	--	01	--	01	01	--	--	--	--	--	01	01	01	01	--	--	--			
6-85	--	--	--	--	--	--	--	--				--	--	01	01	01	--	01	--	01	--	--	--	--	--	--	01	01	01	--	--	--			
6-52	SMB	FRAT																																	
SUB TOTAL	01	26	02	15	01	02	02	01				03	03	24	01	24	57	10,2	15	197	198	41	16	30	--	103	176	--	131	21	5	10	136		
6-12	--	--	--	--	--	--	--	--				--	--	--	01	--	01	--	01	--	--	--	--	--	--	01	02	--	02	--	--	--	01		
6-53	02	45	01	14	--	--	02	02				--	--	--	03	--	03	--	02	--	--	--	--	--	--	03	03	--	02	--	--	--	02		
6-57	01	27	--	--	--	--	02	02				--	--	--	06	--	06	--	08	--	--	--	--	--	--	02	02	--	02	--	--	--	02		
6-84	01	27	--	--	--	--	--	--				32	02	--	03	--	03	--	02	01	--	--	--	--	--	--	01	--	--	--	--	01	01		
6-86	02	16	--	--	--	--	02	02				04	04	--	05	--	05	--	02	01	--	--	--	--	--	01	11	--	04	--	--	--	05		
6-22	01	72	--	--	--	--	01	02				--	--	--	08	01	05	01	05	07	--	--	--	--	--	02	02	--	04	--	--	--	02		
6-26	07	152	02	104	--	--	01	01				--	--	--	09	03	09	01	06	02	01	--	--	--	--	02	02	--	04	--	--	--	02		

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

SECTION B - Formation: All items are self-explanatory with the following exceptions: 17 - Enter time to nearest whole hour. (Include whole hour.)

SECTION C - Crew Requirements: 17 - Enter time to nearest whole hour.

DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III														UNIT	MONTH	BASE NO.	NR OF PAGES	REPORTS CONTROL SYMBOL															
A. GENERAL														B. FORMATION		C. PILOT PROFICIENCY										D. CREW REQUIREMENTS							
1 CREW NUMBER	B. ECM							C. FORMATION			D. PILOT PROFICIENCY										E. CREW REQUIREMENTS												
	BIG SNOW		LITTLE SNOW		LITTLE RIVER		NR OF MONTAGE DISCREPANCIES	NR OF CHANGES OR Omissions (Depicting)	TOTAL HOURS FLOWN	HOURS ABOVE 20,000	HOURS BELOW 10,000	TAKE-OFFS		LANDINGS		ILS OR GCA		PPI APPROACHES		GYRO-OUT APPROACHES		AIRBORNE DIRECT APPROACH	HOURS OF INSTRUMENT POSITION	MONTH LAST CHECK SUCC COMPLETED	EMERGENCY PROBLEMS	AIR WEAPON SIMULATOR	AIR WEAPON MISSIONS	AIR WEAPON (IN FLIGHT)	NUMBER OF MISSIONS	WATER FLOWN	WATER TAKEDOWN		
	RUNS ACCOMP	POINTS ACCRUED	RUNS ACCOMP	POINTS ACCRUED	RUNS ATT.	RUNS SUCC.						AC	CP	AC	CP	AC	CP	AC	CP	AC	CP											AC	CP	ATO
13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43				
N-81	01	100	01	73	..	..	01	01	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
N-84	05	116	02	110	..	..	01	03	..	..	..	..	12	08	12	04	11	03	..	..	..	..	..	..	07	05	..	03	..	01	05	
N-52	01	26	..	..	02	01	02	01	..	..	..	..	11	02	11	02	08	04	02	..	..	..	..	..	08	02	..	05	01	..	01	01
N-10	..	..	..	..	..	..	..	..	..	..	..	..	03	..	03	..	04	01	..	..	01	..	..	..	04	02	..	02	..	..	..	02
N-21	01	23	01	27	..	..	..	..	..	..	..	..	04	..	04	..	01	..	..	..	..	..	..	..	04	02	..	01	..	..	..	01
N-25	06	143	06	104	01	01	04	01	..	..	..	..	10	..	10	..	07	02	..	..	..	..	..	..	06	07	..	06	..	..	..	01
N-27	12	03	12	03	05	..	01	..	01	01
N-58	12	03	12	05	02	02	01
N-59	06	..	06	..	03	01	01	01	..	01
N-85	05	108	01	95	..	..	01	02	03	02	01	..	15	01	15	01	06	02	01	..	01	..	..	..	09	05	..	10	01	..	..	05
N-75	01	..	01	..	01	01	01
N-99	06	02	06	02	01	..	01
TOTAL	11	144	17	164	02	02	02	09	18	15	03	..	117	08	117	05	81	33	06	01	01	02	..	66	02	..	19	04	..	05	04	04	
TOTAL	117	1495	11	1331	..	..	..	..	101	119	33	..	521	115	521	114	64	16	57	49	11	..	..	..	256	..	..	..	..	..	..	04

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SEC 17-Enter time to nearest whole hour. (Include exceptions.)

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

A. GENERAL		B. ECM							C. FORMATION			D. PILOT PROFICIENCY										E. CREW REQUIREMENTS								
1 CREW NUMBER	2 BIG SNOW		3 LITTLE SNOW		4 LITTLE RIVER		5 RANGE MILES DURING OUT	6 RANGE MILES DURING IN	7 RANGE MILES DURING DISPENSING	8 TOTAL HOURS FLOWN	9 HOURS ABOVE 10,000'	10 HOURS BELOW 10,000'	11 TAKE-OFFS	12 LANDINGS		13 ILS OR OCA		14 PP- APPROACHES		15 GYRO-OUT APPROACHES		16 ATO	17 SQUARE MILES DIRECTED APPROACH	18 IN-COMBAT PERCENT	19 PARADISE COMPLETED	20 PROCEDURE DRILLS ACCURACY	21 RELATION MISSIONS	22 AIR MILES (IN FLIGHT)	23 NUMBER OF MILITARY MILES FLOWN	24 NUMBER OF MILITARY MILES FLOWN
	RUNS ACCOMP.	POINTS ACCURED	RUNS ACCOMP.	POINTS ACCURED	RUNS ATT.	RUNS SUCC.								AC	CP	AC	CP	AC	CP	AC	CP									
6-ID	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	18-19	21-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43
COMBAT																														
NON-COMBAT																														
XXXX	01	72	01	27			01	01					121	22	22	43	22	06	04	04	0		01			10				
SUP	04	72	01	27			01	01					140	21	22	63	30	08	05	04	02		02			10				
TOTAL	04	72	01	27			01	01					140	21	22	63	30	08	05	04	02		02			10				

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-insulatory with the following exceptions: 16-Enter time to complete in whole hours. 17-Enter time to complete in whole hours.

CONFIDENTIAL

HEADQUARTERS
 307th Bombardment Wing, Medium
 United States Air Force
 Lincoln Air Force Base, Nebraska

December 1957

PART IV. Wing Commander's Remarks (5-SAC-T12) 307th BW

1. Hours Flown Performing Missions Ordered By: (CONFIDENTIAL)

a. Higher Headquarters - N/A this period.

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the month of December:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
1	AFR 60-2	Concurrent with other flying	
2	Pop-Up Program	217:00	52:00
3	Standardization Checks	Concurrent with other flying	
4	Non-Ready Crew Training	351:00	256:10
5	Combat Ready and Above	599:00	946:00
X	Test	45:00	84:10
XX	Staff Proficiency and 5X Crew	50:00	68:15
	TOTAL	1262:00	1406:35

(a) Reference priority (2): Route weather conditions presented this accomplishment.

(b) Reference priority (4) & (5): Due to the necessity of scheduling combat ready crews in order to have them prepared to fly "Pop-Up," weather permitting, increased priority (5) and decreased priority (4).

(c) Reference Totals: It was necessary to accomplish more than programmed to fly out the balance of the allocation.

1-60-C

8C-0045

CONFIDENTIAL

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-31 December 1957

(2) Flying Time Programmed for January:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
1	AFR 60-2	Concurrent with other
2	Standardization Checks	Concurrent with other
3	Non-Combat Ready Crew Training	353:00
4	Ready Crew Training	1040:00
	(Includes Higher Headquarters (Directed)	
	A. Project 1051	10:00
5	Compliance SAC Reg. 51-26	Concurrent
X	Test Hops & Ferry	50:00
XX	Staff Proficiency or 5X Crews	<u>40:00</u>
	TOTAL	1493:00

2. Test Hops: 35 Sorties for 84:10

3. Weather or Local Conditions: Extreme cold weather and a wide variance of temperatures during this period increased the fuel leak problem and caused cancellation of 10 sorties. In addition 10 sorties were airborne late due to weather.

4. Restrictive Directives: None

5. Crew Data:

a. Combat crew member gains and losses:

(1) Gains: 3 Aircraft Commanders, 8 Co-pilots, 5 Navigators.

(2) Losses: 1 Aircraft Commander, 7 Co-pilots, 2 Navigators.

b. Crew Member Changes: 1 Aircraft Commander, 2 Co-pilots.

1-60-C

CONFIDENTIAL

8C-0045

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-31 December 1957

c. New Crews: None

d. ICM Crews:

- (1) Crew Number: ICM 01
- (2) Name & Grade: Phillips, John J., Major
- (3) Crew Position: Co-pilot
- (4) Secondary Duty AFSC: 3231
- (5) Job Assignment: Assistant Maintenance Supervisor (A&E)
- (6) Last Standardization Check (Tactical Aircraft): 4 June 1957
- (7) Result: Satisfactory.
- (8) Tactical Aircraft Flying Hours this period: 8:20

e. Crew Status Changes:

N-10 to IN-10	1 Dec 57
IN-10 disbanded	24 Dec 57, - Navigator discharged.
R-20 disbanded	10 Dec 57, - A/C to Crew L-03.
R-09 upgraded to L-09	19 Dec 57
R-51 upgraded to L-51	19 Dec 57
R-55 upgraded to L-55	19 Dec 57
R-74 upgraded to L-74	19 Dec 57
R-13 upgraded to L-13	31 Dec 57
R-15 upgraded to L-15	31 Dec 57
R-26 upgraded to L-26	31 Dec 57
R-50 upgraded to L-50	31 Dec 57
R-54 upgraded to L-54	31 Dec 57
R-79 upgraded to L-79	31 Dec 57
R-80 upgraded to L-80	31 Dec 57

NOTE: Additional Crew Status Changes are listed in the 4-SAC-T12.

1-60-C

3
CONFIDENTIAL

8C-0045

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-31 December 1957

f. Standardization Crews:

- (1) L-11 31 July 1957
- (2) L-37 1 July 1957
- (3) L-16 1 October 1957
- (4) L-66 1 November 1957
- (5) L-40 1 November 1957

Remarks: Additional crews listed in 4-SAC-T12.

6. Refueling Data: (CONFIDENTIAL)

a. Tanker Schedule -	307 AREFS	98 AREFS
(1) Tanker 8AF Schedule	41	3
(2) Tanker Schedule	41	3
(3) Effective Tanker Sorties	31	3
(4) Remarks: None		
b. Receiver Schedule	50	3
(1) Effective Receiver Sorties	36	3
(2) Tanker Aborts		
(a) Ground Abort	1	0
(3) Tanker Cancellations		
(a) Maintenance Cancellations	4	0
(b) Operation Cancellation	1	0
(4) Receiver Aborts		
(a) Air Aborts	2	0
(b) Ground Aborts	4	0
(5) Receiver Cancellation		
(a) Maintenance	8	0
(6) Weather Cancellation		
(a) Tanker	1	0

1-60-C

4
CONFIDENTIAL

8C-0045

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-31 December 1957

(7) Remarks: The difference between the Receiver scheduled sorties and the effective receiver sorties does not equal the total number of reasons for being non-effective. This is due to unscheduled receivers utilizing tankers that have become available due to receiver aborts or cancellations from this and other units.

c. Texaco Schedule:

(1) Receivers on orbit tankers	15
(2) Hours utilized	15:30
(3) Pounds Received	72000
(4) Remarks: None	

7. Materiel and Personnel Problems: (UNCLASSIFIED)

a. Materiel:

(1) Life Raft, four man stock number 4220-288-9314 or 4220-142-2270. Presently the 307th Bomb Wing has eight of these four-man life rafts which will fit in the life raft compartment of B-47 aircraft. Thirty-seven additional life rafts are now required to equip all B-47 aircraft in this wing. This is an automatic distribution item so no requisitions are outstanding for this item. In view of the safety consideration for crew members deploying on Reflex Action, it is requested that every effort be made to supply this wing with the required number of life rafts.

(2) Nose covers for B-47 aircraft, stock number 2000-234960. A requirement now exists in the 307th Bomb Wing for forty-two each nose covers. Supply difficulty (67-3) letter AFB-4645-20A-FY58-35 was submitted to 8th AF on 6 December 1957. 8th AF message DMS2B3 56713 acknowledged receipt of the supply difficulty letter but to date no further information has been received. Due to the location of this base and the winter season which we are now in with

1-60-C

5

8C-0045

CONFIDENTIAL

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-31 December 1957

the anticipation of much inclement weather, these covers are urgently needed by this wing. Request your assistance to expedite delivery.

b. Personnel:

(a) Manning in the following career fields is considered critical within this wing:

(1) Manning remains critical in AFSC 301X3B. The Wing is authorized twenty-seven airmen at the five level and seven at the three level, with an assigned strength of thirteen at the five level and nine at the three level. There is a projected loss within the next ninety days of three airmen AFSC 301X3B. These losses will reduce our total body strength to nineteen assigned against an authorization of thirty-four.

(2) In AFSC 30173, this Wing continues to be critically manned. The Wing is authorized eleven airmen, AFSC 30173 and has one assigned with no projected input and no projected losses.

(3) The Wing is authorized three 32170B's, three 32170C's and three 32170D's. These positions continue to be unmanned.

(4) In AFSC 323X0C, the Wing is authorized six, three levels, twenty-eight, five levels, and eleven, seven levels with an assigned strength of thirteen, three levels, twenty-five, five levels, and seven, seven levels. There is a known gain of three airmen in this AFSC and a projected loss of fifteen. This will reduce our total body manning to thirty-three assigned against an authorization of forty-five.

(5) In AFSC 40152 there has been no improvement. The Wing is authorized one and has none assigned with no projected input.

(6) There has been no improvement in AFSC 58250. The Wing is authorized two and has none assigned with no projected input.

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-31 December 1957

(7) In AFSC 43131E, this Wing is authorized twenty-five, three levels with one hundred twenty-seven assigned, one hundred and ninety-two, five levels with one hundred and thirty-eight assigned, and ninety-three, seven levels with ninety-six assigned. However, twenty-one airmen with CAFSC 43171E and twenty-two airmen with CAFSC 43151E were recently assigned to this Wing for cross-training from AFSC 43111C. Due to the lack of experience on jet aircraft with over two engines, however, these airmen are doing primarily three level work. As a result, there is a shortage within this Wing of experienced personnel in the 43131E career field.

8. Comments or Recommendation of Wing Commander. (UNCLASSIFIED)

a. Number of crews completing "Pop-Up":

- | | |
|--------------------------|----|
| (1) Mission #1, Phase I. | 10 |
| (2) Mission #2, Phase I. | 1 |
| (3) Mission #3, Phase I. | 1 |
| (4) Mission #4, Phase I. | 1 |

b. Number of crews requiring additional missions in Phase I Training: 41

c. Operational problems encountered during reporting period: The loss of two instructors during December, one to B-52 program and one to Wing Staff, hampered this program somewhat inasmuch as these two instructors had been designated primary pop-up instructors.

d. Maintenance or Materiel problems arising from "Pop-Up". No known difficulties at this time.

9. Ground Training: (UNCLASSIFIED)

a. Phase Training

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

1-60-C

7
CONFIDENTIAL

8C-004F

CONFIDENTIAL

5 SAC-T12, 307th Bombardment Wing (M), 1-31 December 1957

- (2) Cumulative total of above crews that have completed: 24
- (3) Number of crews that were scheduled during December: 8
- (4) Number of crews that attended: 8
- (5) Number of crews that completed: 8
- (6) Number of crews scheduled for January: 8

b. Special Weapons Training:

- (1) Total number of combat ready crews responsible for special weapons academic training in accordance with SAC Regulation 50-24: 32
- (2) Cumulative total of above crews that have completed: 32
- (3) Number of crews that were scheduled during December: 8
- (4) Number of crews that completed: 8
- (5) Number of crews scheduled for January: 8

10. Hi Jinx Tactics:

a.	b.	c.
N-24	No	No
N-25	No	No
N-27	No	No
N-58	No	No
N-59	No	No
N-85	No	No
N-99	No	No

Elkins Read, Jr.
 ELKINS READ, JR.
 Colonel, USAF
 Commander

1-60-c

80-0045

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I														UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL								
														307TH BOMBARDMENT WING (M)	NOVEMBER 1957	1	6	5-SAC-T12								
A. GENERAL				B. BOMBING										C. NAVIGATION												
1	2	3	4	5	6	7	8		9	10		11	12	13	14	15			16	17			18	19	20	21
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NR OF USCGA FLOWS	BOMBER FLOWS	NR AT MACH .81	RADAR ATTACKS CAMERA SCORED		MOUNTAIN OR WINDMILL TARGETS	TOTAL OF ALL TYPES	M-19 NR OF REL.	TOTAL LEGS FLOWN	NIGHT CELESTIAL			DAY CEL NR OF LEGS ACCOMP	CELESTIAL GRID		RADAR GRID	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	
							MACH .81 WITH WIND	FIXED ANGLE					CIRCULAR ERROR (Nautical Miles)	CIRCULAR ERROR (Nautical Miles)	CIRCULAR ERROR (Nautical Miles)											
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58			
L 11	B-47E	01	09	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
L 16	B-47E	NEGATIVE	(NO FLIGHT AS A COMPLETE CREW THIS MONTH)																							
B 37	B-47E	02	15	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
L 40	B-47E	01	10	--	01	--	--	--	--	--	--	--	--	--	--	--	01	23	--	--	--	--	--	--	--	
L 42	B-47E	02	16	--	01	--	--	--	--	--	--	--	--	--	--	--	01	05	--	--	--	--	--	--	--	
L 41		06	50	--	03	--	--	--	--	--	--	--	--	--	--	--	02	--	--	--	--	--	--	--	--	
L 06	B-47E	01	15	--	01	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
L 39	B-47E	05	32	--	01	--	--	--	--	--	--	--	--	--	--	--	01	16	--	--	--	--	--	--	--	
L 43	B-47E	04	27	--	--	--	--	--	--	--	--	--	--	--	--	--	01	16	--	--	--	--	--	--	--	
TOTAL		11	74	--	02	--	--	01	--	--	--	--	--	--	--	--	02	--	--	--	--	--	--	--	--	
L 03	B-47E	03	21	--	01	--	--	--	--	--	--	--	--	--	--	--	01	13	--	--	--	--	--	--	--	
B 08	B-47E	02	16	--	01	--	--	--	--	--	--	01	21	--	--	--	--	--	--	--	--	--	--	--	--	
L 41	B-47E	01	05	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	01	--	--	
L 01	B-47E	05	13	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

be to nearest whole nautical mile. Items 20 & 21 - No entry. pattern procedures. Items 20 & 21 - No entry.

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I											UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL													
											307TH BOMBARDMENT WING (M)	DECEMBER 1957	2	6	5-SAC-T12													
A. GENERAL				B. BOMBING								C. NAVIGATION																
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF BOMBERS FLOWN	4 FLYING TIME	5 NR OF LEGS FLOWN	6 BOMBER STREAMS FLOWN	7 REBOMBS	8 RADAR ATTACKS CAMERA SCORED		9 VISUAL RELEASES		11	12	13	14	15 NIGHT CELESTIAL					17 CELESTIAL GRID			18 RADAR GRID	19 WZ SE 3000 WPT 5000 S	20	21		
							MACH #1 WITH WEA	FIXED ANGLE	U-4	U-4					U-4	U-4	M-19	TOTAL OF ALL TYPES	NR OF REL.	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)						DAY CEL	NR OF LEGS ACCOMP	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)		NR OF LEGS ACCOMP
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54																	
L-41	B-47D	03	26	--	01	--	--	--	--	--	--								01									
L-68	B-47D	01	32	--	--	--	--	--	--	--	--								01	20	--	--	--	--	--	--	--	
L-71	B-47D	03	26	--	01	--	--	--	--	--	--								01	--	--	--	--	--	--	--		
L-75	B-47D	05	43	--	01	--	--	--	--	--	--								01	43	--	--	--	--	--	--		
L-80	B-47D	NEGATIVE	(NO FLIGHT AS A LEAD CREW. UPGRAD 19 DEC 57)																									
L-81	B-47D	NEGATIVE	(NO FLIGHT AS A LEAD CREW. UPGRAD 19 DEC 57)																									
L-85	B-47D	NEGATIVE	(NO FLIGHT AS A LEAD CREW. UPGRAD 19 DEC 57)																									
L-84	B-47D	NEGATIVE	(NO FLIGHT AS A LEAD CREW. UPGRAD 19 DEC 57)																									
TOTAL		26	215	--	05	--	--	--	--	--	--								03									
L-82	B-47D	01	05	--	--	--	--	--	--	--	--																	
R-81	B-47D	03	25	--	01	--	--	--	--	--	--								02	01	16	--	--	--	--	--		
R-85	B-47D	02	14	--	01	--	--	--	--	--	--																	
R-74	B-47D	03	27	--	01	--	--	--	--	--	--								01	27	--	--	--	--	--	--		
R-83	B-47D	03	23	--	--	--	--	--	--	--	--																	
R-84	B-47D	05	38	--	01	--	--	--	--	--	--																	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:
 1. Item 15 - Circular error in nautical miles to nearest whole nautical mile.
 2. Item 18 - Radar grid to nearest whole nautical mile.
 3. Item 19 - WZ SE 3000 WPT 5000 S to nearest whole nautical mile.
 4. Item 20 - Navigation legs accomplished using pressure pattern procedures.
 5. Items 20 & 21 - No entry.

DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I														UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL												
														305TH BOMBARDMENT SQUADRON	June 1957	2	6	5-SAC-T12												
A. GENERAL						B. BOMBING								C. NAVIGATION																
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF SORTIES FLOWN	4 LEGS FLOWN	5 PER USES OF FLOWN	6 BOMBER STREAMS FLOWN	7 RBDY SACU B1	8 RADAR ATTACKS CAMERA SCORED			9 VISUAL RELEASES		11	12	13	14	15 NIGHT CELESTIAL					16 DAY CEL		17 CELESTIAL GRID				18 RADAR GRID	19 NR OF LEGS ACCOMP	20 NR OF LEGS ACCOMP	21
							MACH	FIXED	UNFIXED	TOTAL	M-19					TOTAL	CIRCULAR ERROR	TOTAL	CIRCULAR ERROR	TOTAL	CIRCULAR ERROR	TOTAL	CIRCULAR ERROR	TOTAL	CIRCULAR ERROR					
							ST	ANGLE	UNFIXED	OF ALL	NR OF																			
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58							
R-8	B-47D	01	26													01														
R-9	B-47D	01	07																											
R-12	B-47D	02	14																											
R-13	B-47D	02	13																											
R-14	B-47D	03	16													01														
R-15	B-47D	03	17													01														
R-16	B-47D	03	14													01	13	19												
R-17	B-47D	01	40																			01	01							
R-18	B-47D	04	28													01														
R-19	B-47D	01	2													01	01	17												
R-20	B-47D	05	34																											01
R-27	B-47D	12	11																											
R-52	B-47D	12	11																											
R-77	B-47D	03	26																											
R-79	B-47D	01	08																											
R-80	B-47D	01	10																											

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:
 Item 1-Enter time to nearest whole hour.
 Item 2-Enter time to nearest whole hour.
 Item 3-Enter time to nearest whole hour.
 Item 4-Enter time to nearest whole hour.
 Item 5-Enter time to nearest whole hour.
 Item 6-Enter time to nearest whole hour.
 Item 7-Enter time to nearest whole hour.
 Item 8-Enter time to nearest whole hour.
 Item 9-Enter time to nearest whole hour.
 Item 10-Enter time to nearest whole hour.
 Item 11-Enter time to nearest whole hour.
 Item 12-Enter time to nearest whole hour.
 Item 13-Enter time to nearest whole hour.
 Item 14-Enter time to nearest whole hour.
 Item 15-Enter time to nearest whole hour.
 Item 16-Enter time to nearest whole hour.
 Item 17-Enter time to nearest whole hour.
 Item 18-Enter time to nearest whole hour.
 Item 19-Enter time to nearest whole hour.
 Item 20-Enter time to nearest whole hour.
 Item 21-Enter time to nearest whole hour.
 Item 22-Enter time to nearest whole hour.
 Item 23-Enter time to nearest whole hour.
 Item 24-Enter time to nearest whole hour.
 Item 25-Enter time to nearest whole hour.
 Item 26-Enter time to nearest whole hour.
 Item 27-Enter time to nearest whole hour.
 Item 28-Enter time to nearest whole hour.
 Item 29-Enter time to nearest whole hour.
 Item 30-Enter time to nearest whole hour.
 Item 31-Enter time to nearest whole hour.
 Item 32-Enter time to nearest whole hour.
 Item 33-Enter time to nearest whole hour.
 Item 34-Enter time to nearest whole hour.
 Item 35-Enter time to nearest whole hour.
 Item 36-Enter time to nearest whole hour.
 Item 37-Enter time to nearest whole hour.
 Item 38-Enter time to nearest whole hour.
 Item 39-Enter time to nearest whole hour.
 Item 40-Enter time to nearest whole hour.
 Item 41-Enter time to nearest whole hour.
 Item 42-Enter time to nearest whole hour.
 Item 43-Enter time to nearest whole hour.
 Item 44-Enter time to nearest whole hour.
 Item 45-Enter time to nearest whole hour.
 Item 46-Enter time to nearest whole hour.
 Item 47-Enter time to nearest whole hour.
 Item 48-Enter time to nearest whole hour.
 Item 49-Enter time to nearest whole hour.
 Item 50-Enter time to nearest whole hour.
 Item 51-Enter time to nearest whole hour.
 Item 52-Enter time to nearest whole hour.
 Item 53-Enter time to nearest whole hour.
 Item 54-Enter time to nearest whole hour.
 Item 55-Enter time to nearest whole hour.
 Item 56-Enter time to nearest whole hour.
 Item 57-Enter time to nearest whole hour.
 Item 58-Enter time to nearest whole hour.
 Item 59-Enter time to nearest whole hour.
 Item 60-Enter time to nearest whole hour.
 Item 61-Enter time to nearest whole hour.
 Item 62-Enter time to nearest whole hour.
 Item 63-Enter time to nearest whole hour.
 Item 64-Enter time to nearest whole hour.
 Item 65-Enter time to nearest whole hour.
 Item 66-Enter time to nearest whole hour.
 Item 67-Enter time to nearest whole hour.
 Item 68-Enter time to nearest whole hour.
 Item 69-Enter time to nearest whole hour.
 Item 70-Enter time to nearest whole hour.
 Item 71-Enter time to nearest whole hour.
 Item 72-Enter time to nearest whole hour.
 Item 73-Enter time to nearest whole hour.
 Item 74-Enter time to nearest whole hour.
 Item 75-Enter time to nearest whole hour.
 Item 76-Enter time to nearest whole hour.
 Item 77-Enter time to nearest whole hour.
 Item 78-Enter time to nearest whole hour.
 Item 79-Enter time to nearest whole hour.
 Item 80-Enter time to nearest whole hour.
 Item 81-Enter time to nearest whole hour.
 Item 82-Enter time to nearest whole hour.
 Item 83-Enter time to nearest whole hour.
 Item 84-Enter time to nearest whole hour.
 Item 85-Enter time to nearest whole hour.
 Item 86-Enter time to nearest whole hour.
 Item 87-Enter time to nearest whole hour.
 Item 88-Enter time to nearest whole hour.
 Item 89-Enter time to nearest whole hour.
 Item 90-Enter time to nearest whole hour.
 Item 91-Enter time to nearest whole hour.
 Item 92-Enter time to nearest whole hour.
 Item 93-Enter time to nearest whole hour.
 Item 94-Enter time to nearest whole hour.
 Item 95-Enter time to nearest whole hour.
 Item 96-Enter time to nearest whole hour.
 Item 97-Enter time to nearest whole hour.
 Item 98-Enter time to nearest whole hour.
 Item 99-Enter time to nearest whole hour.
 Item 100-Enter time to nearest whole hour.

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I														UNIT	MONTH					PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL							
														307TH BOMBARDMENT GROUP USAF	FEBRUARY 1951					4	6	5-SAC-112							
A. GENERAL				B. BOMBING										C. NAVIGATION															
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF LEGS FLOWN	4 TOTAL TIME FLOWN	5 NR OF LEGS FLOWN	6 BOMBER TYPE NR FLOWN	7 RBT NR MAU	8 RADAR ATTACKS CAMERA SCORED		9 VISUAL RELEASES		11	12	13	14	15 NIGHT CELESTIAL					16 DAY CEL	17 CELESTIAL GRID			18 RADAR GRID	19 NR OF LEGS ACCOMP	20	21		
							33-35	37-39	41-43	45-47					49-51	53-54	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)				TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)					NR OF LEGS ACCOMP	
		05	41	--	01	--	--	01	--	--							01	02	15	17	--								
		04	35	--	--	--	--	--	--	--							01	04	25	--	--								
		02	15	--	--	--	--	--	04	--							--	01	31	--	--								
		05	30	--	--	--	--	--	--	--							01	--	--	--	--								
		03	24	--	--	--	--	--	--	--							01	16	--	--	--	01	--	--	--	01	--		
		01	08	--	--	--	--	--	--	--							--	--	--	--	--	--	--	--	--	--	--		
		73	545	--	06	--	--	02	04	--							09	--	--	--	09	11	--	--	--	02	04		
		04	32	--	01	--	--	--	--	--							--	02	13	21	--	--							
		05	37	--	--	--	--	03	--	--							--	03	01	07	--	--					01		
		01	07	--	--	--	--	--	--	--							--	--	--	--	--	--	--	--	--	--	--		
		05	41	--	--	--	--	--	--	--							--	01	--	--	--	--	--	--	--	--	01	--	
		03	21	--	--	--	--	--	--	--							--	--	--	--	--	--	--	--	--	--	--		
		04	29	--	--	--	--	--	--	--							--	--	--	--	--	--	--	--	--	--	--		
		05	39	--	--	--	--	--	--	--							--	02	--	--	--	--	--	--	--	--	01		
		27	206	--	01	--	--	03	--	--							05	17	--	--	--	01	--	--	--	01	04		

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

be to nearest whole nautical mile. Navigation legs accomplished using pressure pattern procedure. Items 20 & 21 - No entry.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I														UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL									
														307TH BOMBARDMENT SQ (M)	SEPTEMBER 1957	5	6	5-SAC-T12									
A. GENERAL						B. BOMBING								C. NAVIGATION													
1	2	3	4	5	6	7	8		9	10	11	12	13	14	15				16	17			18	19	20	21	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF BOMBERS FLOWN	FLYING TIME	NR OF LEGS FLOWN	BOMBER STREAMS FLOWN	MACH NO. AT 10000 FT	RADAR ATTACKS CAMERA SCORED		VISUAL ATTACKS SCORED	TOTAL OF ALL TYPES	VISUAL RELEASES		TOTAL LEGS FLOWN	NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID			RADAR GRID	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	NR OF LEGS ACCOMP	
							MACH 81 WITH IBDA	FIXED ANGLE			M-19	NR OF REL.		TOTAL	CIRCULAR ERROR (Nautical Miles)	TOTAL	CIRCULAR ERROR (Nautical Miles)		41-43	45-47	49-51						52-54	56-58
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58				
WING TOTAL		143	1090	-	17	--	--	07	04	--	--	12	--	--	--	--	17	20	--	--	--	04	06				
XXXX		10	68	--	--	--	--	--	--	--	--	03	--	--	--	--	03	01	--	--	--	--	--				
XXXX		--	--	--	--	--	--	--	--	--	--	16	--	--	--	--	06	--	--	--	--	03	03				
XXXX		07	50	--	--	--	--	--	--	--	--	02	--	--	--	--	03	02	--	--	--	01	--				
WING TOTAL		17	118	--	--	--	--	--	--	--	--	21	--	--	--	--	06	09	--	--	--	04	03				
1098	AC 111	STICHTA	TRM	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1.	APPROX NO CREW STAFFED:		SELECT	2.0	LOAD	10.0	OPER READY	03.4	NON-READY	6.6																	
2.	APPROX NO CREW AVAILABLE:		SELECT	2.0	LOAD	3.0	OPER READY	14.7	NON-READY	7.3																	
3.	APPROX NO OF STANDARDIZATION OF THIS REPORT CREW'S ASSIGNED:																										
			(STANDARD)	SELECT	2.0	LOAD	4.0	OPER READY	0.0																		
			(INSTRUCTOR)	SELECT	3.0	LOAD	3.0	OPER READY	0.0																		
4.	APPROX NO OF STAFF STANDING IN INSTRUCTOR POSITION AVAILABLE:																										
			(STANDARD)	SELECT	1.0	LOAD	4.0	OPER READY	0.0																		

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

pattern procedures. Items 20 & 21 - No entry.

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I														UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL									
														307TH BOMBARDMENT				5-SAC-112									
A. GENERAL						B. BOMBING								C. NAVIGATION													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15. NIGHT CELESTIAL				16. DAY CEL	17. CELESTIAL GRID			18. RADAR GRID	19	20	21		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF LEGS FLOWN	FLYING TIME	NR OF LEGS FLOWN	BOMBING STREAMS FLOWN	NR OF LEGS FLOWN	RADAR ATTACKS SCORED	MACH ST WITH IRDA	FIXED ANGLE	NR OF LEGS FLOWN	VISUAL RELEASES	TOTAL OF ALL TYPES	NR OF REL.	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)				NR OF LEGS ACCOMP	TOTAL LEGS FLOWN	CIRCULAR ERROR (Nautical Miles)			NR OF LEGS ACCOMP	BOMBING PATTERN		
6-10	11-15	17-19	21-23	26-27	30-31	33-35	37-39	41-43	45-47	49-51	53-54			13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58		
<p>INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:</p> <p>1. Radar attacks scored during the mission only.</p> <p>2. Radar attacks scored during the mission only.</p> <p>3. Radar attacks scored during the mission only.</p> <p>4. Radar attacks scored during the mission only.</p> <p>5. Radar attacks scored during the mission only.</p> <p>6. Radar attacks scored during the mission only.</p> <p>7. Radar attacks scored during the mission only.</p> <p>8. Radar attacks scored during the mission only.</p> <p>9. Radar attacks scored during the mission only.</p> <p>10. Radar attacks scored during the mission only.</p> <p>11. Radar attacks scored during the mission only.</p> <p>12. Radar attacks scored during the mission only.</p> <p>13. Radar attacks scored during the mission only.</p> <p>14. Radar attacks scored during the mission only.</p> <p>15. Radar attacks scored during the mission only.</p> <p>16. Radar attacks scored during the mission only.</p> <p>17. Radar attacks scored during the mission only.</p> <p>18. Radar attacks scored during the mission only.</p> <p>19. Radar attacks scored during the mission only.</p> <p>20. Radar attacks scored during the mission only.</p> <p>21. Radar attacks scored during the mission only.</p> <p>22. Radar attacks scored during the mission only.</p> <p>23. Radar attacks scored during the mission only.</p> <p>24. Radar attacks scored during the mission only.</p> <p>25. Radar attacks scored during the mission only.</p> <p>26. Radar attacks scored during the mission only.</p> <p>27. Radar attacks scored during the mission only.</p> <p>28. Radar attacks scored during the mission only.</p>																											

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT				MONTH		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL															
107TH BOMBARDMENT SQUADRON										DECEMBER 1951		1	5	5-SAC-T12																			
A. GENERAL	B. REFUELING (Enter hourly and above)							C. REFUELING (Non-combat ready crews)		D. OBT CONTACTS		E. RADAR RENDEZVOUS						F. GUNNERY															
1 CREW NUMBER	2 TOTAL REFUELINGS		3 MAX GROSS WEIGHT		4 OPT. HPLG GROSS WT 30 MINUTES CONTACT		5 NR OF SUCCESSFUL REFUELING MISSIONS	6	7	8	9	10	11 ONE TANKER 30 MINUTES CONTACT		12 MAXIMUM HPLIGHT GROSS WT		13	14	15 TOTAL RENDEZVOUS		16 DURING DARKNESS		17 AN/APN-12/76 RENDEZVOUS		18 APN/59 RENDEZVOUS		19 TOTAL NO. OF MAXIMUM LOAD MISSIONS	20 PER CENT FIRE-OUT MAXIMUM LOAD				FIGHTER ATTACK MISSIONS	
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.		ATT.
6-39	13-15	17-19	23-25	26-27	28-31	34-35	37-38						61-62	64-65	67-68	70-71	13-15		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		
L-11	--	--	--	--	--	--	--						--	--	--	--		--	--	--	--	--	--	--	--	01	95	--	--	--	--		
L-16	SEE PART I																																
S-37	--	--	--	--	--	--	--						--	--	--	--	08		01	01	--	--	--	--	01	01	--	--	--	--	--		
L-40	--	--	--	--	--	--	--						--	--	--	--			--	--	--	--	--	--	--	01	100	--	--	--	--		
L-66	--	--	--	--	--	--	--						--	--	--	--			--	--	--	--	--	--	--	01	70	--	--	--	--		
SUB TOTAL	--	--	--	--	--	--	--						--	--	--	--	08		01	01	--	--	--	--	01	01	03	--	--	--	--		
L-06	--	--	--	--	--	--	--						--	--	--	--			--	--	--	--	--	--	--	01	100	--	--	--	--		
L-39	01	01	01	01	01	01	--						--	--	--	--			01	01	01	01	--	--	01	01	01	100	--	--	--		
L-43	03	03	02	02	01	01	--						--	--	--	16			02	02	01	01	01	01	--	--	--	--	--	--	--		
SUB TOTAL	04	04	03	03	02	02	--						--	--	--	16			03	03	02	02	01	01	01	01	02	--	--	--	--		
L-07	--	--	--	--	--	--	--						--	--	--	--			--	--	--	--	--	--	--	01	100	--	--	--	--		
S-08	--	--	--	--	--	--	--						--	--	--	--			--	--	--	--	--	--	--	01	100	--	--	--	--		
L-11	--	--	--	--	--	--	--						--	--	--	--			--	--	--	--	--	--	--	--	--	--	--	--	--		
L-31	01	01	--	--	01	01	--						--	--	--	09			01	01	01	01	01	01	01	--	--	01	100	--	--		

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. ALL OTHERS ARE OBSOLETE. PREVIOUS EDITIONS ARE OBSOLETE. FC 200. SEG maximum load mission meeting prescribed & (most will be included & those SEG maximum load mission meeting prescribed & (most will be included. Those SEG missions not meeting prescribed & (most will be excluded.

DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II											UNIT 307TH BOMBARDMENT TFW (AS)				MONTH 12 1954		PAGE NR		NR OF PAGES 5		REPORTS CONTROL SYMBOL 5-SAC-T12															
A. GENERAL		B. REFUELING (Combat Ready and above)										C. REFUELING (Non-combat ready status)				D. CONTACTS				E. RADAR RENDEZVOUS						F. GUNNERY										
CREW NUMBER	TOTAL REFUELINGS		MAX GROSS WEIGHT NIGHT		OPT. IN-FLIGHT GROSS WT 15 MINUTES CONTACT		OPT. IN-FLIGHT GROSS WT 30 MINUTES CONTACT		OPT. IN-FLIGHT GROSS WT 45 MINUTES CONTACT		OPT. IN-FLIGHT GROSS WT 60 MINUTES CONTACT		ONE TANKER 30 MINUTES CONTACT		MINIMUM IN-FLIGHT GROSS WT		NUMBER OF REFUELING CONTACTS		TOTAL RENDEZVOUS		DURING DARKNESS		AM/APN-12/76 RENDEZVOUS		APN/69 RENDEZVOUS		TOTAL NR OF MAX LOAD MISSIONS		PER CENT FIRE-OUT MAXIMUM LOAD				FIGHTER FIGHTER MISSIONS			
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34		
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39							01-02	04-05	07-08	10-11	13-15		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				
L-41	01	01	01	01	--	--	--							05					01	01	01	01	01	01	--	--	02	100	100	--	--					
L-68	01	01	--	--	01	01	--							16					01	01	--	--	--	--	01	01	--	--	--	--	--	--				
S-71	--	--	--	--	--	--	--							--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--			
L-75	01	01	01	01	01	01	--							04					01	01	--	--	01	01	--	--	01	100	--	--	--	--	01			
L-09	SEE PART I																																			
L-51	SEE PART I																																			
L-55	SEE PART I																																			
L-74	SEE PART I																																			
SUB TOTAL	04	04	01	01	03	03	--							34					01	01	02	02	03	03	01	01	06	--	--	--	--	01				
R-09	--	--	--	--	--	--	--							--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--			
R-51	--	--	--	--	--	--	--							--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--			
R-55	--	--	--	--	--	--	--							--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	28	--	--	--	--			
R-74	01	01	01	01	--	--	--							20					01	01	01	01	01	01	--	--	01	100	--	--	--	--				
R-13	01	01	01	01	--	--	--							--	--	--	--	--	02	02	02	02	--	--	--	--	--	--	--	--	--	--	--			
R-15	01	01	01	01	--	--	--							06					--	--	--	--	--	--	--	--	01	100	--	--	--	--				

INSTRUCTIONS EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957.
All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

Maximum load missions meeting prescribed & timeout will be included. Those SEG maximum load missions meeting prescribed & timeout will be included. Those SEG missions not meeting prescribed & timeout will be excluded.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDWIN JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT				MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL														
										MEDWIN BOMBARDMENT AIR TRAINING				DECEMBER 1957		3		5		5-SAC-T12														
A. GENERAL										B. REFUELING (Crewer loads and stores)				C. REFUELING (One-combat ready crews)				D. DRY CONTACTS				E. RADAR RENDEZVOUS				F. GUNNERY								
1 CREW NUMBER	2 TOTAL REFUELINGS		3 MAX GROSS WEIGHT NIGHT		4 OPT. INF-LIGHT GROSS WT. 30 MINUTES CONTACT		5 OPT. INF-LIGHT MAX GROSS WT. 30 MINUTES CONTACT	6	7	8	9	10	11 ONE TANKER 30 MINUTES CONTACT		12 MAXIMUM INF-LIGHT GROSS WT		13 % OF MAXIMUM GROSS WT. FOR 30 MINUTES CONTACT	14	15 TOTAL RENDEZVOUS		16 DURING DARKNESS		17 AN/APN-12/76 RENDEZVOUS		18 APN/59 RENDEZVOUS		19 TOTAL NR OF MAXIMUM LOAD MISSIONS	20 PER CENT FIRE-OUT MAXIMUM LOAD		21 TOTAL NR OF MAXIMUM LOAD MISSIONS				
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39						61-62	64-65	67-68	70-71	33-35		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			
R-18	03	03	--	--	03	03	--									60		05	05	01	01	05	05	--	--	--	--	--	--	--	--			
R-19	--	--	--	--	--	--	--												--	--	--	--	--	--	--	--	--	--	--	--	--	--		
R-22	02	02	--	--	02	02	--										08		01	01	--	--	01	01	--	--	--	--	--	--	--	--		
R-23	--	--	--	--	--	--	--												--	--	--	--	--	--	--	--	--	--	--	--	--	--		
R-26	02	02	--	--	02	02	--										20		02	02	02	02	01	01	--	--	--	--	--	--	--	--		
R-48	--	--	--	--	--	--	--												--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
R-50	--	--	--	--	--	--	--												--	--	--	--	--	--	--	--	01	96	--	--	--	--		
R-52	--	--	--	--	--	--	--												--	--	--	--	--	--	--	--	01	100	--	--	--	--		
R-53	01	01	--	--	01	01	--									16		01	01	01	01	01	01	--	--	01	100	--	--	--	--	--		
R-54	01	01	--	--	01	01	--												01	01	01	01	--	--	--	--	--	--	--	--	--	--	--	
R-56	--	--	--	--	--	--	--												--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
R-57	--	--	--	--	--	--	--												--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-62	SEE PART I																																	
R-77	02	02	01	01	01	01	--									06		01	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--
R-79	--	--	--	--	--	--	--												--	--	--	--	--	--	--	--	01	99	--	--	--	--	--	--
R-80	--	--	--	--	--	--	--												--	--	--	--	--	--	--	--	01	100	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SEGS - GUNNERY maximum load missions meeting prescribed % fireout will be indicated. Those SEG missions not meeting prescribed % fireout will be excluded.

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT 30TH BOMBARDMENT WING (M)				MONTH DECEMBER 1957		PAGE NR 4	NR OF PAGES 5	REPORTS CONTROL SYMBOL 5-SAC-T12													
A. GENERAL		B. REFUELING (Combat Ready and above)								C. REFUELING (Non-combat ready crews)				D. DRY CONTACTS		E. RADAR RENDEZVOUS				F. GUNNERY											
1 CREW NUMBER	2 TOTAL REFUELINGS		3 MAX GROSS WEIGHT NIGHT		4 OPT. IN-FLY GROSS WT 20 MINUTES CONTACT		5 U.S. AIR FORCE REPAIR MISSION	6	7	8	9	10	11 ONE TANKER 20 MINUTES CONTACT		12 MAXIMUM IN-FLIGHT GROSS WT		13 NO. OF REPAIR GROSS WT	14	15 TOTAL RENDEZVOUS		16 DURING DARKNESS		17 AN/APN-12/76 RENDEZVOUS		18 APN/59 RENDEZVOUS		19 TOTAL NO. OF MAXIMUM LOAD MISSIONS	PER CENT FIRE-OUT MAXIMUM LOAD		20 FIGHTER ATTACK MISSIONS	
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.		ATT.
6-30	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15		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
R-81	01	01	--	--	01	01	--						--	--	--	--			--	--	--	--	--	--	--	01	100	--	--	--	
R-82	--	--	--	--	--	--	--						--	--	--	--			--	--	--	--	--	--	--	01	67	--	--	--	
R-83	--	--	--	--	--	--	--						--	--	--	--			--	--	--	--	--	--	--	--	--	--	--	--	02
R-84	--	--	--	--	--	--	--						--	--	--	--			--	--	--	--	--	--	--	--	--	--	--	--	01
R-86	01	01	--	--	01	01	--												01	01	--	--	--	--	--	--	--	--	--	--	
R-20	--	--	--	--	--	--	--												--	--	--	--	--	--	--	--	--	--	--	--	
SUB TOTAL	16	16	04	04	12	12	--						--	--	--	--	136		15	15	02	02	02	02	--	12	--	--	--	--	01
N-24	--	--	--	--	--	--	--						--	--	--	--			--	--	--	--	--	--	--	01	100	--	--	--	
N-25	--	--	--	--	--	--	--						01	01	--	--	18		02	02	01	01	01	01	--	--	--	--	--	--	
N-27	--	--	--	--	--	--	--						01	01	--	--	15		--	--	--	--	--	--	--	--	--	--	--	--	
N-58	--	--	--	--	--	--	--						02	02	--	--	17		--	--	--	--	--	--	--	--	--	--	--	--	
N-59	--	--	--	--	--	--	--						02	02	--	--	30		--	--	--	--	--	--	--	--	--	--	--	--	
N-85	--	--	--	--	--	--	--						01	01	--	--	01		--	--	--	--	--	--	--	--	--	--	--	--	
N-99	--	--	--	--	--	--	--						--	--	--	--			--	--	--	--	--	--	--	--	--	--	--	--	
SUB TOTAL	--	--	--	--	--	--	--						--	--	--	--	81		02	02	01	01	01	01	--	01	--	--	--	--	01

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions: 1. 19-SEG maximum load missions meeting prescribed % fireout will be included in total. 2. 19-SEG maximum load missions not meeting prescribed % fireout will also be indicated. Those SEG missions not meeting prescribed % fireout will be included.

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT				MONTH		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL													
MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										309TH BOMBARDMENT WING (M)				DECEMBER 1957		5	5	5-SAC-T12													
A. GENERAL										C. REFUELING (Non-combat ready crews)				D. DRY CONTACTS		E. RADAR RENDEZVOUS				F. GUNNERY											
1 CREW NUMBER	2 TOTAL REFUELINGS		3 MAX GROSS WEIGHT NIGHT		4 OPT. INF-LT GROSS WT 30 MINUTES CONTACT		5 NR OF SUCC. REAR SUPP. REAR SUPP. MISSIONS	6	7	8	9	10	11 ONE TANKER 30 MINUTES CONTACT		12 MAXIMUM INF-FLIGHT GROSS WT		13 NUMBER OF DRY CONTACTS	14	15 TOTAL RENDEZVOUS		16 DURING DARKNESS		17 AN/APN-12/76 RENDEZVOUS		18 APN/69 RENDEZVOUS		19 TOTAL NR OF REAR SUPP. MISSIONS	20 PER CENT FIRE-OUT MAXIMUM LOAD		21 FIGHTER ATTACK MISSIONS	
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.							ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.		ATT.
6-10	13-15	17-19	22-23	26-27	30-31	34-35	37-39						61-62	64-65	67-68	70-71	13-15	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	
WING TOTAL	24	24	08	08	17	17	--						07	07	--	--	194	25	25	14	04	14	14	03	03	01	--			05	
XXXXX	01	01	--	--	01	01	--						05	05	--	--	100	08	08	02	02	08	08	--	--	--	--	--	--	--	
COMBAT R PRACT	--	--	--	--	--	--	--						--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NON R PRACT	--	--	--	--	--	--	--						--	--	--	--	53	04	04	04	04	04	04	--	--	--	--	--	--	--	--
SUB TOTAL	01	01	--	--	01	01	--						05	05	--	--	153	12	12	06	06	12	12	--	--	--	--	--	--	--	--

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions: SECTION 11 - MAXIMUM INF-FLIGHT GROSS WT - SEG maximum load missions meeting prescribed & amount will be included in this report will also be indicated. Those SEG missions not meeting prescribed & amount will be excluded.

DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(When Filled In)

MEDRM JET BOMBARDMENT AIR TRAINING REPORT - PART III														UNIT				MONTH				PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL						
														307TH BOMBARDMENT WING (M)				DECEMBER 1957				1		5		5-SAC-T12						
A. GENERAL	B. ECZ							C. FORMATION			D. PILOT PROFICIENCY								E. CREW REQUIREMENTS													
1 CREW NUMBER	2 BIG SNOW		3 LITTLE SNOW		4 LITTLE RIVER		5 OCCASIONAL REMARKS (Use DURING REPORTING PERIOD)	6 REP OR CHART NO. (If Applicable)	7 REMARKS (If Applicable)	8 TOTAL HOURS FLOWN	9 HOURS ABOVE 10,000'	10 HOURS BELOW 10,000'	11 TAKE-OFFS		12 LANDINGS		13 ILS OR GCA		14 PPI APPROACHES		15 GYRO-OUT APPROACHES		16 ATO	17 AVERAGE DIRECTION APPROACH	18 IN "COMBAT" STATUS (If Applicable)	19 EMERGENCY PROCEDURE DELTA CHECKS	20 AIR REASON FOR MISSIONS	21 AIR REASON (IN FLIGHT)	22 NUMBER OF RIGHT CELL MISSES BELOW	23 INSTRON TAKEOFFS		
	RUNS ACCOMPLISHED	POINTS ACCOMPLISHED	RUNS ACCOMPLISHED	POINTS ACCOMPLISHED	RUNS ATT.	WMS RECD.							ACCDN	AC	CP	AC	CP	AC	CP	AC	CP	AC									CP	AC	CP
6-30	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43		45-47	49-51	52-54	13-15	18-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	
1-11	--	--	01	10	--	--	--	--	--	--	--	--	01	--	01	--	--	--	--	--	--	--	01	01	JUL	01	--	--	--	01		
1-16	+SEP PART I																															
5-37	--	--	--	--	--	--	--	--	--	--	--	--	04	02	05	02	01	03	--	--	--	--	--	--	--							
1-40	--	--	02	21	--	--	--	--	--	--	--	--	02	--	02	--	01	--	--	--	--	--	--	--								
1-06	03	27	01	11	--	--	--	--	--	--	--	--	04	--	04	--	03	04	--	--	--	--	--	01	--	DEC	01	--	--	--	01	
SUB TOTAL	12	87	03	56	--	--	--	--	--	--	--	--	13	02	12	01	05	04	--	--	--	--	--	02	01	--	02	--	--	--	01	
1-05	--	--	01	07	--	--	--	--	--	--	--	--	02	--	02	--	02	--	--	--	--	--	--	01	--	APR	--	--	--	--	01	
1-39	--	--	01	26	--	--	--	--	--	--	--	--	15	04	15	04	02	04	--	--	--	--	--	01	--	DEC	--	--	--	--	01	
1-41	--	--	--	--	--	--	--	--	--	--	--	--	08	05	08	05	02	--	01	--	--	--	--	02	--	NOV	--	--	--	--	01	
SUB TOTAL	--	--	01	26	--	--	--	--	--	--	--	--	25	09	25	09	04	04	07	--	--	--	--	04	--	--	--	--	--	--	--	01
1-03	--	--	01	27	--	--	--	--	--	--	--	--	01	--	01	--	03	--	--	--	--	--	--	01	--	JUL	--	--	--	--	01	
5-06	--	--	01	00	--	--	--	--	--	--	--	--	06	--	06	--	01	--	--	--	--	--	--	--	--	MAR	--	--	--	--	01	
1-24	--	--	--	--	--	--	--	--	--	--	--	--	01	--	01	--	--	--	--	--	--	--	--	01	01	01	SEP	01	--	--	--	01
1-36	--	--	01	27	--	--	--	--	--	--	--	--	02	02	02	01	04	01	--	--	--	--	--	--	01	--	DEC	01	--	--	--	01

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION E - Crew Requirements. Item 17 - Enter time to nearest whole hour.

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III										UNIT 10TH BOMBARDMENT WING (M)				MONTH DECEMBER 1957				PAGE NR 3	NR OF PAGES 6	REPORTS CONTROL SYMBOL 5-SAC-T12																				
A. GENERAL		B. ECM							C. FORMATION			D. PILOT PROFICIENCY								E. CREW REQUIREMENTS																				
1 CREW NUMBER	2 BIG SNOW		3 LITTLE SNOW		4 LITTLE RIVER		5 RUMS ACCOMP	6 RUMS ATT.	7 RUMS SUCC.	8 TOTAL HOURS FLOWN	9 HOURS ABOVE 10,000'	10 HOURS BELOW 10,000'	11 NUMBER OF DAYS ON MISSION	12 TAKE-OFFS		13 LANDINGS		14 ILS OR GCA		15 RPI APPROACHES		16 GYRO-OUT APPROACHES		17 ATD	18 ABOVE DIRECTED APPROACH	19 PROB OF SUCCESS IN COMBAT	20 STAND BY	21 UNRELIABLE	22 DUALS	23 WEAPON PROCEDURE	24 AIR WEAPON	25 NUMBER OF AIR WEAPONS	26 NUMBER OF NIGHT CELL MISSIONS	27 WATER FLOWN	28 WATER TAKEOFFS					
	RUNS ACCOMP	POINTS ACCORDED	RUNS ACCOMP	POINTS ACCORDED	RUNS ATT.	RUNS SUCC.								AC	CP	AC	CP	AC	CP	AC	CP	AC	CP													AC	CP			
6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45		46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	86-90	91-95	96-100	101-105	106-110	111-115	116-120	121-125	126-130	131-135	136-140	141-145	146-150	151-155	156-160	161-165	166-170	171-175	176-180	181-185	186-190	191-195	196-200	
I-47	01	12	04	11	--	--	--		--	--	--	--	01	01	01	01	01	--	--	--	--	--	01	01	NOV	01	--	--	--	--	--	--	--	--	--	--	01			
I-58	01	15	--	--	--	--	--		--	--	--	--	10	03	10	03	--	--	--	--	--	01	--	01	NOV	01	--	--	--	--	--	--	--	--	--	--	--	01		
I-71	--	--	--	--	--	--	--		--	--	--	--	01	--	03	--	05	01	--	--	--	--	01	--	DEC	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
I-75	05	74	01	27	01	01	01		--	--	--	--	05	--	05	--	05	03	--	--	--	--	01	--	DEC	--	--	--	--	--	--	--	--	--	--	--	--	--		
I-09	SEE PART I																								SEP															
I-51	SEE PART I																								JUL															
I-55	SEE PART I																								JUL															
I-74	SEE PART I																								SEP															
SUB TOTAL	07	101	06	122	03	01	01	01	--	--	--	--	35	00	35	00	30	01	--	--	--	--	01	06	01	--	01	--	--	--	--	--	--	--	--	--	--	01		
R-09	--	--	--	--	--	--	--		--	--	--	--	01	--	01	--	03	--	--	--	--	--	01	--	SEP	--	--	--	--	--	--	--	--	--	--	--	--	--		
R-52	--	--	01	27	--	--	--		--	--	--	--	01	01	01	01	01	01	--	--	--	--	01	01	JUL	01	--	--	--	--	--	--	--	--	--	--	--	--		
R-5	--	--	01	10	--	--	--		--	--	--	--	01	--	02	--	01	--	--	--	--	--	01	--	JUL	--	--	--	--	--	--	--	--	--	--	--	--	--		
R-11	--	--	02	51	--	--	--		--	--	--	--	03	01	03	01	--	01	--	--	--	--	02	--	SEP	02	--	--	--	--	--	--	--	--	--	--	--	--		
R-12	--	--	--	--	--	--	--		--	--	--	--	03	--	03	--	--	--	--	--	--	--	03	--	NOV	05	--	--	--	--	--	--	--	--	--	--	--	--		
R-15	--	--	01	27	--	--	--		--	--	--	--	06	02	06	02	07	01	02	02	--	--	06	02	DEC	01	--	--	--	--	--	--	--	--	--	--	01			

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION E - Crew Requirements. Row 17 - Enter time to nearest whole hour.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III										UNIT	MONTH					PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL															
										307TH BOMBARDMENT WING (M)	DECEMBER 1957					3	5	5-SAC-T12															
A. GENERAL		B. ECM					C. FORMATION			D. PILOT PROFICIENCY							E. CREW REQUIREMENTS																
1 CREW NUMBER	2 BIG SHOW		3 LITTLE SHOW		4 LITTLE RIVER		5 REAR COURSE	6 REAR COURSE	7 REAR COURSE	8 TOTAL HOURS FLOWN	9 HOURS ABOVE 20,000'	10 HOURS BELOW 20,000'	11 TAKE-OFFS		12 LANDINGS		13 I/S OR GCA		14 PPI APPROACHES		15 GYRO-OUT APPROACHES		16 ATO	17 AIRBORNE WEAPON APPROACH	18 HOURS OF WEAPON POSITION	19 MONTH LAST CHECK RUCG COMPLETE	20 EMERGENCY PROBLEMS	21 AIR WEAPON SIMULATOR	22 AIR WEAPONS (IN FLIGHT)	23 NUMBER OF MISSIONS FLOWN	24 WATER INJECTION T/1000LBS		
	REAR ACCOMP	POINTS ACCOMP	REAR ACCOMP	POINTS ACCOMP	REAR ATTY.	REAR SWCC.							AC	CP	AC	CP	AC	CP	AC	CP	AC	CP										AC	CP
6-8	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	57-59	61-63	65-67	69-71	73-75	77-79	81-83	85-87	89-91	93-95	97-99	101-103	105-107	109-111	113-115	117-119	121-123	125-127	129-131	133-135	137-139	141-143
R-15	-	-	-	-	-	-	-	-	-	-	-	-	06	-	06	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	01
R-19	01	27	-	-	-	-	-	-	-	-	-	-	01	-	01	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	01
R-22	-	-	-	-	-	-	-	-	-	-	-	-	02	-	02	-	03	-	-	-	-	-	-	02	01	OCT	02	-	-	-	-	-	-
R-23	-	-	-	-	-	-	-	-	-	-	-	-	02	-	02	-	02	-	-	-	-	-	-	01	02	AUG	01	-	-	-	-	-	-
R-26	-	-	-	-	-	-	-	-	-	-	-	-	03	-	03	-	02	-	-	-	-	-	-	01	02	SEP	02	-	-	-	-	-	-
R-48	-	-	-	-	-	-	-	-	-	-	-	-	05	-	05	-	01	-	-	01	01	01	01	05	-	-	-	-	-	-	-	-	01
R-50	-	-	01	27	-	-	-	-	-	-	-	-	03	-	03	-	04	-	-	01	01	01	01	05	-	-	-	-	-	-	-	-	01
R-52	-	-	-	-	-	-	-	-	-	-	-	-	02	-	02	-	02	-	01	-	-	-	-	01	01	OCT	02	-	-	-	-	-	-
R-53	01	27	-	-	-	-	-	-	-	-	-	-	04	-	04	-	-	-	-	-	-	-	-	05	04	AUG	04	-	-	-	-	-	-
R-54	02	48	-	-	-	-	-	-	-	-	-	-	03	-	03	-	-	-	-	-	-	-	-	01	JUL	02	-	-	-	-	-	-	-
R-56	01	04	-	-	-	-	-	-	-	-	-	01	04	-	04	-	05	05	-	01	-	-	-	04	03	AUG	06	-	-	-	-	-	03
R-57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SEP	-	-	-	-	-	-	-
R-62	01	25	01	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	NOV	-	-	-	-	-	-	-
R-77	01	27	02	54	-	-	-	-	-	-	-	-	02	01	02	01	03	03	-	01	-	-	-	-	-	DEC	03	-	-	-	-	-	01
R-79	-	-	01	18	-	-	-	-	-	-	-	-	01	-	01	-	01	-	-	-	-	-	-	01	01	MAR	01	-	-	-	-	-	01
R-80	-	-	01	27	-	-	-	-	-	-	-	-	01	-	01	-	01	-	-	-	-	-	-	01	-	JUL	-	-	-	-	-	-	01

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 JAN 57.
All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION E - Crew Requirements.
Item 17 - Enter time to nearest whole hour.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDWIN JET BOMBARDMENT A2Z TRAINING REPORT - PART III															UNIT					MONTH				PAGE NR		NR OF PAGES			REPORTS CONTROL SYMBOL							
MEDWIN JET BOMBARDMENT A2Z TRAINING REPORT - PART III															307TH BOMBARDMENT WING (M)					DECEMBER 1951				4		5			5-SAC-T12							
A. GENERAL	B. ECM							C. PERFORMANCE			D. PILOT PROFICIENCY							E. CREW REQUIREMENTS																		
CREW NUMBER	BIG SHOW		LITTLE SHOW		LITTLE RIVER		2-3-4-5 REAR SEAT CANNON DUAL EJECT SEAT RETRACT UNIT (When Deployed)	TOTAL MILES FLYING	HOURS MILES FLYING	HOURS MILES FLYING	TIME-OFFS AC CP MILES FLYING	LANDINGS		LS OR OCA		PPI APPROACHES		GYRO-OUT APPROACHES		ATD	AIRBORNE RADAR SEARCH EJECTOR SEAT	HOURS OF PRACTICE POSITION MANEUVER	MONTH LAST REAR-SEAT COMPLETED	EMERGENCY PROCEDURE ACCOMP	AIR WEAPON SIMULATOR MISSIONS	AIR WEAPONS (IN FLIGHT)	NUMBER OF NIGHT CELL FLIGHTS	WATER INJECTION TAKEDOFFS								
	NO. ACCOMP	POINTS ACCORDED	NO. ACCOMP	POINTS ACCORDED	REAR ATT.	REAR SECC.						AC	CP	AC	CP	AC	CP	AC	CP										AC	CP	AC	CP				
6-39	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	57-59	61-63	65-67	69-71	73-75	77-79	81-83	85-87	89-91	93-95	97-99	01-03	05-07	09-11	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43			
R-91	01	23	01	27	--	--	--	--	--	--	--	05	--	05	--	01	01	--	--	--	--	01	05	01	581	01	--	--	--	--	--	--	--			
R-92	03	81	01	27	--	--	--	--	--	--	--	01	--	01	--	01	01	--	--	--	--	--	--	007	--	--	--	--	--	--	--	--	--			
R-85	01	27	--	--	--	--	--	--	--	--	--	08	--	01	01	--	01	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
R-94	01	22	--	--	--	--	--	--	--	--	01	01	--	01	01	01	01	01	01	01	01	01	01	582	01	--	--	--	--	--	--	--	--			
R-96	--	--	--	--	--	--	--	--	--	--	02	01	01	01	--	--	--	--	--	--	--	--	01	01	583	01	--	--	--	--	--	--	--	--		
R-20	--	--	--	--	--	--	--	--	--	--	01	--	01	--	--	--	--	--	--	--	--	--	--	410	--	--	--	--	--	--	--	--	--	--		
SUB TOTAL	14	129	13	108	--	--	--	--	--	--	02	79	05	73	07	59	31	04	07	03	03	01	53	28	--	56	--	--	--	--	--	--	01			
N-24	--	--	01	27	--	--	--	--	--	--	--	06	03	06	03	01	03	--	--	--	--	03	--	--	01	--	--	--	--	--	--	--	--	01		
N-25	--	--	--	--	--	--	--	--	03	02	03	--	05	--	05	--	02	--	--	--	--	01	05	--	06	--	--	--	--	--	--	--	--	01		
N-27	--	--	--	--	--	--	--	--	--	--	--	06	--	06	--	05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
N-58	--	--	--	--	--	--	--	--	--	--	--	01	--	01	--	03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
N-59	--	--	--	--	--	--	--	--	--	--	--	06	--	02	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
N-85	--	--	--	--	--	--	--	--	--	--	--	07	--	07	--	02	--	--	--	--	--	--	01	--	01	--	--	--	--	--	--	--	--	--	--	01
N-79	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
SUB TOTAL	--	--	01	27	--	--	--	--	03	02	01	--	02	02	01	01	03	01	--	--	--	01	04	--	11	--	--	--	--	--	--	--	--	--	01	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 50. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION E-Crew Requirements. Item 17-Enter time to score at whole hour.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III										UNIT		MONTH		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																			
A. GENERAL	B. ECM							C. PERFORMANCE			D. PILOT FREQUENCY							E. CREW REQUIREMENTS																	
1 CREW NUMBER	2 BIG SHOW		3 LITTLE SHOW		4 LITTLE RIVER		5 NR OF SHAFY BROK (Single Disrupting)	6 NR OF SHAFY BROK (Single Disrupting)	7 NR OF SHAFY BROK (Single Disrupting)	8 PERFORMANCE			9 PILOT FREQUENCY							10 CREW REQUIREMENTS															
	NR OF ACCOR	PORTS ACCOR	NR OF ACCOR	PORTS ACCOR	NR OF ACCOR	PORTS ACCOR				TOTAL FLIGHT	HOURS ADDED FLIGHT	FLIGHTS RELEAS FLIGHT	10 NR OF COMPLE MISSION	11 TAKE-OFFS		12 LANDINGS		13 R/S OR GCA		14 RFP APPROACHES			15 CYRO-OUT APPROACHES		16 ATO	17 AIRBORNE DIRECTED APPROACH	18 HOURS OF IN "COMBAT" POSITION	19 CHECK BUGC COMPLETED	20 EMERGENCY DRILLS ACCOMP	21 AIR REASON MISSION	22 AIR REASON (REASON)	23 NR OF MISSIONS	24 WATER FLORS	25 WATER TAKOFFS	
AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC		CP	AC	CP	AC	CP	AC	CP															
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43		45-47	49-51	53-55	57-59	61-63	65-67	69-71	73-75	77-79	81-83	85-87	89-91	93-95	97-99	101-103	105-107	109-111	113-115	117-119	121-123	125-127	129-131	133-135	137-139	141-143	
WING TOTAL	02	07	01	04	01	01	02	01		03	02	01	02	17	26	19	25	02	05	01	03	01	01	01	01	01	01	01	01	01	01	01	01	01	01
XXXX COMBAT & REACT	--	--	--	--	--	--	--	--		--	--	--	--	04	13	01	00	00	07	03	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01
NON R TRACT SUB TOTAL	--	--	--	--	--	--	--	--		--	--	--	--	19	--	19	--	05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
ED-96	--	--	--	--	--	--	--	--		--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01

DECLASSIFIED IAW EO 13526

1-60-C 8c-0045

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

November 1957

PART IV. Wing Commander's Remarks (4-SAC-T12) 307th BW

1. Hours Flown Performing Missions Ordered by: (CONFIDENTIAL)

a. Higher Headquarters:	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
(1) SAF Operation Order 38B-57		
Code Name "Devil Fish"	35:00	36:20
(2) SAF Operations Order 300-57		
Code Name "Blue Light"	<u>15:00</u>	<u>15:00</u>
TOTAL	50:00	51:20

12

b. Eighth Air Force Air Training Priorities

(1) Programmed and accomplished for the current month: This item included in totals in 5-SAC-T-12.

(2) Flying time Programmed for following month: This item included in programming totals in 5-SAC-T-12.

2. Test Hops: Included in 5-SAC-T12. (UNCLASSIFIED)
3. Weather or Local Conditions: Included in 5-SAC-T12.
4. Restrictive Directives: None. (UNCLASSIFIED)
5. Crew Data: (UNCLASSIFIED)

a. Combat Crew Member gains and losses:

(1) Gains: None

(2) Losses: 1 ECM Operator reassigned to Lowry AFB, 1 Sept 57.

1 ECM Operator separated, 20 Nov 1957. 1 ECM Observer reassigned to Westover AFB, 1 Sept 1957.

12-4980-C

7C-2420

CONFIDENTIAL

CONFIDENTIAL

4-SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957.

- b. Crew Member Changes: 2 ECM Operators
- c. New Crews: None.
- d. ICM Crews: None.
- e. Crew Status Changes:
 - (1) R-49V to R-49 1 Sept 57 - Operator PC3
 - (2) R-67V to R-67 1 Sept 57 - Observer PC3
 - (3) R-21 to R-21V 30 October 57
 - (4) R-67 to R-67V 15 October 57
 - (5) R-15V redesignated Bombardment Crew 27 Sept 57.
 - (6) R-49 to R-49V 18 November 1957.
 - (7) R-69 to R-69V 18 November 1957.
- f. Standardization Crews:
 - L-73V 24 July 1957.
 - R-12V 10 Oct 1957.

6. Refueling Data: (CONFIDENTIAL)

a. Individual Sorties	Sept	Oct	Nov
(1) Number sorties confirmed	2	5	3
(2) Number sorties airborne	2	5	3
(3) Completing electronic rendezvous	2	5	3
(a) One receiver - One tanker	2	5	3
(4) Not completing rendezvous	0	0	0
(5) Transferring required fuel	2	5	3
(a) One receiver - one tanker	2	5	3
b. Mass Night Cell Sorties:			
(1) Number sorties confirmed	1	2	0

12-4980-C

2

7c-2420

CONFIDENTIAL

CONFIDENTIAL

4-SAC-T12, 307th Bombardment Wing (M), 1-30 November 1957.

(2) Number sorties Airborne	1	2	0
(3) Completing electronic rendezvous	1	2	0
(4) Transferring required fuel	1	2	0
a) One receiver - one tanker	1	2	0

Remarks: This refueling data is in addition to data submitted in

5-SAC-T-12.

7. Materiel and Personnel Problems: (UNCLASSIFIED)

- a. Materiel: None
- b. Personnel: None

8. Comments or Recommendations of Wing Commander:

- a. None.

9. Ground Training: (CONFIDENTIAL)

a. Phase Training

(1) Total Number of Crews responsible	5
(2) Total Crews Completed	4
(3) Crews scheduled during November	1
(4) Crews attending during November	0
(5) Crews completing during November	0
(6) Crews scheduled for December	1

Remarks: Crew scheduled was an instructor crew. This crew could not complete due to heavy instructor requirements.

Robert O. Nowell, Col, USAF
 FOR AND IN THE ABSENCE OF
 ELKINS READ, JR
 Colonel, USAF
 Commander

12-4980-C

3

CONFIDENTIAL

70-2420

CONFIDENTIAL (When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART I												UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL									
A. GENERAL					B. ECM																				
1	2	3	4	5	6						7	8				9				10					
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF FLIGHTS	FLYING TIME	NUMBER OF UICM'S	BIG PHOTO RECORD RUNS							BIG PHOTO SPOT RUNS				BIG SNOW RUNS									
					ECM OBSERVER			ECM OPERATOR				'S' BAND		'L' BAND		ECM OBSERVER		ECM OPERATOR							
					RUNS	POINTS	RUNS	POINTS	RUNS	POINTS		RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS		RUNS	POINTS			
9-10	11-15	17-19	21-23	26-27	30-31	33-35	38-39	41-43	46-47	49-51	53-54	56-58	14-15	17-19	22-23	25-27	30-31	33-35	38-39	41-43	46-47	49-51	53-54	56-58	
L-17	B-47E	1	1	1	01	01	01	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-
R-107	B-47E	10	10	10	01	01	01	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	01
TOTAL		11	11	11	02	02	02	02	02	02	02	02	02	-	-	-	-	-	-	-	-	-	-	-	02
R-107	B-47E	1	1	1	01	01	01	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-
R-107	B-47E	1	1	1	01	01	01	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-
R-107	B-47E	1	1	1	01	01	01	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-
R-69V	B-47E	1	1	1	01	01	01	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL		1	1	1	01	01	01	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL		12	12	12	03	03	03	03	03	03	03	03	03	-	-	-	-	-	-	-	-	-	-	-	03
R-107	B-47E	10	10	10	02	02	02	02	02	02	02	02	02	-	-	-	-	-	-	-	-	-	-	-	-
R-107	B-47E	1	1	1	01	01	01	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-
R-107	B-47E	1	1	1	01	01	01	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-
R-69V	B-47E	1	1	1	01	01	01	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION 9 - Points accrued will be shown in sub-total and unit total lines. 0 - No entry.

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL										
A. GENERAL					B. ECM																			
1	2	3	4	5	6						7				8				9				10	
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES FLOWN	FLYING TIME	NUMBER OF LOG HOURS	BIG PHOTO RECORD RUNS								BIG PHOTO SPOT RUNS				BIG SNOW RUNS							
					ECM OBSERVER				ECM OPERATOR				'S' BAND		'L' BAND		ECM OBSERVER				ECM OPERATOR			
					'S' BAND		'L' BAND		'S' BAND		'L' BAND		'S' BAND		'L' BAND		'S' BAND		'L' BAND		'S' BAND		'L' BAND	
					RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS
6-10	11-15	17-19	21-23	25-27	30-31	33-35	36-39	41-43	46-47	48-51	53-54	56-58	14-15	17-19	22-23	25-27	30-31	33-35	36-39	41-43	46-47	48-51	53-54	56-58
B-45	B-47E	01	07	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
019		19	277	--	10	04	07	06	01	81	--	--	15	165	07	103	10	021	07	120	04	101	--	--
019		66	480	--	23	511	16	305	14	336	07	137	02	166	03	139	13	631	17	310	23	103	07	111
019		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
019		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
XXXX		--	--	--	07	148	02	38	01	25	02	51	06	128	01	27	12	297	03	61	02	14	--	--
019		--	--	--	07	148	02	38	01	25	02	51	06	128	01	27	12	297	03	61	02	14	--	--
1. AVERAGE NO. CREWS ASSIGNED:					SELECT	0.0	LEAD	0.0	COMBAT READY	1.0	NOT-READY	0.2												
2. AVERAGE NO. CREWS AVAILABLE:					SELECT	0.0	LEAD	0.0	COMBAT READY	1.5	NOT-READY	1.0												
3. AVERAGE NO. STANDARDIZATION AND PROTECTIVE CREWS ASSIGNED:																								
					(SIA BOARD)	SELECT	0.0	LEAD	0.0	COMBAT READY	0.6													
					(INDIVIDUAL)	SELECT	0.0	LEAD	0.0	COMBAT READY	1.0													
4. AVERAGE NO. STANDARDIZATION AND PROTECTIVE CREWS ASSIGNED:																								

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

9 - Points accrued will be shown in sub-total and unit total lines. - No entry.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART V													UNIT	MONTH	YEAR	NR OF PAGES	REPORTS CONTROL SYMBOL											
A. GENERAL B. GUNNERY													C. FORMATION			D. PILOT PROFICIENCY								E. CREW REQUIREMENTS				
CREW NUMBER	TOTAL MISSIONS FLOWN	PER CENT FIRED OUT			NR OF AIRCRAFT ATTACK MISSIONS ACCOMP.	TOTAL MISSIONS FLOWN	HOURS 00-3000	HOURS 3000-0000	NUMBER OF COMPLETE MISSIONS	TAKEOFFS		LANDINGS		I.L. OR G.C.A.		RFI APPROACHES		GYRO OUT APPROACHES		NR OF WATER INJECTION TAKEOFFS ACCOMP.	NR OF WATER INJECTION APPROACHES ACCOMP.	NR OF AIRBORNE RADAR PRIC. ACCOMP.	TOTAL HRS. PERMANENT POSITION	NR OF CREW MEMBERS DURING DRILL	NR OF NIGHT MISSIONS ACCOMP.	NR OF NIGHT MISSIONS FLOWN	MONTH LAST CHECK COMPLETED	
		%	%	%						AC	CP	AC	CP	AC	CP	AC	CP	AC	CP									AC	CP
8-10	13-15	17-19	21-23	25-27	29-31	41-43	45-47	49-51	13-15	16-19	22-23	26-27	30-31	34-35	36-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - Gunnery. Item 4 - No entry. SECTION D - Pilot Proficiency. Item 12 - No entry.

SECTION E - Crew Requirements. Item 16 - Enter time to nearest whole hour. Item 20 - No entry.

DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART II										UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL		
A. GENERAL										B. ECM (Continued)										
CREW NUMBER	LITTLE SNOW RUNS				SIMULATOR RUNS - AN/GQC-11 TRAINER - RBS															
	'S' BAND		'L' BAND		ECM OBSERVER								ECM OPERATOR							
	RUNS	POINTS	RUNS	POINTS	VHF BAND		UHF BAND		'L' BAND		'S' BAND		VHF BAND		UHF BAND		'L' BAND		'S' BAND	
	22-23	25-27	30-31	33-35	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS
6-10					14-15	17-19	22-23	25-27	30-31	33-35	36-38	41-43	46-47	49-51	53-54	56-58	61-62	63-65	67-69	69-71
	--	--	--	--	02	17	01	05	01	01	01	13	02	12	02	02	02	02	02	02
	--	--	--	--	02	17	02	04	01	03	04	13	03	12	02	02	02	02	02	02
	11		00	01	02	10	02	12	01	01	01	02	02	11	02	12	03	11	02	11
	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
	--	--	01	01	--	--	01	10	01	--	--	--	--	--	01	--	--	--	--	--
	--	--	--	--	02	10	02	11	03	--	--	--	--	--	--	--	--	--	--	--
	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
	--	--	--	--	02	11	05	01	--	--	--	--	--	--	--	--	--	--	--	--
	--	--	01	01	02	10	--	10	05	01	01	--	--	--	01	01	01	--	--	--
	01	01	--	--	01	01	01	06	--	--	--	--	01	01	01	--	--	--	--	--
	05	104	74	127	05	05	07	01	01	01	01	01	01	01	01	01	01	01	01	01
	07	11	04	100	02	06	01	03	--	--	01	--	--	--	--	--	--	--	--	--
	6		01		02	06														

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

70-2420

12-4980-C

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

A. GENERAL		B. ECM (Continued)																					
MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART II		UNIT								MONTH				PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL					
		40-21-111-11-11-11								MAY 1957				11		4-SAC-T12							
CREW NUMBER	1	3				5																6	7
		LITTLE SNOW RUNS				SIMULATOR RUNS - AN/GPO-11 TRAINER'S																	
		'S' BAND		'L' BAND		ECM OBSERVER								ECM OPERATOR									
		RUNS	POINTS	RUNS	POINTS	VHF BAND		UHF BAND		'L' BAND		'S' BAND		VHF BAND		UHF BAND		'L' BAND		'S' BAND			
		22-23	25-27	30-31	33-35	14-15	17-19	22-23	25-27	30-31	33-35	38-39	41-43	46-47	49-51	53-54	56-58	61-62	63-65	67-68	69-71		
B-10		01	07	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
TOTAL		24	595	14	333	74	27	07	13	01	12	01	07	00	01	00	02						
TOTAL		42	1075	20	441	17	81	20	09	12	51	10	01	13	14	73	08	10	14	01			
XXXX		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
YYYX		06	153	07	169	07	27	09	45	04	11	10	41	02	04	07	15	--	--	--	--	--	
TOTAL		06	153	07	169	07	27	09	45	04	11	10	41	02	04	07	15	--	--	--	--	--	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART III														UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL													
B. ECM (Continued)														BOMBING	D. NAVIGATION																
1 CREW NUMBER	2 SIMULATOR RUNS-AN/GPO-T1 TRAINER-BASE								3 LITTLE RIVER RUNS		4 DISPENSE OUTCAMP	5 NR SINGLE RUNS ACCOMP	6 MISSING RUNS BY MACH	7 NIGHT CELESTIAL					8 DAY CELESTIAL					10 NR OF RADAR GRID LEGS ACCOMP	11 NR OF PATTERN LEGS ACCOMP	12 RADAR CONTROLLED NAV. LEG					
	VHF BAND		UHF BAND		'L' BAND		'S' BAND		ATT.	SUCC.				TOTAL LEGS FLOWN	CIRCULAR ERROR (In. M)					TOTAL LEGS FLOWN	CIRCULAR ERROR (In. M)					PERCENTAGE OF SCORED POSITIONS					
	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS							01-15	16-19	20-23	24-27	28-31		32-35	36-39	40-43			44-47	48-51	52-55	56-59	%	%
6-10	14-15	17-19	22-23	25-27	30-31	33-35	36-39	41-43	45-47	48-51	52-54	56-59	60-62	13-15	16-19	20-23	24-27	28-31	32-35	36-39	40-43	44-47	48-51	52-54	57-59	60-62	63-65	66-68	69-71		
1-737	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06		
1-738	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06		
1-739	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06		
1-740	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06		
1-741	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06		
1-742	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06		
1-743	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06		
1-744	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06		
1-745	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06		
1-746	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06		
1-747	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06		
1-748	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06		
1-749	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06		
1-750	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06	06		

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

Item 12 - Each leg will be reported to nearest whole per cent.

CONFIDENTIAL

(When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART III															UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																
A. GENERAL															B. ECM (Continued)	C. BOMBING	D. NAVIGATION																		
1 CREW NUMBER	2 SIMULATOR RUNS-AN/GPO-T1 TRAINER-BASE										3 LITTLE RIVER RUNS		4 DISPENSE DUMMIES	5 NO SINGLE DUMMIES	6 BOMBING AT MACH .80	7 NIGHT CELESTIAL					8 DAY CELESTIAL					9 CELESTIAL GRID					10 RADAR CONTROLLED NAV. LEG				
	VHF BAND		UHF BAND		'L' BAND		'S' BAND		ATT.	SUCC.	TOTAL LEGS FLOWN	CIRCULAR ERROR (M. M)					TOTAL LEGS FLOWN	CIRCULAR ERROR (M. M)					NR OF RADAR ACCOMPL.	NR OF PATTERN ACCOMPL.	NR OF LEGS FLOWN	PERCENTAGE OF SCORED POSITIONS									
	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS				13-15				16-19		20-23	24-27	28-31	32-35	36-39				40-43	44-47	48-51	52-55	56-59	60-62	63-65	66-68	69-71	
6-10	14-15	17-19	22-23	25-27	30-31	33-35	38-39	41-43	45-47	49-51	52-54	55-56	60-62	13-15	16-19	20-23	24-27	28-31	32-35	36-39	40-43	44-47	48-51	52-54	55-56	60-62	63-65	66-68	69-71						
R-15	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--						
SWI																																			
TOTAL	24	85	21	117	68	24	77	20	03	03	07	12	08	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--						
SWI																																			
TOTAL	24	85	21	117	68	24	77	20	03	03	07	12	08	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--						
SWI																																			
TOTAL	24	85	21	117	68	24	77	20	03	03	07	12	08	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--						
SWI																																			
TOTAL	24	85	21	117	68	24	77	20	03	03	07	12	08	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--						
SWI																																			
TOTAL	24	85	21	117	68	24	77	20	03	03	07	12	08	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--						

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

Item 12 - Each leg will be reported to nearest whole per cent.

CONFIDENTIAL

(When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART IV																							
UNIT: 300TH TFW, 300TH TFS, 300TH TFW, 300TH TFS																							
MONTH: APR 75																							
PAGE NR: 1																							
NR OF PAGES: 1																							
REPORTS CONTROL SYMBOL: 4-SAC-T12																							
A. GENERAL																							
B. AIR REFUELING (Combat Ready and Above)																							
1 CREW NUMBER	2 TOTAL REFUELINGS		3 IN DARKNESS MAXIMUM INFLIGHT GROSS WEIGHT		4 OPTIONAL INFLIGHT GROSS WEIGHT 30 MIN CONTACT		5 AIR SUPPORT ASSIGNMENT 20 MIN CONTACT MISSILES	C. AIR REFUELING (Non-Combat Ready)						D. DRY CONTACTS		E. RADAR RENDEZVOUS							
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		8 TOTAL REFUELINGS	9 ONE TANKER 20 MIN CONTACT		10 100,000 LBS		11 DRY CONTACT 5 MINUTES		12		13 TOTAL RENDEZVOUS		14 IN DARKNESS		15 AN/APN 127 75		16
6-10	11-15	17-19	21-23	25-27	29-31	33-35	37-39	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
1-10	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
11-20	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
21-30	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
31-40	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
41-50	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
51-60	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
61-70	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
71-80	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
81-90	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
91-100	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
TOTAL	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

SECTION B - Air Refueling (Combat Ready and above)
SECTION D - Dry Contacts

SECTION E - Radar Rendezvous. Item 6 - No entry.

DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(When Filled In)

A. GENERAL	B. AIR REFUELING (Combat Ready and Above)							C. AIR REFUELING (Non-Combat Ready)						D. DRY CONTACTS		E. RADAR RENDEZVOUS										
1	2		3		4		5	6	7	8		9		10		11		12		13		14		15		16
CREW NUMBER	TOTAL REFUELINGS		IN DARKNESS INFLIGHT GROSS WEIGHT		OPTIONAL INFLIGHT GROSS WEIGHT 30 MIN CONTACT		AIR SUCC. 2 REFUELING MISSIONS			TOTAL REFUELINGS		ONE TANKER 30 MIN CONTACT		90,000 LBS		DRY CONTACT 5 MINUTES		TOTAL RENDEZVOUS		IN DARKNESS		AN/APN 1276				
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			ATT.	SUCC.
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39			13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43		52-54	56-58	60-62	63-65	66-68	69-71		
11-15																										
TOTAL	02	01	04	04	05	05	05									05	05		07	05	05	05	05	05		

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION B - Air Refueling (Combat Ready and above). SECTION D - Dry Contacts. SECTION E - Radar Rendezvous. Item 15 - No entry.

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART V																			UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																																																																							
A. GENERAL																			B. GUNNERY																			C. FORMATION																			D. PILOT PROFICIENCY																			E. CREW REQUIREMENTS																		
CREW NUMBER	TOTALS		PER CENT FIREOUT				FIGHTER ATTACK MISS. ACCOMP.	TOTAL		HOURS ABOVE 3000'	HOURS BELOW 3000'	NUMBER OF COMPLETE MISSIONS	TAKEOFFS		LANDINGS		ILS OR GCA		PRI APPROACHES		GYRO OUT APPROACHES		NR OF W/TE TAKEOFFS	NR OF WATER TAKEOFFS	NR OF W/TE TAKEOFFS	NR OF W/TE TAKEOFFS	NR OF W/TE TAKEOFFS	NR OF W/TE TAKEOFFS	NR OF W/TE TAKEOFFS	NR OF W/TE TAKEOFFS	NR OF NIGHT	MONTH LAST	STANDARD	COMPLETED																																																												
	FLYING	FLIGHT	%	%	%	FLYING		FLIGHT	AC				CP	AC	CP	AC	CP	AC	CP	AC	CP	AC													CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP																																											
6-10	11-15	17-19	21-23	25-27	29-31	41-43	45-47	49-51	13-15	16-19	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35	19	20																																																																			
1-01																																																																																														
1-02																																																																																														
1-03																																																																																														
1-04																																																																																														
1-05																																																																																														
1-06																																																																																														
1-07																																																																																														
1-08																																																																																														
1-09																																																																																														
1-10																																																																																														
1-11																																																																																														
1-12																																																																																														
1-13																																																																																														
1-14																																																																																														
1-15																																																																																														
1-16																																																																																														
1-17																																																																																														
1-18																																																																																														
1-19																																																																																														
1-20																																																																																														
1-21																																																																																														
1-22																																																																																														
1-23																																																																																														
1-24																																																																																														
1-25																																																																																														
1-26																																																																																														
1-27																																																																																														
1-28																																																																																														
1-29																																																																																														
1-30																																																																																														
1-31																																																																																														
1-32																																																																																														
1-33																																																																																														
1-34																																																																																														
1-35																																																																																														
1-36																																																																																														
1-37																																																																																														
1-38																																																																																														
1-39																																																																																														
1-40																																																																																														
1-41																																																																																														
1-42																																																																																														
1-43																																																																																														
1-44																																																																																														
1-45																																																																																														
1-46																																																																																														
1-47																																																																																														
1-48																																																																																														
1-49																																																																																														
1-50																																																																																														
1-51																																																																																														
1-52																																																																																														
1-53																																																																																														
1-54																																																																																														
1-55																																																																																														
1-56																																																																																														
1-57																																																																																														
1-58																																																																																														
1-59																																																																																														
1-60																																																																																														

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957.
 All items are self-explanatory with the following exceptions:
 Item 4 - No entry.
 SECTION D - Pilot Proficiency.
 SECTION E - Crew Requirements.
 Item 16 - Enter time to nearest whole hour.
 Item 20 - No entry.

7c-2420 12-4980-C

CONFIDENTIAL

(When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART V										UNIT					MONTH					PAGE		HR OF PAGES		REPORTS CONTROL SYMBOL										
A. GENERAL										B. GUNNERY					C. FORMATION					D. PILOT PROFICIENCY					E. CREW REQUIREMENTS									
1 CREW NUMBER	2 TOTAL HOURS FLOWN		3 PER CENT FIREOUT			4 FIGHTER ATTACK MISSIONS ACCOMPLISHED	5 TOTAL HOURS FLOWN			6 HOURS ABOVE 5000	7 HOURS BELOW 5000	8 NUMBER OF COMPLETE MISSIONS	9 TAKEDFFS		10 LANDINGS		11 ILS OR GCA		12 PPI APPROACHES		13 GYRO OUT APPROACHES		14 NO. OF AIRCRAFT ACCOMPLISHED	15 NO. OF ENGINES ACCOMPLISHED	16 NO. OF TAKEOFFS ACCOMPLISHED	17 NO. OF RADAR CHECKED OUT	18 TOTAL HOURS OF PRESS. FLYING POSITION	19 NO. OF CREW MEMBERS FULLY ACCOMPLISHED	20 MONTH LAST FLOWN	21 MONTH LAST FLOWN	22 MONTH LAST FLOWN			
	13-15	16-18	19-21	22-24	25-27		28-30	31-33	34-36				37-39	40-42	43-45	46-48	49-51	52-54	55-57	58-60	61-63	64-66										67-69	70-72	73-75
R. 15																																		
SEP																																		
TOTAL	06					09			13	10	03	02	42	09	42	09	28	09	01	01	01	02												
THAT	07					10			23	19	04	05	72	12	71	12	47	18	01	02	04	02												
GENERAL																																		
R. PRAC																																		

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. SECTION B - Gunnery. SECTION C - Formation. SECTION D - Pilot Proficiency. SECTION E - Crew Requirements. All items are self-explanatory with the following exceptions: Item 4 - No entry. Item 10 - Enter time to nearest whole hour. Item 12 - No entry. Item 20 - No entry.

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

December 1957

PART IV. Wing Commander's Remarks (4-SAC-T12) 307th BW

1. Hours Flown Performing Missions Ordered by: (UNCLASSIFIED)

a. Higher Headquarters: Not Applicable.

b. Eighth Air Force Air Training Priorities:

(1) Programmed and accomplished for the current month: This item included in totals in 5-SAC-T12.

(2) Flying Time Programmed for following month: This item included in programming totals in 5-SAC-T12.

2. Test Hops: Included in 5-SAC-T12. (UNCLASSIFIED)3. Weather or Local Conditions: Included in 5-SAC-T12. (UNCLASSIFIED)4. Restrictive Directives: None. (UNCLASSIFIED)5. Crew Data: (UNCLASSIFIED)

a. Combat Crew Member gains and losses: Not Applicable.

b. Crew Member Changes: None

c. New Crews: None

d. ICM Crews: None

e. Crew Status Changes:

(1) R-12V to L-12V 31 December 1957

(2) R-49V to L-49V 19 December 1957

(3) R-67V to L-67V 31 December 1957

(4) R-69V to L-69V 19 December 1957

1-60-C

8C-0044

CONFIDENTIAL

CONFIDENTIAL

4-SAC-T12, 307th Bombardment Wing (M), 1-31 December 1957

f. Standardization Crews:

L-73V 24 July 1957.

L-12W 10 Oct 1957.

6. Refueling Data: Included in 5-SAC-T12. (UNCLASSIFIED)

7. Materiel and Personnel Problems: (UNCLASSIFIED)

a. Materiel: None

b. Personnel: None

8. Comments or Recommendations of Wing Commander:

a. None.

9. Ground Training: (CONFIDENTIAL)

a. Phase Training

(1) Total Number of Crews responsible	5
(2) Total Crews Completed	5
(3) Crews scheduled during December	1
(4) Crews attending during December	1
(5) Crews completing during December	1
(6) Crews scheduled for January	0

Remarks: None

Elkins Read, Jr.
 ELKINS READ, JR
 Colonel, USAF
 Commander

1-60-C

8C-0044

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART I					UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL															
					307TH RESEARCH NT SQ (C)	DECEMBER 1957	1	2	4-SAC-T12															
A. GENERAL					B. ECM																			
1	2	3	4	5	6				7				8				9				10			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF FLIGHTS	FLYING TIME	NUMBER OF ECM RUNS	BIG PHOTO RECORD RUNS								BIG PHOTO SPOT RUNS				BIG SNOW RUNS							
					ECM OBSERVER				ECM OPERATOR				'S' BAND		'L' BAND		ECM OBSERVER				ECM OPERATOR			
					'S' BAND		'L' BAND		'S' BAND		'L' BAND		'S' BAND		'L' BAND		'S' BAND		'L' BAND		'S' BAND		'L' BAND	
					RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS
6-10	11-15	17-19	21-23	25-27	28-31	33-35	36-39	41-43	46-47	48-51	53-54	56-58	14-15	17-19	22-23	25-27	30-31	33-35	36-39	41-43	46-47	48-51	53-54	56-58
L-73V	B-47E	NEGATIVE	(NO FLIGHT AT CONCOMITANT THIS MONTH)																					
R-21V	B-47E	02	17	-	02	52	01	00	02	50	02	39	05	135	01	27	05	104	02	45	01	10	01	03
R-21V	B-47E	02	17	-	02	52	01	00	02	50	02	39	05	135	01	27	05	104	02	45	01	10	01	03
L-497	B-47E	01	02	-	-	-	-	-	01	22	-	-	01	24	-	-	-	-	-	-	-	-	-	-
L-497	B-47E	02	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-15V	B-47	07	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R-59	B-47E	02	17	-	01	24	-	-	01	20	-	-	01	23	-	-	01	27	-	-	01	07	-	-
R-121	B-47E	03	14	-	01	24	01	33	01	11	-	-	04	86	01	21	-	-	-	-	-	-	-	-
R-121	B-47E	03	14	-	-	-	-	-	-	-	-	-	03	59	02	42	-	-	-	-	-	-	-	-
R-121	B-47E	03	14	-	01	24	01	33	01	11	-	-	08	166	03	63	01	27	-	-	01	07	-	-
R-121	B-47E	03	14	-	01	24	01	33	01	11	-	-	11	327	04	90	06	131	02	45	02	17	01	03

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

Points accrued will be shown in sub-total and unit total lines.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART I					UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL															
					JOINT AIR FORCE SQUADRON 100 (A)	February 1957	2	2	4-SAC-T12															
A. GENERAL					B. ECM																			
1	2	3	4	5	6. BIG PHOTO RECORD RUNS								7. BIG PHOTO SPOT RUNS				8. BIG SNOW RUNS							
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF PHASES FLOWN	FLYING TIME	NUMBER OF PHASES FLOWN IN FORM 1	ECM OBSERVER				ECM OPERATOR				'S' BAND	'L' BAND	ECM OBSERVER				ECM OPERATOR					
					'S' BAND		'L' BAND		'S' BAND		'L' BAND				'S' BAND		'L' BAND		'S' BAND		'L' BAND			
					RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS			RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS		
6-10	11-15	17-19	21-23	26-27	30-31	33-35	38-39	41-43	46-47	49-51	53-54	56-58	14-15	17-19	22-23	25-27	30-31	33-35	38-39	41-43	46-47	49-51	53-54	56-58
XXXX		-	-	-	07	154	01	27	01	27	-	-	01	27	-	-	02	54	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		-	-	-	07	154	01	27	01	27	-	-	01	27	-	-	02	54	-	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

Points accrued will be shown in sub-total and total lines.

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART II				UNIT 307TH BOMBARDMENT WING (M)				MONTH DECEMBER 1957				PAGE NR 1		NR OF PAGES 2		REPORTS CONTROL SYMBOL 4-SAC-T12					
A. GENERAL		B. ECM (Continued)																			
CREW NUMBER	O. ID	LITTLE SNOW RUNS				SIMULATOR RUNS-AH/GPO-T1 TRAINER-RBS												ECM OPERATOR			
		'S' BAND		'L' BAND		ECM OBSERVER								ECM OPERATOR							
		RUNS	POINTS	RUNS	POINTS	VHF BAND		UHF BAND		'L' BAND		'S' BAND		VHF BAND		UHF BAND		'L' BAND		'S' BAND	
		23-25	26-27	28-31	32-35	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS
		23-25	26-27	28-31	32-35	16-18	17-19	22-23	26-27	30-31	33-35	38-39	41-43	46-47	49-51	53-54	56-58	61-62	63-65	67-69	69-71
L-73V		SEE PART I																			
R-12V		01	27	-	-	02	12	01	04	01	06	02	09	02	12	02	06	-	-	-	
SUB TOTAL		01	27	-	-	02	12	01	04	01	06	02	09	02	12	02	06	-	-	-	
L-19V		-	-	-	-	-	-	-	-	-	-	-	02	09	-	-	-	-	-	-	
L-69V		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SUB TOTAL		-	-	-	-	-	-	-	-	-	-	-	02	09	-	-	-	-	-	-	
R-19V		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R-69V		01	27	-	-	-	-	-	02	09	02	09	-	-	-	-	-	-	-	-	
R-21V		01	00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R-67V		02	45	-	-	-	-	-	-	01	06	04	15	04	17	02	10	-	-	-	
SUB TOTAL		04	72	-	-	-	-	-	02	09	04	15	04	15	04	17	02	10	-	-	
GRAND TOTAL		05	99	-	-	02	12	01	04	03	15	06	24	08	26	06	23	02	10	-	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

CONFIDENTIAL

(When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART III													UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL												
ECM (Continued)													BOMBING	NAVIGATION					4-SAC-T12										
SIR NUMBER	SIMULATOR RUNS-AN/GPO-T1 TRAINER-BASE								LITTLE RIVER RUNS		NEOPM/NL OUT CHAFF PARACHUTE PARACHUTE UNIT DEP. RUN SCORE	REASONS FOR BOMBING	NIGHT CELESTIAL					CELESTIAL GRID		NR OF RADAR UNCL LEGS ACCOMP.	NR OF PRESSURE PATTERN LEGS ACCOMP.	RADAR CONTROLLED NAV. LEG							
	HF BAND		UHF BAND		'L' BAND		'S' BAND		ATT.	SUCC.			TOTAL LEGS FLOWN	CIRCULAR ERROR (IN. M.)				TOTAL LEGS FLOWN	CIRCULAR ERROR (IN. M.)			PERCENTAGE OF SCORED POSITIONS							
	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS						13-15	16-19	22-23	26-27					30-31	34-35	37-39	42-43	46-47	50-51	52-54	57-58	60-62	63-65	66-68	69-71
6-10	14-16	17-19	22-23	25-27	30-31	33-35	38-39	41-43	45-47	49-51	52-54	56-58	60-62	13-15	16-19	22-23	26-27	30-31	34-35	37-39	42-43	46-47	50-51	52-54	57-58	60-62	63-65	66-68	69-71

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1967. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

to nearest whole nautical mile. If accomplished using press. pattern procedures.

Item 12 - Each leg will be reported to nearest whole per cent.

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
4-SAC-T12				
MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART III				
A. GENERAL B. ECM (Continued)				
C. BOMBING				
D. NAVIGATION				
E. RADAR CONTROLLED NAV. LEG				
F. PERCENTAGE OF SCORED POSITIONS				
G. ATT. SUCC.				
H. NIGHT CELESTIAL				
I. CELESTIAL GRID				
J. TOTAL LEGS FLOWN				
K. CIRCULAR ERROR (IN MI)				
L. TOTAL LEGS FLOWN				
M. CIRCULAR ERROR (IN MI)				
N. PERCENTAGE OF SCORED POSITIONS				
O. RADAR CONTROLLED NAV. LEG				
P. PERCENTAGE OF SCORED POSITIONS				

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957.
All items are self-explanatory with the following exceptions:

SECTION B - ECM
Item 2 - Points accrued will be shown in sub-items and used total item.

SECTION D - Navigation
Items 7 & 9 - CE's will be to nearest whole nautical mile.
Item 11 - Enter no of nav legs accomplished using press. pattern procedures.

Item 12 - Each leg will be reported to nearest whole per cent.

FORM 16 MAR 57 120b FC 370

1-60-C 80-0044

AF FORM 1-56 SAC, DTMS

(When Filled In)

CONFIDENTIAL

1461

PROACQUITTED BY THE TOWER

CONFIDENTIAL

(When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART IV																UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																			
A. GENERAL																B. AIR REFUELING (Combat Ready and Above)						C. AIR REFUELING (Non-Combat Ready)						D. DRY CONTACTS				E. RADAR RENDEZVOUS							
1 CREW NUMBER	2 TOTAL REFUELINGS		3 IN DARKNESS MAXIMUM INFIGHT GROSS WEIGHT		4 OPTIONAL INFIGHT GROSS WEIGHT 30 MIN CONTACT		5 NR SUCC MASS NIGHT MISIONS	6	7	8 TOTAL REFUELINGS		9 ONE TANKER 30 MIN CONTACT		10 190,000 LBS		11 DRY CONTACT 5 MINUTES		12		13 TOTAL RENDEZVOUS		14 IN DARKNESS		15 AN/ARN 1275		16													
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.														
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39			13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43			52-54	56-58	60-62	63-65	66-68	69-71														
	01				01															01																			
					01	01														01	01																		

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION E - Radar Rendezvous. Item 16 - No entry.

CONFIDENTIAL

(When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART IV														UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL							
A. GENERAL		B. AIR REFUELING (Combat Ready and Above)							C. AIR REFUELING (Non-Combat Ready)				D. DRY CONTACTS		E. RADAR RENDEZVOUS										
1 CREW NUMBER	2 TOTAL REFUELINGS		3 IN DARKNESS MAXIMUM INFLIGHT GROSS WEIGHT		4 OPTIONAL INFLIGHT GROSS WEIGHT 20 MIN CONTACT		5 RESUCCESS RESULTS RELEASING MISSIONS	6	7	8 TOTAL REFUELINGS		9 ONE TANKER 20 MIN CONTACT		10 190,000 LBS		11 DRY CONTACT 5 MINUTES		12	13 TOTAL RENDEZVOUS		14 IN DARKNESS		15 AN/APS 1276		16
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39			13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-45		52-54	56-58	60-62	63-65	66-68	69-71	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957.
All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION E - Radar Rendezvous.
Item 16 - No entry.

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART V												UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL													
A. GENERAL												307TH TFW (AFM) (AFB TX)	JUL 1957	2	2	4-SAC-T12													
B. GUNNERY				C. FORMATION			D. PILOT PROFICIENCY						E. CREW REQUIREMENTS																
1 CREW NUMBER	2 TOTAL HOURS FLOWN	3 PER CENT FIRED OUT			4 FIGHTER APPROX MISSILES ACCOMP.	5 TOTAL HOURS FLOWN	6 HOURS ABOVE 5000	7 HOURS BELOW 5000	8 NUMBER OF COMPLETED MISSIONS	9 TAKEOFFS		10 LANDINGS		11 ILS OR GCA		12 APPROACHES		13 NR OF WATER TANKS ACCOMP.	14 NR OF WATER INJECTION TAKEOFFS	15 NR OF AIRBORNE RADAR (PULSE) ACCOMP.	16 TOTAL HRS PRESS. FLT. POSITION	17 NR OF CREW MEMBER PRO-ILL. ACCOMP.	18 NR OF NIGHT HOURS FLOWN	19 MONTH LAST REPORT CARD COMPLETED	20				
		%	%	%						AC	CP	AC	CP	AC	CP	AC	CP									AC	CP		
6-10	13-15	17-19	21-23	25-27	29-31	41-43	45-47	49-51	13-15	16-19	22-25	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-19	21-23	25-27	29-31	33-35				
		PART I																									JUL		
		100								01		02			01													NOV	
										02		02			01														
										01		01																NOV	
					02					02		01																	
										03		03			02														
										02		02																	
		100								02		02																	
										03		03			01														
					01					02		02																	
					02					05		05			03														
										01		01																	
										01		01																	

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. All items are self-explanatory with the following exceptions:

DECLASSIFIED IAW EO 13526

SECTION E - Crew Requirements. Item 16 - Enter time to nearest whole hour. Item 20 - No entry.

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART V																															
A. GENERAL		B. GUNNERY			C. FORMATION			D. PILOT PROFICIENCY					E. CREW REQUIREMENTS																		
CREW NUMBER	TOTAL FLIGHT HOURS	PER CENT FIRED OUT			TOTAL FLIGHT HOURS	HOURS IN/OUT	HOURS BELOW	NUMBER OF COMPLETED MISSIONS	TAKEOFFS			LANDINGS		LS OR GCA		PRI. APPROACHES		DVRD OUT APPROACHES			INDICATED ACCOMP.	NR OF WATER PARADES	NR OF AIR DIRECTED PARADES	PRCT. ACCOMP.	NR OF AIRBORNE PARADES	NR OF AIRBORNE PARADES	NR OF AIRBORNE PARADES	NR OF AIRBORNE PARADES	NR OF AIRBORNE PARADES	MONTH LAST COMPLETED	LAST CHECK COMPLETED
		%	%	%					AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP											
6-10	13-15	17-19	21-23	25-27	29-31			41-43	45-47	49-51	13-15	16-18	22-23	26-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-16	17-19	21-23	25-27	29-31	33-35				

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. SECTION B - Gunnery. Item 2 - SEC may load missions meeting prescribed % fireout will be included in first column. % fireout exceptions. SECTION C - Formation. Item 2 - SEC may load missions meeting prescribed % fireout will be included in first column. % fireout exceptions. SECTION D - Pilot Proficiency. Item 4 - No entry. SECTION E - Crew Requirements. Item 16 - Enter time to nearest whole hour. Item 20 - No entry.

SAC FORM 1206 1206 FC: STM

1-60-C 80-0044

AF Form - SAC, OMA

(When Filled In)

CONFIDENTIAL

1465

CONFIDENTIAL

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

Quarter Ending 30 Nov 57

<u>Item Scored</u>	<u>Max Points</u>	<u>SAC Quarter Top/Bottom</u>	<u>Percent Eff</u>	<u>Points Earned</u>	<u>Points Lost</u>
A. PERSONNEL					
1. Manning in Required Specialties					
a. Officers					
(1) Percent of Required	15	96/93	95	14.3	0.7
(2) Percent of Assigned	15	90/85	95	14.3	0.7
b. Airmen, Direct Support					
(1) Percent of Required	50	83/79	79	39.5	10.5
(2) Percent of Assigned	50	81/75	82	41.0	9.0
c. Airmen, Indirect Support					
(1) Percent of Required	25	86/80	85	21.3	3.7
(2) Percent of Assigned	25	86/78	80	20.0	5.0
2. QJT Effectiveness	100	70/35	70	70.0	30.0
3. Retention					
a. Officers	50	NS	(To Be Developed)		
b. First Term Airmen	100	100/60	20	20.0	80.0
c. Career Airmen	25	100/70	60	15.0	10.0
d. Direct Support Airmen	75	NS	10	7.5	67.5
4. AWOL Rate	<u>30</u>	<u>80/10</u>	<u>60</u>	<u>18.0</u>	<u>12.0</u>
<u>TOTAL FOR PERSONNEL SECTION</u>	510	79/67	55	280.9	229.1
B. OPERATIONS - MATERIEL					
1. Bombardment					
a. Flying Hours as Percent of Standard	170	NS	95	161.5	8.5
b. Sorties as Percent of Standard	170	NS	94	159.8	10.2
2. Tanker					
a. Flying Hours as Percent of Standard	80	NS	97	77.6	2.4
b. Sorties as Percent of Standard	<u>80</u>	<u>NS</u>	<u>100</u>	<u>80.0</u>	<u>0.0</u>
<u>TOTAL FOR OPERATIONS-MATERIEL</u>	500	NS	96	478.9	21.1
C. MATERIEL					
1. Aircraft Maintenance Scheduling					
a. Airborne Sorties as Percent of Requirements	100	70/17	51	51.0	49.0
b. Percent of Airborne Sorties Which Are Variations From Schedule	100	100/83	90	90.0	10.0

CONFIDENTIAL

7C-2454

12-5180-C

CONFIDENTIAL

c. Time to Complete Periodic Inspections	50	100/90	100	50.0	0.0
2. Aircraft Reliability					
a. Percent Aircraft Operationally Ready and Flyable	50	70/20	80	40.0	10.0
b. Percent Scheduled Sorties Airborne as Scheduled	100	90/61	70	70.0	30.0
<u>TOTAL FOR MATERIEL SECTION</u>	400	79/63	75	307.0	99.0
D. GENERAL ITEMS					
1. Cost Per Flying Hour	150	79/69	80	120.0	30.0
2. Safety					
a. Flying	50	100/70	100	50.0	0.0
b. Ground	25	100/90	100	25.0	0.0
3. Reports on Time	40	100/90	NS	---	---
4. USCM Sabotage	100	100/97	NS	---	---
<u>TOTAL FOR GENERAL ITEMS</u>	225	87/79	87	195.0	30.0
E. OPERATIONS					
1. Bombardment					
a. Training Accomplishments	200	97/89	85	170.0	30.0
b. Reliability - Radar RES	60	92/83	89	53.4	6.6
c. Reliability - Visual RES	30	84/57	87	26.1	3.9
d. Reliability - Nite Cel	20	100/99	98	19.6	0.4
e. Reliability - Grid Cel	20	100/98	98	19.6	0.4
f. Reliability - Gunnery	10	93/83	72	7.2	2.8
g. Reliability - Rendezvous	20	100/99	100	20.0	0.0
h. Reliability - Wet Hookups	20	100/99	100	20.0	0.0
i. Reliability - Mass Nite	20	98/90	95	19.0	1.0
j. USCM Effectiveness	200	100/80	94	188.0	12.0
k. NCR Crew Upgrading	200	88/38	100	200.0	0.0
l. NCR Crew Flying Time	100	100/74	100	100.0	0.0
m. Probation Status	200	100/89	NS	---	---
n. Evaluation	100	75/55	57	57.0	43.0
2. Tanker					
a. Training Accomplishments	89	100/95	91	81.0	8.0
b. Reliability - Nite Cel	13	100/98	100	13.0	0.0
c. Reliability - Grid Cel	13	100/93	100	13.0	0.0
d. Reliability - Cruise Control	9	100/98	100	9.0	0.0
e. Reliability - Rendezvous	18	100/96	98	17.6	0.4
f. Reliability - Wet Hookups	18	100/98	100	18.0	0.0
g. Reliability - Mass Nite	18	97/90	98	17.6	0.4
h. USCM Effectiveness	89	97/94	NS	---	---
i. NCR Crew Upgrading	89	100/63	75	66.8	22.2
j. NCR Crew Flying Time	44	100/79	67	29.5	14.5
<u>TOTAL FOR OPERATIONS SECTION</u>	1311	92/83	89	1165.4	145.6

Total Maximum Points - - - - - 2946
 SAC Top Quarter/Bottom Quarter - - - - - 83/79
 TOTAL PERCENT EFFECTIVE - - - - - 82
 TOTAL POINTS EARNED - - - - - 2421.2
 Total points Lost - - - - - 524.8

CONFIDENTIAL

7C-2454

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	Aug 57 - Nov 57	1	15	1-SAC-T35		
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
ITEM		AUG	SEP	OCT	NOV	
A. PERSONNEL						
1. Manning in Required Specialties						
a. Officer MIRS, Percent Score		92	94	94	95	95
(1) Number Required		405	405	405	429	429
(2) Number Assigned		428	427	425	431	431
(3) Number IRS		383	389	388	408	408
(4) Percent of Required		95	96	96	95	95
(5) Percent of Assigned		89	91	91	95	95
b. Airman MIRS, Direct Support Skills, Percent Score		84	84	82	81	81
(1) Number Required		1132	1132	1130	1134	1134
(2) Number Assigned		1170	1197	1147	1103	1103
(3) Number IRS		958	970	933	901	901
(4) Percent of Required		85	86	83	79	79
(5) Percent of Assigned		82	81	81	82	82
c. Airman MIRS, Indirect Support Skills, Percent Score		79	82	80	83	83
(1) Number Required		404	404	404	406	406
(2) Number Assigned		426	433	438	435	435
(3) Number IRS		329	341	335	347	347
(4) Percent of Required		81	84	83	85	85
(5) Percent of Assigned		77	79	76	80	80
2. OJT Effectiveness, Percent Score		57	64	79	91	70
a. Number on OJT vs Number Eligible, Percent Score		15	15	15	15	15
(1) Number on OJT		459	500	488	461	1908
(2) Number Eligible		464	504	492	464	1924
(3) Percent on OJT		99	99	99	99	99
b. Number Passing Tests vs Number Tested, Percent Score		42	24	60	60	42

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	Aug 57 - Nov 57	2	15	1-SAC-T35		
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
ITEM		AUG	SEP	OCT	NOV	
(1) Number Passing Tests		31	77	12	56	176
(2) Number Tested		37	99	12	61	209
(3) Percent Passing Tests		84	78	100	92	84
c. Number Upgraded or Number on OJT, Percent Score		0	25	4	16	13
(1) Number Upgraded		2	83	30	50	165
(2) Number on OJT		493	459	475	460	1887
(3) Percent Upgraded		0.4	18	6	10	9
3. Retention						
a. Officer, Percent Score		(To Be Developed)				
b. First Term Airmen, Percent Score		100	100	10	10	20
(1) Number Eligible		10	17	80	60	167
(2) Number Reenlisting		7	7	7	8	29
(3) Percent Reenlisting		70	41	9	13	17
c. Career Airmen, Percent Score		60	20	60	70	60
(1) Number Eligible		3	2	6	7	18
(2) Number Reenlisting		2	1	4	5	12
(3) Percent Reenlisting		67	50	67	71	67
d. Direct Support Airmen, Percent Score		100	70	10	10	10
(1) Number Eligible		7	17	76	59	159
(2) Number Reenlisting		5	7	9	6	27
(3) Percent Reenlisting		71	41	12	10	17
4. AWOL Rate, Percent Score						
a. Average Strength		2017	2039	2035	2021	8112
b. Number Going AWOL		4	4	2	0	10
c. Rate Per 1,000		2.0	2.0	1.0	0.0	1.2
B. OPERATIONS - MATERIEL						
1. Bombardment						

CONFIDENTIAL

7c-2454

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	Aug 57 - Nov 57	3	15	1-SAC-T35	
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
ITEM	AUG	SEP	OCT	NOV	
a. Flying Hours as Percent of Standard, Percent Score	NS	100	100	79	95
(1) Average Number Assigned Combat Ready and Above Crews (Exclude Standboard and Instructor)	NS	35.6	35.0	38.8	36.4
(2) Average Number Standboard and Instructor Crews Assigned	NS	11.0	11.0	11.0	11.0
(3) Average Number Available Non-Combat Ready Crews	NS	14.0	12.0	7.3	11.3
(4) Total Combat Ready Hours Required	NS	1055	1040	1135	3225
(5) One-Twelfth Total Combat Ready Hours Required	NS	88	87	95	269
(6) Adjusted Total Combat Ready Hours Required	NS	967	953	1040	2956
(7) Non-Combat Ready Crew Hours Required	NS	420	360	219	1017
(8) Standard Hours Required	NS	1387	1313	1259	3973
(9) 10% Adjustment Factor	NS	139	131	126	397
(10) Allowance for Staff Flying	NS	135	135	135	405
(11) Total Standard Hours Required	NS	1661	1579	1520	4775
(12) Hours Flown	NS	1661	1693	1205	4559
b. Sorties as Percent of Standard, Percent Score	NS	95	100	83	94
(1) Standard Hours Required	NS	1661	1579	1520	4775
(2) Sortie Length, Hours	NS	6.5	6.5	6.5	6.5
(3) Standard Sorties Required	NS	256	243	234	735
(4) Sorties Airborne	NS	245	251	194	690
2. Tankers					
a. Flying Hours as Percent of Standard, Percent Score	NS	90	100	95	97
(1) Average Number Assigned Combat Ready and Above Crews (Exclude Standboard and Instructor Crews)	NS	18.0	18.0	18.0	18.0
(2) Average Number Standboard and Instructor Crews Assigned	NS	4.0	4.0	4.0	4.0
(3) Average Number Available Non-Combat Ready Crews	NS	2.8	3.0	0.3	2.1
(4) Total Combat Ready Hours Required	NS	510	510	510	1530
(5) One-Twelfth Total Combat Ready Hours Required	NS	43	43	43	128
(6) Adjusted Total Combat Ready Hours Required	NS	467	467	467	1402
(7) Non-Combat Ready Crew Hours Required	NS	84	90	9	189

SAC FORM 149

CONFIDENTIAL

70-2454

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	Aug 27 - Nov 27	4	25	1-SAC-133	
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
ITEM		AUG	SEP	OCT	NOV
(8) Standard Hours Required	NS	532	537	476	1592
(9) 10% Adjustment Factor	NS	53	56	48	160
(10) Total Standard Hours Required	NS	606	613	524	1752
(11) Hours Flown	NS	543	653	500	1696
b. Sorties as Percent of Standard, Percent Score	NS	200	90	200	200
(1) Standard Hours Required	NS	606	613	524	1752
(2) Sortie Length, Hours	NS	5.6	5.6	5.6	5.6
(3) Standard Sorties Required	NS	208	209	94	311
(4) Sorties Airborne	NS	114	97	209	320
3. Bonus Points	NS	20	0	0	0
a. Operational Performance (Total Score of the Operations Section)	NS	88	90	90	90
b. Total Score Flying Hours and Sorties Percent of Standard	NS	86	90	96	96
c. Ratio of Operational Performance to Flying Hours and Sorties	NS	1.02	1.02	.94	.94
3. MATERIE					
1. Bombardment					
a. Aircraft Maintenance Scheduling					
(1) Airborne Sorties as Percent of Requirement, Percent Score	NS	70	70	80	70
(a) Sorties Required	NS	260	270	250	780
(b) Sorties Scheduled	NS	277	288	258	823
(c) Sorties Airborne as Scheduled	NS	242	246	189	676
(d) Sorties Airborne	NS	245	251	194	690
(e) Adjusted Sortie Requirement	NS	226	232	183	640
(f) Percent Sorties Airborne of Adjusted Sortie Requirement	NS	108.4	108.7	106.0	107.8
(1) Airborne Sorties as Percent of Requirement, Percent Score	70	70	70	80	70
(a) Sorties Required	266	260	270	250	1046
(b) Sorties Scheduled	275	277	288	258	1096
(c) Sorties Airborne as Scheduled	235	241	246	189	911

SAC FORM 149

CONFIDENTIAL

7C-2454

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
				1-941-7		
ORGANIZATION		CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
		AUG	SEP	OCT	NOV	
37th Bombardment Wing (M) Lincoln Air Force Base, Nebraska						
ITEM						
(a) Sorties Airborne		224	227	233	242	826
(e) Adjusted Sortie Requirement		229	226	231	183	869
(c) Percent Sorties Airborne of Adjusted Sortie Requirement		106.6	108.4	108.7	106.5	107.5
(d) Percent of Allotted Sorties Which are Variations From Schedule, Percent Score		90	88	101	80	92
(a) Sorties Airborne		224		233	242	826
(b) Sorties Airborne as Scheduled		235	241	226	189	921
(c) Number of Variations		4	2	2	1	9
(d) Percent Sorties Which are Variations From Schedule		1.8	0.9	0.9	0.4	3.0
(e) Time to Complete Per 100 Inspections, Percent Score		100	100	NA	100	100
(a) Number of Inspections Done			2	2	2	6
(b) Clock Hours of Work		191	167		86	444
(c) Average Clock Hours Per Period Inspected		56	86	43	42	57
(a) Percent Aircraft Operationally Ready and Flyable, Percent Score		100	90	80	70	85
(b) Hours Possessed		29895	28192	28400	24331	110818
(c) Hours Operationally Ready		29895	28192	28400	24331	110818
(d) Hours Flyable but not Operationally Ready		264	95	2	100	461
(e) Hours Operationally Ready Plus one-half the Hours Flyable but not Operationally Ready		30027	28607	28400	24332	111966
(a) Percent of Possessed Hours Operationally Ready and Flyable		97	88	87	78	85
(b) Percent of Scheduled Sorties Airborne as Scheduled, Percent Score		80	80	75	70	76
(a) Sorties Scheduled		273	277	288	258	1096
(b) Sorties Airborne as Scheduled		235	241	246	189	911
(c) Percent of Sorties Airborne as Scheduled		86	87	85	73	83

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	Aug 77 - Nov 77	6	73	2-SAC-705		
ORGANIZATION		CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
37th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		AUG	SEP	OCT	NOV	
ITEM						
7. Tanker						
a. Aircraft Maintenance Scheduling						
(1) Airborne Sorties as Percent of Requirement, Percent Score	NS	10	10	10	10	10
(a) Sorties Required	NS	86	94	102	282	
(b) Sorties Scheduled	NS	209	221	190	620	
(c) Sorties Airborne as Scheduled	NS	84	93	106	283	
(d) Sorties Airborne	NS	121	97	179	397	
(e) Adjusted Sortie Requirement	NS	66	75	81	227	
(f) Percent Sorties Airborne of Adjusted Sortie Requirement	NS	182.7	122.8	192.9	171.0	
(2) Airborne Sorties as Percent of Requirement, Percent Score	10	10	10	10	10	10
(a) Sorties Required	200	86	94	102	282	
(b) Sorties Scheduled	212	209	221	190	620	
(c) Sorties Airborne as Scheduled	208	84	93	106	291	
(d) Sorties Airborne	228	121	97	179	428	
(e) Adjusted Sortie Requirement	89	66	75	81	231	
(f) Percent Sorties Airborne of Adjusted Sortie Requirement	252.6	184.7	122.8	232.9	184.0	
(3) Percent of Airborne Sorties Which are Variations from Scheduled, Percent Score	80	20	90	200	70	
(a) Sorties Airborne	228	121	97	179	428	
(b) Sorties Airborne as Scheduled	208	84	93	106	291	
(c) Number of Variations	20	30	4	3	47	
(d) Percent Sorties Which are Variations from Schedule	8	26	4	3	22	
(4) Time to Complete Periodic Inspections, Percent Score	NA	NA	100	100	100	
(a) Number Inspections Completed	0	0	1	4	5	
(b) Clock Hours of Work	0	0	56	172	228	
(c) Average Clock Hours Per Periodic Inspection	0	0	56	43	46	
b. Aircraft Reliability						

SAC FORM 149 8-77

CONFIDENTIAL

7C-2454

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	Aug 57 - Nov 57	7	14	1-SAC-T35	
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
ITEM	AUG	SEP	OCT	NOV	
(1) Percent Aircraft Operationally Ready and Flyable, Percent Score	100	100	30	40	70
(a) Hours Possessed	15064	14772	14880	14400	59116
(b) Hours Operationally Ready	13800	13396	11444	11123	49763
(c) Hours Flyable but not Operationally Ready	0	283	23	521	827
(d) Hours Operationally ready Plus one-half the Hours Flyable but not Operationally Ready	13800	13538	11456	11384	50177
(e) Percent of Possessed Hours Operationally Ready and Flyable	92	92	77	73	85
(4) Percent of Scheduled Sorties Airborne as Scheduled, Percent Score	90	50	70	60	70
(a) Sorties Scheduled	122	109	111	130	472
(b) Sorties Airborne as Scheduled	108	84	93	106	391
(c) Percent of Sorties Airborne as Scheduled	89	77	84	82	83
3. Combined Scores Where Different Model Aircraft are Involved					
a. Airborne Sorties as Percent of Requirement, Percent Score (THREE MONTH TOTAL)	NS	51	53	55	51
b. Airborne Sorties as Percent of Requirement, Percent Score (FOUR MONTH TOTAL)	51	51	53	55	51
c. Percent of Airborne Sorties Which Are Variations from Schedule, Percent Score	87	75	97	94	90
d. Time to Complete Periodic Inspections, Percent Score	100	100	100	100	100
e. Percent of Aircraft Operationally Ready and Flyable, Percent Score	100	90	60	40	80
f. Percent of Scheduled Sorties Airborne as Scheduled, Percent Score	83	72	70	47	70
D. GENERAL ITEMS					
1. Cost Per Flying Hour, Percent Score	85	90	79	72	80
a. Tactical Flying Hours	1605	1661	1693	1205	6164
b. Tactical Personnel Costs, Percent Score	79	78	80	73	79
(1) Headquarters Squadron Costs	86217	86252	89947	88092	350508
(2) Tactical Squadron Costs	210840	204686	213165	218298	846989

SAC FORM 140

CONFIDENTIAL

7C-2454

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
				1-5AC-717		
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska	Aug 57 - Nov 57	9	31	CURRENT PERIOD (Enter months that apply)		
				AUG	SEP	
ITEM						AVERAGE OR TOTAL
(1) A-E Maint Squadron Costs		47473	92164	86333	81490	349860
(2) Field Maint Squadron Costs		84108	90731	86009	89268	352916
(3) Periodic Maint Squadron Costs		22889	24055	24372	24307	94623
(4) Total Personnel Costs		149770	149588	140014	140365	149789
(5) Cost Per Flying Hour		307	302	293	287	324
(6) Standard Cost Per Flying Hour		24	23	22	21	26
c. Tactical Mission POL Costs, Percent Score		94	94	100	100	96
(1) Total POL Costs		34144	32780	31522	30293	127839
(2) Cost Per Flying Hour		110	107	101	97	117
(3) Standard Cost Per Flying Hour		105	105	105	105	105
d. Tactical All Other Costs, Percent Score		71	74	73	71	73
(1) Headquarters Squadron Costs		62	65	62	60	249
(2) Tactical Squadron Costs		1855	1721	1642	1518	6736
(3) A-E Maint Squadron Costs		114	120	114	112	460
(4) Field Maint Squadron Costs		4218	2905	2972	2722	8616
(5) Periodic Maint Squadron Costs		124	120	120	121	485
(6) Total All Other Costs		7349	6029	5972	5533	22897
(7) Cost Per Flying Hour		17	16	16	15	19
(8) Standard Cost Per Flying Hour		33	33	33	33	33
e. Tanker Flying Hours		664	645	633	500	2564
f. Tanker Personnel Costs, Percent Score		80	84	79	76	80
(1) Total Personnel Costs		114459	117241	118754	118043	466477
(2) Cost Per Flying Hour		172	185	179	236	197
(3) Standard Cost Per Flying Hour		142	180	142	180	157
g. Tanker Mission POL Costs, Percent Score		100	100	99	92	100
(1) Total POL Costs		62420	72054	89229	73397	297590

SAC FORM 149

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	Aug 1954 - Nov 57	9	24	1-SAC-005		
ORGANIZATION		CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
307th Bombardment Wing (M)		AUG	SEP	OCT	NOV	
Lincoln Air Force Base, Nebraska						
ITEM						
(2) Cost Per Flying Hour		94	132	136	147	127
(3) Standard Cost Per Flying Hour		105	105	105	105	105
H. Tanker All Other Costs, Percent Score		100	100	100	89	100
(1) Total All Other Costs		440	645	417	2240	6429
(2) Cost Per Flying Hour		1	2	3	6	3
(3) Standard Cost Per Flying Hour		1	1	1	1	1
I. Safety						
a. Flying, Percent Score		100	100	100	100	100
(1) Number of Accidents		0	0	0	0	0
(2) Flying Hours		2207	2206	2046	1907	8428
b. Ground, Percent Score		100	100	100	100	100
(1) Ground Safety Index		4.76	3.24	3.17	1.65	3.22
(a) Military Disabling Injury Rate Per 100,000 Man Days Exposure		4.76	3.24	3.17	1.65	3.22
1. Number of Military Disabling Injuries		1	2	2	3	8
2. Number of Man Days Exposure		62961	61680	63217	60780	248638
(c) Government Motor Vehicle Accident Rate Per 100,000 Miles Driven		0.0	0.0	0.0	0.0	0.0
1. Number of Accidents		0	0	0	0	0
2. Number of Miles Driven		22428	20036	21000	22428	95892
(d) Civilian Injury Rate Per 1,000,000 Manhours Exposure		0.0	0.0	0.0	0.0	0.0
1. Number of Civilian Disabling Injuries		0	0	0	0	0
2. Number at Payroll Manhours Exposure		1232	1106	1656	1344	5408
(2) Accident Cost Index		.43	.53	.49	.47	.49
(a) Total Cost		871	1141	1009	963	3984
(b) Mean Strength		2038	2063	2046	2034	8181
3. Reports on Time (No Information Required)		(SCORED BY SAC)				
4. USOM Sabotage, Percent Score		NA	NA	NA	NA	NA

SAC FORM 149 1-57

CONFIDENTIAL

7C-2454

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
ORGANIZATION 12. Bombardment Wing (M) Lincoln Air Force Base, Nebraska	Aug 1954 - Nov 1954	11	11	7-GR-4000		
ITEM		AUG	SEP	OCT	NOV	AVERAGE OR TOTAL
2. OPERATIONS						
a. Training Accomplishments						
i. Bombardment						
(1) Bomber Crews, Percent Score		NA	17	22	22	23
(2) ECM Phase V Crews, Percent Score		NA	1	1	1	1
(3) Average Number MCR Crews		NA	24.0	22.0	17.0	21.0
(4) Average Number Combat Ready and Above Crews (Including Standboard and Instructor Crews)		NA	46.0	46.0	43.0	47.0
(5) Number Standboard and Instructor Crews Assigned		NA	22	22	22	22
(6) Average Number Standboard and Instructor Crews Assigned by Crew Category						
(a) Select Crews		NA	0.0	1.0	1.0	0.8
(b) Lead Crews		NA	6.0	7.0	8.0	7.0
(c) Detail Bomb Crews		NA	0	1.0	0	1.0
(7) Indicate the Number of Requirements, Number Accomplished and the Percentage of Accomplishments of each Item and Group of Items as Shown in the Table of Training Requirements of SAC Technical Pamphlet 12-1A.		(SEE INCLOSURE 1 FOR BOMBER CREWS TRAINING ACCOMPLISHMENTS)				
(8) Indicate the Number of Requirements, Number Accomplished and the Percentage of Accomplishments of each Item and Group of Items as Shown in the Table of Training Requirements of SAC Technical Pamphlet 12-1A.		(SEE INCLOSURE 2 FOR MCR PHASE V ECM CREWS TRAINING ACCOMPLISHMENTS)				
ii. Tanker, Percent Score						
(1) Average Number MCR Crews		NA	4.0	3.4	1.0	3.1
(2) Average Number Combat Ready Crews (Including Standboard and Instructor Crews)		NA	22.0	21.0	22.0	22.0
(3) Number Standboard and Instructor Crews Assigned		NA	5	5	5	5
(4) Average Number Standboard and Instructor Crews Assigned by Crew Category						
(a) Combat Ready Crews		NA	4.0	4.0	4.0	4.0
(5) Indicate the Number of Requirements, Number Accomplished and the Percentage of Accomplishments of each Item and Group of Items as Shown in the Table of Training Accomplishments of SAC Technical Pamphlet 12-1A.		(SEE INCLOSURE 3 FOR TANKER TRAINING ACCOMPLISHMENTS)				

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	Apr - Nov 57	11	17	1-8AC-735		
ORGANIZATION 3rd Bombardment Wing (M) Lincoln Air Force Base, Nebraska		CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
ITEM		AUG	SEP	OCT	NOV	
a. Wing Reliability (Bombardment)						
a. Radar RBS Bombing, Percent Score		NA	92	85	93	89
(1) Number Accomplished		NA	107	215	132	522
(2) Number Acceptable		NA	161	182	123	166
b. Visual RBS Bombing, Percent Score		NA	90	100	50	87
(1) Number Accomplished		NA	10	14	6	30
(2) Number Acceptable		NA	9	14	3	26
c. Night Celestial Nav, Percent Score		NA	100	100	89	98
(1) Number Accomplished		NA	29	36	18	83
(2) Number Acceptable		NA	29	36	16	81
d. Grid Celestial Nav, Percent Score		NA	100	96	100	98
(1) Number Accomplished		NA	40	51	19	110
(2) Number Acceptable		NA	40	49	19	108
e. Gunnery, Percent Score		NA	62	73	70	72
(1) Number of Missions Fireouts Attempted		NA	11	36	11	58
(2) Number of Missions Fireouts Met SAC Reg 30-4 Requirements		NA	7	27	8	42
f. Rendezvous, Percent Score		NA	100	100	100	100
(1) Number Attempted		NA	16	41	34	91
(2) Number Successful		NA	16	41	34	91
g. Refueling						
(1) Wet Hookups, Percent Score		NA	100	100	100	100
(a) Number Attempted		NA	28	44	32	104
(b) Number Successful		NA	28	44	32	104

SAC FORM 149 1-57

CONFIDENTIAL

7C-2454

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	Aug 57 - Nov 57	22	15	1-SAC-T35		
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
ITEM		AUG	SEP	OCT	NOV	
(2) Mass Nite Refueling, Percent Score		NA	100	92	NA	95
(1) Number Attempted		NA	11	26	0	37
(2) Number Successful		NA	11	24	0	35
3. Wing Reliability (Tanker)						
a. Nite Celestial Nav, Percent Score		NA	100	100	100	100
(1) Number Accomplished		NA	4	42	24	70
(2) Number Acceptable		NA	4	42	24	70
b. Grid Celestial Nav, Percent Score		NA	100	100	100	100
(1) Number Accomplished		NA	31	13	8	52
(2) Number Acceptable		NA	31	13	8	52
c. Cruise Control, Percent Score		NA	100	100	NA	100
(1) Number Accomplished		NA	6	13	0	19
(2) Number Acceptable		NA	6	13	0	19
d. Rendezvous, Percent Score		NA	100	100	95	98
(1) Number Accomplished		NA	34	34	39	107
(2) Number Acceptable		NA	34	34	37	105
e. Refueling						
(1) Wet Hookups, Percent Score		NA	100	100	100	100
(a) Number Attempted		NA	46	48	51	145
(b) Number Successful		NA	46	48	51	145
(2) Mass Nite Refueling, Percent Score		NA	100	95	100	98
(a) Number Attempted		NA	18	19	19	56
(b) Number Successful		NA	18	18	19	55

SAC FORM 140

CONFIDENTIAL

70-2454

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	Aug 57 - Nov 57	23	25	I-SAC-T35	
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
	ITEM	AUG	SEP	OCT		NOV
c. USCM Effectiveness, Percent Score (Bomber)	94	-	-	-	94
a. Preparation Phase, Percent Score	93	-	-	-	93
(1) Aircraft Prepared	42	-	-	-	42
(2) Total Points Possible	4568	-	-	-	4568
(3) Total Points Scored	4248	-	-	-	4248
(4) Maximum Points Preparation Phase	60	-	-	-	60
(5) Points Scored Preparation Phase	55.8	-	-	-	55.8
b. Execution Phase, Percent Score	96	-	-	-	96
(1) Aircraft Airborne	28	-	-	-	28
(2) Total Points Possible	5270	-	-	-	5270
(3) Total Points Scored	5252	-	-	-	5252
(4) Maximum Points Execution Phase	120	-	-	-	120
(5) Points Scored Execution Phase	115.2	-	-	-	115.2
c. Reports on Time, Percent Score	87.5	-	-	-	87.5
(1) Reports Required	24	-	-	-	24
(2) Reports Submitted	24	-	-	-	24
(3) Reports Received on Time	20	-	-	-	20
(4) Reports Conforming to SOP	28	-	-	-	28
(5) Maximum Points Reports on Time	20	-	-	-	20
(6) Points Scored Reports on Time	17.5	-	-	-	17.5
d. USCM Scoring					
(1) Total Points Possible for USCM	200	-	-	-	200
(2) Total Points Scored for USCM	188.5	-	-	-	188.5
(3) Percent Effective	94	-	-	-	94
e. Non-Combat Ready Crew Upgrading					
a. Bombardment, Percent Score	NA	100	100	25	100
(1) Completed Standdown-Upgrade	NA	Yes	Yes	Yes	Yes

SAC FORM 149 1-57

CONFIDENTIAL

70-2454

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	AUG - NOV 54	14	17	1-510-705		
ORGANIZATION	ITEM	CURRENT PERIOD (Enter months that apply)				AVERAGE OR TOTAL
300th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		AUG	SEP	OCT	NOV	
	(2) Number NCR Crews Upgraded to CR	NA	11	1	1	13
	(3) Number Points for Upgrading Crews	NA	275	125	25	425
	(4) Average Number CR Crews Assigned (Including Standboard and Instructor Crews)	NA	11.5	11.0	11.0	11.5
	(5) Avg Number NCR Crews Available	NA	17.0	12.0	7.3	11.3
	(6) Number Points for CR Crews Asgd/ NCR Crews Available	NA	0	0	25	0
d. Tanker, Percent Score						
	(1) Completed Standdown-Upgrade	NA	Yes	Yes	Yes	Yes
	(2) Number NCR Crews Upgraded to CR	NA	0	0	0	0
	(3) Number Points for Upgrading Crews	NA	0	0	0	0
	(4) Average Number CR Crews Assigned (Including Standboard and Instructor Crews)	NA	21.0	22.0	21.0	21.3
	(5) Avg Number NCR Crews Available	NA	2.8	3.0	1.3	2.1
	(6) Number Points for CR Crews Asgd/ NCR Crews Available	NA	125	125	200	170
e. Non-Combat Ready Crew Flying Time						
1. Bombardment, Percent Score						
	(1) Avg Number NCR Crews Available	NA	11.0	12.0	7.3	11.3
	(2) Total NCR Flying Hours Required	NA	311	390	281	315
	(3) Total NCR Hours Flown	NA	385	311	201	305
2. Tanker, Percent Score						
	(1) Avg Number NCR Crews Available	NA	2.8	3.0	0.3	2.1
	(2) Total NCR Flying Hours Required	NA	81	90	9	109
	(3) Total NCR Hours Flown	NA	22	12	93	127
f. Probation						
1. Bombardment, Percent Score						
		NA	NA	NA	NA	NA

CONFIDENTIAL

BOMBER CREWS ITEM OF TRAINING	NON-COMBAT READY			COMBAT READY			TOTAL		
	IND RQMT	TOTAL RQMT	ACCOMP	IND RQMT	TOTAL RQMT	ACCOMP	RQMT	ACCOMP	PERCENT ACCOMP
Percent Complete - Training Accomplished									85.2
1. Radar RBS - Total (Excluding GPI and Fixed Angle)	16	181	124	3	97	380	278	504	100.0
2. Direct Aiming	5	57	40	1	32	72	89	112	100.0
3. Offset - Class IIIA Targets	5	57	18	1	32	88	89	106	100.0
4. Mach .81	6	68	9	1	32	54	100	63	63.0
5. Evasive Action	3	34	7	1	32	80	66	87	100.0
6. Breakaway	OPT	OPT	9	1	32	50	41	59	100.0
7. Fixed Angle	1	11	7	1	32	42	43	49	100.0
8. GPI	2	23	14	1	32	53	55	67	100.0
9. RBS Visual Attacks	2	23	18	1	32	31	55	49	89.1
10. Radar Attack, Camera Scored	2	23	24	2	65	109	88	133	100.0
11. IBDA at Mach .81	1	11	9	1	32	29	43	38	88.4
12. Fixed Angle	1	11	15	1	32	80	43	95	100.0
13. Visual Attacks, Camera Scored	3	34	6	2	65	28	99	34	34.3
14. Visual Release	3	34	6	1	32	13	66	19	28.8
15. Navigation - Night Celestial Leg	4	45	23	1	34	60	79	83	100.0
16. Day Celestial Leg	2	23	17	0	0	40	23	17	73.9
17. Celestial Grid Leg	2	23	28	2	65	84	88	112	100.0
18. Radar Grid Leg	1	11	11	0	0	33	11	11	100.0
19. Pressure Pattern Leg	1	11	3	0	0	14	11	3	27.3
20. Radar Controlled Nav Leg	0	0	0	0	0	0	0	0	NA
21. Refueling - Total	3	34	41	3	97	68	131	109	83.2
22. Max Night Refueling	0	0	0	1	32	22	32	22	68.8
23. Max Gross Weight - Night	0	0	0	1	32	17	32	17	53.1
24. Opt Gross Weight - 20 Min Contact	2	23	29	1	32	42	55	71	100.0
25. Max Gross Weight - Day or Night	1	11	12	0	0	0	11	12	100.0
26. Dry Contacts	6	68	149	6	194	264	262	413	100.0
27. Rendezvous - Total	4	45	31	3	97	68	142	99	69.7
28. Night	1	11	23	2	65	44	76	67	88.2
29. AN/APN-12/76 Primary	1	11	27	1	32	51	43	78	100.0
30. Gunnery Max Load	2	23	12	1	32	41	55	53	96.4
31. Fighter Attack Mission	1	11	11	1	32	42	43	45	100.0
32. Big Snow Run	2	23	41	2	65	91	88	132	100.0

CONFIDENTIAL

BOMBER CREWS ITEM OF TRAINING	NON-COMBAT READY			COMBAT READY			TOTAL		
	IND RQMT	TOTAL RQMT	ACCOMP	IND RQMT	TOTAL RQMT	ACCOMP	RQMT	ACCOMP	PERCENT ACCOMP
33. Little Snow Run	2	23	17	2	65	58	88	75	85.2
34. Little River Run	1	11	2	1	32	23	43	25	58.1
35. Max Chaff Dispense -- Out	1	11	22	1	32	50	43	72	100.0
36. Chaff Drop (Single-Unit Dispensing)	1	11	29	1	32	59	43	88	100.0
37. Formation Flying -- Total Hours	3	34	18	3	97	101	131	119	(90.8)
38. Hours at 30,000 Ft or Above	2	23	15	2	65	73	88	88	(100.0)
39. Hours at 10,000 Ft or Below	1	11	3	1	32	28	43	31	(72.1)
Average of Items 37, 38, and 39	-	---	---	-	---	---	---	---	87.6
40. Pilot Proficiency Mission	2	23	0	1	32	24	55	24	43.6
41. Take-Offs -- Aircraft Commander	6	68	147	3	97	313	165	460	(100.0)
42. Co-Pilot	3	34	28	2	65	68	99	96	(97.0)
43. Landings -- Aircraft Commander	6	68	147	3	97	315	165	462	(100.0)
44. Co-Pilot	3	34	28	2	65	66	99	94	(94.9)
45. ILS or OCA -- Aircraft Commander	4	45	81	3	97	235	142	316	(100.0)
46. Co-Pilot	2	23	33	2	65	113	88	146	(100.0)
47. PPI Approach -- Aircraft Commander	2	23	6	1	32	45	55	51	(92.7)
48. Co-Pilot	1	11	1	1	32	45	43	46	(100.0)
49. Gyro-Out Approach -- Aircraft Commander	2	23	4	1	32	33	55	37	(67.3)
50. Co-Pilot	1	11	2	1	32	34	43	36	(83.7)
Average of Items 41 thru 50	-	---	---	-	---	---	---	---	93.6
51. Airborne Radar Directed Approach	3	34	66	3	97	199	131	265	100.0
52. Pressurized Flight -- Combat Position, Hours	4	45	63	3	97	193	142	256	100.0
53. Emergency Procedure Drill	4	45	69	1	32	149	77	218	100.0
54. Night Cell Mission	0	0	9	2	65	32	65	32	49.2
55. Air Weapons Mission	1	11	0	1	32	28	43	28	65.1
56. Water Injection Take-Off	0	0	64	1	32	162	32	162	100.0

CONFIDENTIAL

COM PHASE V SUPPORT CREWS ITEM OF TRAINING	NON-COMBAT READY			COMBAT READY			TOTAL		
	IND RQMT	TOTAL RQMT	ACCOMP	IND RQMT	TOTAL RQMT	ACCOMP	RQMT	ACCOMP	PERCENT ACCOMP
Percent Complete - Training Accomplished									81.8
1. Radar RBS - Total (Excluding GPI and Fixed Angle)	2	0	NA	2	8	39	8	39	100.0
2. Direct Aiming	1	0	NA	1	4	18	4	18	100.0
3. Offset - Class IIIA Targets	1	0	NA	1	4	10	4	10	100.0
4. Mach .81	1	0	NA	1	4	3	4	3	75.0
5. Evasive Action	1	0	NA	1	4	7	4	7	100.0
6. Breakaway	1	0	NA	1	4	2	4	2	50.0
7. Fixed Angle	1	0	NA	1	4	6	4	6	100.0
8. GPI	0	0	NA	0	0	8	0	8	NA
9. RBS Visual Attacks	1	0	NA	1	4	6	4	6	100.0
10. Radar Attack, Camera Scored	0	0	NA	0	0	NA	0	0	NA
11. IBDA at Mach .81	0	0	NA	0	0	NA	0	0	NA
12. Fixed Angle	0	0	NA	0	0	NA	0	0	NA
13. Visual Attack, Camera Scored	0	0	NA	0	0	NA	0	0	NA
14. Visual Release	0	0	NA	0	0	NA	0	0	NA
15. Navigation - Night Celestial Leg	4	0	NA	2	8	9	8	9	100.0
16. Day Celestial Leg	2	0	NA	1	4	4	4	4	100.0
17. Celestial Grid Leg	2	0	NA	2	8	8	8	8	100.0
18. Radar Grid Leg	1	0	NA	1	4	3	4	3	75.0
19. Pressure Pattern Leg	1	0	NA	1	4	0	4	0	00.0
20. Radar Controlled Nav Leg	3	0	NA	2	8	3	8	3	37.5
21. Refueling - Total	3	0	NA	1	12	15	12	15	100.0
22. Mass Night Refueling	0	0	NA	1	4	3	4	3	75.0
23. Max Gross Weight - Night	0	0	NA	1	4	5	4	5	100.0
24. Opt Gross Weight - 20 Min Contact	2	0	NA	1	4	7	4	7	100.0
25. Max Gross Weight - Day or Night	1	0	NA	0	0	NA	0	0	NA
26. Dry Contacts	6	0	NA	6	24	59	24	59	100.0
27. Rendezvous - Total	4	0	NA	3	12	12	12	12	100.0
28. Night	1	0	NA	2	8	8	8	8	100.0
29. AN/APN-12/76 Primary	1	0	NA	1	4	7	4	7	100.0
30. Gunnery - Max Lead	2	0	NA	1	4	5	4	5	100.0
31. Fighter Attack Mission	1	0	NA	1	4	14	4	14	100.0
32. Big Snow Run	1	0	NA	1	4	NA	4	NA	NA

CONFIDENTIAL

ECM PHASE V SUPPORT CREWS ITEM OF TRAINING	NON-COMBAT READY			COMBAT READY			TOTAL		
	IND RQMT	TOTAL RQMT	ACCOMP	IND RQMT	TOTAL RQMT	ACCOMP	RQMT	ACCOMP	PERCENT ACCOMP
34. Little Snow Run	NA	-	NA	NA	-	NA	(See Items 58 thru 76)		
34. Little River Run	NA	-	NA	NA	-	NA	(See Items 58 thru 76)		
35. Max Chaff Dispense - Out	NA	-	NA	NA	-	NA	(See Items 58 thru 76)		
36. Chaff Drop (Single-Unit Dispensing)	NA	-	NA	NA	-	NA	(See Items 58 thru 76)		
37. Formation Flying - Total Hours	3	0	NA	3	12	13	12	13	(100.0)
38. Hours at 30,000 Ft or Above	2	0	NA	2	8	10	8	10	(100.0)
39. Hours at 10,000 Ft or Below	1	0	NA	1	4	3	4	3	(75.0)
Average of Items 37, 38, and 39	-	-	-	-	-	-	-	-	91.7
40. Pilot Proficiency Mission	2	0	NA	1	4	3	4	3	75.0
41. Take-Offs - Aircraft Commander	6	0	NA	3	12	57	12	57	(100.0)
42. Co-Pilot	3	0	NA	2	8	12	6	12	(100.0)
43. Landings - Aircraft Commander	6	0	NA	3	12	57	12	57	(100.0)
44. Co-Pilot	3	0	NA	1	8	12	8	12	(100.0)
45. ILS or GCA - Aircraft Commander	1	0	NA	1	12	34	12	34	(100.0)
46. Co-Pilot	1	0	NA	2	8	9	8	9	(100.0)
47. PPI Approach - Aircraft Commander	2	0	NA	1	4	1	4	1	(25.0)
48. Co-Pilot	1	0	NA	1	4	2	4	2	(50.0)
49. Gyro-Out - Aircraft Commander	2	0	NA	1	4	4	4	4	(100.0)
50. Co-Pilot	1	0	NA	1	4	2	4	2	(50.0)
Average of Items 41 thru 50	-	-	-	-	-	-	-	-	82.5
52. Airborne Radar Directed Approach	3	0	NA	3	12	19	12	19	100.0
52. Pressurized Flight - Combat Position, Hours	4	0	NA	3	12	24	12	24	100.0
53. Emergency Procedure Drill	4	0	NA	1	4	30	4	30	100.0
54. Night Cell Mission	0	0	NA	2	8	5	8	5	62.5
55. Air Weapons Mission	0	0	NA	0	0	0	0	0	NA
56. Water Injection Take-Off	0	0	NA	1	4	22	4	22	100.0
57. Big Photo Record Against S-Band	8	23	14	6	7	10	30	24	(80.0)
58. Big Photo Record Against L-Band	8	23	7	6	7	4	30	11	(36.7)
Average of Items 57 and 58	-	-	-	-	-	-	-	-	58.4
59. Big Photo Spot Against S-Band	8	23	15	6	7	3	30	18	(60.0)
60. Big Photo Spot Against L-Band	8	23	7	6	7	2	30	9	(30.0)
Average of Items 59 and 60	-	-	-	-	-	-	-	-	45.0
61. Big Snow Against S-Band	8	23	21	6	7	12	30	33	(100.0)
62. Big Snow Against L-Band	8	23	7	6	7	4	30	11	(36.7)
Average of Items 61 and 62	-	-	-	-	-	-	-	-	68.4

CONFIDENTIAL

ECM PHASE V SUPPORT CREWS ITEM OF TRAINING	NON-COMBAT READY			COMBAT READY			TOTAL		
	IND RQMT	TOTAL RQMT	ACCOMP	IND RQMT	TOTAL RQMT	ACCOMP	RQMT	ACCOMP	PERCENT ACCOMP
63. Little Snow Against S-Band	8	23	24	6	7	0	30	24	(80.0)
64. Little Snow Against L-Band	8	23	14	6	7	4	30	18	(60.0)
Average of Items 63 and 64	-	-	-	-	-	-	-	-	70.0
65. Simulator Runs Against VHF Band, RBS	8	23	12	6	7	7	30	19	(63.3)
66. Simulator Runs Against UHF Band, RBS	8	23	15	6	7	11	30	26	(86.7)
67. Simulator Runs Against L-Band, RBS	8	23	6	6	7	7	30	13	(43.3)
68. Simulator Runs Against S-Band, RBS	8	23	5	6	7	3	30	8	(26.7)
69. Simulator Runs Against VHF Band, Base	10	29	24	8	9	2	38	26	(68.4)
70. Simulator Runs Against UHF Band, Base	10	29	23	8	9	2	38	25	(65.8)
71. Simulator Runs Against L-Band, Base	10	29	8	8	9	2	38	19	(26.3)
72. Simulator Runs Against S-Band, Base	10	29	7	8	9	3	38	10	(26.3)
Average of Items 65 thru 72	-	-	-	-	-	-	-	-	50.9
73. Co-Pilot Requirements - Little River Run	1	3	3	1	1	0	4	3	(75.0)
74. Co-Pilot Requirements - Max Chaff Dispense Out	1	3	7	1	1	0	4	7	(100.0)
75. Co-Pilot Requirements - Chaff Drop (Single Unit Dispensing)	1	3	12	1	1	0	4	12	(100.0)
76. Co-Pilot Requirements - Big Photo Chatter Runs	2	6	0	1	1	0	7	0	(00.0)
Average of Items 73 thru 76	-	-	-	-	-	-	-	-	68.8

CONFIDENTIAL

TANKER CREWS TYPE OF TRAINING	NON-COMBAT READY			COMBAT READY			TOTAL		
	IND RQMT	TOTAL RQMT	ACCOMP	IND RQMT	TOTAL RQMT	ACCOMP	RQMT	ACCOMP	PERCENT ACCOMP
Percent Complete - Training Accomplished									91.1
1. Refueling - Total	55	116	183	6	108	125	224	308	100.0
2. Day - Wet or Dry	50	105	182	0	0	37	105	182	100.0
3. Night - Wet	5	11	1	3	54	88	65	89	100.0
4. Radio Silence	0	0	0	3	54	79	54	79	100.0
5. Rendezvous - Total	6	13	3	6	108	93	121	96	79.3
6. Multiple Pattern	1	2	2	1	18	50	20	52	100.0
7. AN/APN-12/76 Primary	2	4	1	2	36	59	40	60	100.0
8. Navigation - Night Celestial Leg	3	6	4	3	54	65	60	69	100.0
9. Day Celestial Leg	1	2	2	1	18	35	20	37	100.0
10. Radar Grid Leg	1	2	9	1	18	55	20	64	100.0
11. Celestial Grid Leg	2	4	6	2	36	48	40	54	100.0
12. Pressure Pattern Leg	1	2	1	1	18	21	20	22	100.0
13. Loran Leg (If Equipped)	2	4	0	2	36	35	40	35	87.5
14. Cruise Control Mission	1	2	1	1	18	15	20	16	80.0
15. Pilot Proficiency Mission	1	2	0	1	18	13	20	13	65.0
16. Take-Offs - Aircraft Commander	7	15	44	7	126	176	141	220	(100.0)
17. Co-Pilot	5	11	20	5	90	84	101	104	(100.0)
18. Landings - Aircraft Commander	7	15	44	7	126	166	141	210	(100.0)
19. Co-Pilot	5	11	22	5	90	88	101	110	(100.0)
20. ILS or GCA - Aircraft Commander	4	8	24	3	54	86	62	110	(100.0)
21. Co-Pilot	2	4	20	2	36	48	40	68	(100.0)
22. PPI Approach - Aircraft Commander	2	4	1	1	18	18	22	19	(86.4)
23. Co-Pilot	1	2	0	1	18	13	20	13	(65.0)
24. Qvro-Out Approach - Aircraft Commander	2	4	2	1	18	16	22	18	(81.8)
25. Co-Pilot	1	2	1	1	18	18	20	19	(95.0)
Average of Items 16 thru 25	-	-	-	-	-	-	-	-	92.8
26. EWP Loading and Unloading	1	2	1	1	18	21	20	22	100.0
27. Precomputation of Max Load	6	13	17	6	108	112	121	129	100.0
28. Emergency Procedure Drills - Simulated Rollout	3	6	11	3	54	86	60	97	(100.0)
29. Simulated Ditching	3	6	11	3	54	86	60	97	(100.0)
30. Simulated Crash Landing (Aircraft)	1	2	1	1	18	18	20	19	(95.0)

DECLASSIFIED IAW EO 13526

CONFIDENTIAL

TANKER CREWS ITEM OF TRAINING	NON-COMBAT READY			COMBAT READY			TOTAL		
	IND RQMT	TOTAL RQMT	ACCOMP	IND RQMT	TOTAL RQMT	ACCOMP	RQMT	ACCOMP	PERCENT ACCOMP
31. Simulated Crash Landing (Max Pass)	1	1	1	1	18	29	29	30	100.0
32. Passenger Emergency Procedure Briefing	3	3	3	3	54	60	60	60	100.0
Average of items 28 thru 32	-	-	-	-	-	-	-	-	100.0
33. Cell Flying - Day Missions	1	2	0	0	6	20	2	0	00.0
34. Night Missions	1	2	0	2	36	58	38	58	100.0
35. Airborne Radar Directed Approach	1	6	22	3	54	167	60	189	100.0

CONFIDENTIAL

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

December 1957

<u>Item Scored</u>	<u>Max Points</u>	<u>SAC Quarter Top/Bottom</u>	<u>Percent Eff</u>	<u>Points Earned</u>	<u>Points Lost</u>
A. PERSONNEL					
1. Manning in Required Specialties					
a. Officers					
(1) Percent of Required	15	97/89	96	14.4	0.6
(2) Percent of Assigned	15	89/84	94	14.1	0.9
b. Airmen, Direct Support					
(1) Percent of Required	50	86/80	84	42.0	8.0
(2) Percent of Assigned	50	83/79	85	42.5	7.5
c. Airmen, Indirect Support					
(1) Percent of Required	25	86/79	88	22.0	3.0
(2) Percent of Assigned	25	86/79	83	20.8	4.2
2. OJT Effectiveness	100	61/52	64	64.0	36.0
3. Retention					
a. Officers	Not Applicable - To be Developed				
b. First Term Airmen	100	60/30	80	80.0	20.0
c. Career Airmen	25	100/60	90	22.5	2.5
d. Direct Support Airmen	75	50/40	40	30.0	45.0
4. AWOL Rate	30	70/40	90	27.0	3.0
TOTALS FOR PERSONNEL SECTION	510	65/55	74	379.3	130.7
B. OPERATIONS - MATERIEL Not Scored - Special Training Month					
C. MATERIEL					
1. Aircraft Maintenance Scheduling					
a. Airborne Sorties as Percent of Requirements	100	94/77	70	70.0	30.0
b. Percent of Airborne Sorties Which Are Variations From Schedule	100	100/87	100	100.0	----
c. Time to Complete Periodic Inspections	50	100/85	100	50.0	----
2. Aircraft Reliability					
a. Percent Aircraft Operationally Ready and Flyable	50	80/50	20	10.0	40.0
b. Percent Scheduled Sorties Airborne as Scheduled	100	94/67	70	70.0	30.0
TOTALS FOR MATERIEL SECTION	400	91/74	75	300.0	100.0

15

CONFIDENTIAL

8C-0073

1-180-C

307DCR-58-2

CONFIDENTIAL

D. GENERAL ITEMS

1. Cost Per Flying Hour	150	81/75	81	121.5	28.5
2. Safety					
a. Flying	50	100/60	100	50.0	----
b. Ground	25	100/75	100	25.0	----
3. Reports on Time	Not Applicable - Scored by SAC				
4. USCM Sabotage	Not Applicable - No Test Conducted				
TOTAL FOR GENERAL ITEMS	225	86/80	87	196.5	28.5

E. OPERATIONS

1. Evaluation	100	100/73	57	57.0	43.0
TOTAL FOR OPERATIONS SECTION	100	94/82	57	57.0	43.0
Total Points Possible - - - - -	1235				
SAC Top Quarter/Bottom Quarter - - - - -	90/82				
TOTAL PERCENT EFFECTIVE - - - - -	76				
TOTAL POINTS EARNED - - - - -	932.8				
Total Points Lost - - - - -	302.2				

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	December 1957	1	9	1-SAC-T35(8AF-1)	
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
ITEM		DEC			
A. PERSONNEL					
1. Manning in Required Specialties					
a. Officer MIRS, Percent Score		95			95
(1) Number Required		429			429
(2) Number Assigned		439			439
(3) Number IRS		411			411
(4) Percent of Required		96			96
(5) Percent of Assigned		94			94
b. Airman MIRS, Direct Support Skills, Percent Score		85			85
(1) Number Required		1134			1134
(2) Number Assigned		1117			1117
(3) Number IRS		955			955
(4) Percent of Required		84			84
(5) Percent of Assigned		85			85
c. Airman MIRS, Indirect Support Skills, Percent Score		86			86
(1) Number Required		406			406
(2) Number Assigned		431			431
(3) Number IRS		357			357
(4) Percent of Required		88			88
(5) Percent of Assigned		83			83
2. OJT Effectiveness, Percent Score		64			64
a. Number on OJT vs Number Eligible, Percent Score		15			15
(1) Number on OJT		397			397
(2) Number Eligible		401			401
(3) Percent on OJT		99			99
b. Number Passing Tests vs Number Tested, Percent Score		24			24
(1) Number Passing Tests		61			61

SAC FORM 149 FC: 1900

CONFIDENTIAL

9C-0073

Air Force - SAC, Offutt

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	December 1957	2	9	1-SAC-T35(8AF-1)
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		CURRENT PERIOD (Enter months that apply)		AVERAGE OR TOTAL
ITEM	DEC			
(2) Number Tested	78			78
(3) Percent Passing Tests	78			78
c. Number Upgraded of Number on OJT. Percent Score	25			25
(1) Number Upgraded	66			66
(2) Number on OJT	461			461
(3) Percent Upgraded	14			14
3. Retention				
a. Officer, Percent Score	(To be Developed)			
b. First Term Airmen, Percent Score	80			80
(1) Number Eligible	62			62
(2) Number Reenlisting	22			22
(3) Percent Reenlisting	35			35
c. Career Airmen, Percent Score	90			90
(1) Number Eligible	9			9
(2) Number Reenlisting	7			7
(3) Percent Reenlisting	78			78
d. Direct Support Airmen, Percent Score	40			40
(1) Number Eligible	56			56
(2) Number Reenlisting	18			18
(3) Percent Reenlisting	32			32
4. AWOL Rate, Percent Score	90			90
a. Average Strength	1963			1963
b. Number Going AWOL	1			1
c. Rate Per 1,000	0.5			0.5

SAC FORM 149 FCI 1960

8C-0073

Air Force - SAC, Offutt

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	FORM NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	December 1957	3	9	1-SAC-T35(8AF-1)
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		CURRENT PERIOD (Enter months that apply)		AVERAGE OR TOTAL
ITEM		DEC		
B. OPERATIONS - MATERIEL		Not Scored - Special Training Mo.		
C. MATERIEL				
1. Bombardment				
a. Aircraft Maintenance Scheduling				
(1) Airborne Sorties as Percent of Requirements, Percent Score		70		70
(a) Sorties Required		227		227
(b) Sorties Scheduled		239		239
(c) Sorties Airborne as Scheduled		204		204
(d) Sorties Airborne		209		209
(e) Adjusted Sortie Requirement		193		193
(f) Percent Sorties Airborne of Adjusted Requirement		108.3		108.3
(2) Percent Airborne Sorties Variations from Schedule, Percent Score		100		100
(a) Sorties Airborne		209		209
(b) Sorties Airborne as Scheduled		204		204
(c) Number of Variations		5		5
(d) Percent Sorties Variations from Schedule		2		2
(3) Time to Complete Periodic Inspections, Percent Score		100		100
(a) Number of Inspections Completed		6		6
(b) Clock Hours of Work		344		344
(c) Average Clock Hours Per Periodic Inspection		57		57
b. Aircraft Reliability				
(1) Percent Aircraft Operationally Ready and Flyable, Percent Score		20		20
(a) Hours Possessed		33480		33480
(b) Hours Operationally Ready		24029		24029
(c) Hours Flyable but not Operationally Ready		1508		1508
(d) Hours Operationally Ready Plus one-half the Hours Flyable but not Ops Ready		24783		24783

SAC FORM 149, FC: 1900 10 MAR 57

Flyable but not Ops Ready

8C-0073

A-7 Force - SAC, Offutt

CONFIDENTIAL

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL
	December 1957	4	9	1-SAC-T35(8AF-1)
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		CURRENT PERIOD (Enter months that apply)		AVERAGE OR TOTAL
		DEC		
(e) Percent of Possessed Hours Operationally Ready and Flyable		74		74
(2) Percent of Scheduled Sorties Airborne as Scheduled, Percent Score		70		70
(a) Sorties Scheduled		239		239
(b) Sorties Airborne as Scheduled		204		204
(c) Percent of Sorties Airborne as Scheduled		85		85
2. Tanker				
a. Aircraft Maintenance Scheduling				
(1) Airborne Sorties Percent of Requirements, Percent Score		70		70
(a) Sorties Required		101		101
(b) Sorties Scheduled		111		111
(c) Sorties Airborne as Scheduled		93		93
(d) Sorties Airborne		94		94
(e) Percent Sorties Airborne of Adjusted Requirement		110.6		110.6
(2) Percent of Airborne Sorties Variations from Schedule, Percent Score		100		100
(a) Sorties Airborne		94		94
(b) Sorties Airborne as Scheduled		93		93
(c) Number of Variations		1		1
(d) Percent Sorties Variations from Schedule		1		1
(3) Time to Complete Periodic Inspections, Percent Score		100		100
(a) Number of Inspections Completed		3		3
(b) Clock Hours of Work		145		145
(c) Average Clock Hours Per Periodic Inspection		48		48
b. Aircraft Reliability				

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
	December 1957	5	9	1-SAC-T35(BAF-1)	
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
		DEC			
ITEM					
(1) Percent Aircraft Operationally Ready and Flyable, Percent Score					
		20			20
(a) Hours Possessed		15203			15203
(b) Hours Operationally Ready		10734			10734
(c) Hours Flyable but not Operationally Ready		685			685
(d) Hours Operationally Ready Plus one-half the Hours Flyable but not Operationally Ready		11077			11077
(e) Percent of Possessed Hours Operationally Ready and Flyable		73			73
(2) Percent of Scheduled Sorties Airborne as Scheduled, Percent Score		70			70
(a) Sorties Scheduled		111			111
(b) Sorties Airborne as Scheduled		93			93
(c) Percent of Sorties Airborne as Scheduled		84			84
3. Combined Scores Where Different Model Aircraft are Involved					
a. Airborne Sorties as Percent of Requirements, Percent Score		70			70
b. Percent of Airborne Sorties Which are Variations from Schedule, Percent Score		100			100
c. Time to Complete Periodic Inspections, Percent Score		100			100
d. Percent of Aircraft Operationally Ready and Flyable, Percent Score		20			20
e. Percent of Scheduled Sorties Airborne as Scheduled, Percent Score		70			70
D. GENERAL ITEMS					
1. Cost Per Flying Hour, Percent Score		81			81
a. Tactical Flying Hours		1407			1407

CONFIDENTIAL

MANAGEMENT CONTROL DATA	PERIOD COVERED	BASE HR	HR OF PAGES	REPORTS CONTROL SYMBOL
	December 1957	6	9	1-SAC-T35(8AF-1)
ORGANIZATION	CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska	DEC			
ITEM				
b. Tactical Personnel Cost, Percent	78			78
(1) Headquarters Sq Costs	86014			86014
(2) Tactical Squadron Costs	221701			221701
(3) A-E Maintenance Sq Costs	74358			74358
(4) Field Maintenance Sq Costs	84451			84451
(5) Periodic Maint Sq Costs	23196			23196
(6) Total Personnel Costs	489720			489720
(7) Cost Per Flying Hour	348			348
(8) Standard Cost Per Flying Hour	272			272
c. Tactical Mission POL Costs, Percent Score	100			100
(1) Total POL Costs	274369			274369
(2) Cost Per Flying Hour	195			195
(3) Standard Cost Per Flying Hour	240			240
d. Tactical All Other Costs, Percent Score	67			67
(1) Headquarters Sq Costs	938			938
(2) Tactical Squadron Costs	20051			20051
(3) A-E Maintenance Sq Costs	17732			17732
(4) Field Maintenance Sq Costs	19860			19860
(5) Periodic Maint Sq Costs	10331			10331
(6) Total All Other Costs	68912			68912
(7) Cost Per Flying Hour	49			49
(8) Standard Cost Per Flying Hour	33			33
e. Tanker Flying Hours	540			540
f. Tanker Personnel Costs, Percent Score	84			84
(1) Total Personnel Costs	115674			115674
(2) Cost Per Flying Hour	214			214
(3) Standard Cost Per Flying Hour	180			180

SAC FORM 149, FC: 1900

CONFIDENTIAL

8C-0073

Air Force - SAC, Offutt

MANAGEMENT CONTROL DATA		PERIOD COVERED	FORM NO.	NR OF PAGES	REPORTS CONTROL SYMBOL
		December 1957	7	9	1-SAC-T35(8AF-1)
ORGANIZATION		CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		DEC			
ITEM					
g. Tanker Mission POL Costs, Percent Score		97			97
(1) Total POL Costs		86981			86981
(2) Cost Per Flying Hour		161			161
(3) Standard Cost Per Flying Hour		156			156
h. Tanker All Other Costs, Percent Score		56			56
(1) Total All Other Costs		4656			4656
(2) Cost Per Flying Hour		9			9
(3) Standard Cost Per Flying Hour		5			5
2. Safety					
a. Flying, Percent Score		100			100
(1) Number of Accidents		0			0
(2) Flying Hours		1947			1947
(3) Rate Per 100,000 Hours Flown		0.0			0.0
b. Ground, Percent Score		100			100
(1) Ground Safety Index		1.70			1.70
(a) Military Disabling Injury Rate Per 100,000 Mandays Exposure		1.70			1.70
1. Number of Military Disabling Injuries		1			1
2. Number of Mandays Exposure		58745			58745
(b) Government Motor Vehicle Accident Rate Per 100,000 Miles Driven		0.0			0.0
1. Number of Accidents		0			0
2. Number of Miles Driven		23402			23402
(c) Civilian Injury Rate Per 1,000,000 Manhours Exposure		0.0			0.0
1. Number of Civilian Disabling Injuries		0			0
2. Number of Payroll Manhours Exposure		1408			1408

SAC FORM 149 FCI 1960

CONFIDENTIAL

8C-0073

Air Force - SAC, Offutt

MANAGEMENT CONTROL DATA		PERIOD COVERED	CONFIDENTIAL	ISSUE NO.	NR OF PAGES	REPORTS CONTROL SYMBOL
		December 1957		8	9	1-SAC-T35(8AF-1)
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska			CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL
ITEM			DEC			
(2) Accident Cost Index			.12			.12
(a) Total Cost			227			227
(b) Mean Strength			1903			1903
3. Reports on Time (No Information Required)			Scored By SAC			
4. USCM Sabotage, Percent Score			Not Applicable			
E. OPERATIONS						
1. Training Accomplishments						
a. Bombardment, Percent Score			NA			NA
(1) Average Number NCR Crews Available			7.0			7.0
(2) Average Number Combat Ready and Above Crews Assigned (Including Standboard and Instructor Crews)			49.4			49.4
(3) Number Standboard and Instructor Crews Authorized			11.0			11.0
(4) Average Number Standboard and Instructor Crews Assigned by Crew Category						
(a) Select			1.0			1.0
(b) Lead			8.0			8.0
(c) Combat Ready			1.0			1.0
(5) Indicate the Number of Requirements, Number Accomplished and the Percentage of Accomplishments of Each Item and Groups of Items as Shown in the Table of Training Requirements of SAC Technical Pamphlet 170-1A.			NA			NA
			Special Training Month			
b. Tanker, Percent Score			NA			NA
(1) Average Number NCR Crews Available			0.8			0.8
(2) Average Number Combat Ready and Above Crews Assigned (Including Standboard and Instructor Crews)			22.0			22.0
(3) Number Standboard and Instructor Crews Authorized			5.0			5.0
(4) Average Number Standboard and Instructor Crews Assigned by Crew Category						
(a) Combat Ready			4.0			4.0

MANAGEMENT CONTROL DATA		PERIOD COVERED	CONFIDENTIAL	NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
		December 1957		9	9	1-SAC-T35(8AF-1)	
ORGANIZATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska			CURRENT PERIOD (Enter months that apply)			AVERAGE OR TOTAL	
ITEM			DEC				
(5) Indicate the Number of Requirements, Number Accomplished and the Percentage of Accomplishments of Each Item and Groups of Items as Shown in the Table of Training Requirements of SAC Technical Pamphlet 170-1A.			NA	Special Training Month	NA		
2. Non-Combat Ready Crew Upgrading							
a. Bombardment, Percent Score			NA	Special Training Month	NA		
(1) Completed Standdown-Upgrade Program			YES			YES	
(2) Number NCR Crews Upgraded to Combat Ready			0			0	
(3) Number Points for Upgrading Crews			0			0	
(4) Average Number Combat Ready Crews Assigned (Including Standboard and Instructor Crews)			49.4			49.4	
(5) Average Number NCR Crews Available			7.0			7.0	
(6) Number Points for CR Crews Assigned/NCR Crews Available			NA	Special Training Month	NA		
b. Tanker, Percent Score			NA	Special Training Month	NA		
(1) Completed Standdown-Upgrade Program			YES			YES	
(2) Number NCR Crews Upgraded to Combat Ready			0			0	
(3) Number Points for Upgrading Crews			0			0	
(4) Average Number Combat Ready Crews Assigned (Including Standboard and Instructor Crews)			22.0			22.0	
(5) Average Number NCR Crews Available			0.8			0.8	
(6) Number Points for CR Crews Assigned/NCR Crews Available			NA	Special Training Month	NA		
3. Evaluation (Jan 57 thru Dec 57)							
a. Bombardment, Percent Score			NA			57	
(1) Number of Evaluations or Re-evaluations Successful			0			8	
(2) Number of Evaluations or Re-evaluations Given			0			14	

SAC FORM 149 FC: 1960

CONFIDENTIAL

8C-0073

Air Force - SAC, OMBT

307 Comptroller

Officer Manning as of 30 Nov 57
 307DPO 6 Dec 57
 Lt Col Lundak/EJK/chk/8083

434 Authorized 100% Body Manning
 435 Assigned 95% Effective Manning
 408 Effective
 429 Authorized for Effective Manning

1. Critical Career Field exists when Body Manning is below 86% or if 60% or more are at entry level.

<u>CAREER FIELD</u>	<u>AUTH</u>	<u>ASGD</u>	<u>%ASGD</u>
00	9	9	100
10-16	345	354	102
1245A	144	44	
1241A		16	
1234B		50	
231B		46	
1234C	64	37	
1231C		30	
1416	11	7	
1411		4	
1411V		1	
1435	10	4	
1431		2	
1435V		2	
1431V		2	
1525B	83	55	
1521E		22	
1534A	33	17	
1531A		15	
20	6	7	116
206	2	1	
2011		1	
2044	2	1	
2041		1	
2054	2	2	
2051		1	

<u>CARRER FIELD</u>	<u>AUTH</u>	<u>ASGD</u>	<u>%ASGD</u>
30	13	12	92
3016	1		
3011		1	
3024	11	9	
3021		2	
3034	1		
32	10	8	80
3216	2	1	
3211		1	
3234B	5	2	
3231B		2	
3244	1		
3241		1	
32000	2	1	
43	21	22	105
4316	3	3	
4311		1	
4324	3	2	
4321		1	
4334	2		
4331		1	
4344	8	7	
4341		1	
4355	3	2	
4351		2	
43100	1	1	
43200	1	1	
64	10	10	100
6416	1		
6411		1	
6424	9	8	
6421		1	
67	1	1	100
6746	1		
6741		1	
70	5	4	80
7024	5	2	
7021		2	
73	5	4	80
7324	4	1	
7321		2	
73000	1	1	

<u>CAREER FIELD</u>	<u>AUTH</u>	<u>ASGD</u>	<u>%ASGD</u>
8616	1	0	0
90-91	1	0	0
9025	1	0	
93-98	7	4	57
9316	1		
9326		2	
9356	4	1	
9416	1		
9826	1	1	

<u>SQ</u>	<u>TOTAL AUTH</u>		<u>ASGD</u>	<u>LESS WO'S</u>	<u>#ASGD</u>		<u>EFF</u>	
	<u>AUTH</u>	<u>LESS WO'S</u>			<u>BY SQ</u>	<u>%ASGD</u>	<u>%EFF</u>	
HQ	61	60	64	63	59	105	98	
370	80	80	83	83	75	104	94	
71	80	80	79	79	78	99	98	
372	80	80	79	79	78	99	98	
FM	8	6	10	8	5	133	83	
A&E	10	8	9	8	7	100	88	
FM	3	3	3	3	3	100	100	
ARS	104	104	104	104	101	100	97	
TH	8	8	4	4	2	50	25	

2. Officers not IRS and reasons thereto:

<u>NAME</u>	<u>AFSC</u>	<u>ORGAN</u>	<u>REASON NOT IRS</u>
Capt Bell	1411	Hq	Pending asgmt to Physiological Training Duties No vacancy in AFSC.
Lt Palmer	2051	Hq	Pending asgmt to fill vacancy of Lt with DOS in Feb.
Capt Gates	4344	Hq	Off TDY on Operation Bootstrap.
Lt Wood	4351	Hq	Officer recently came on active duty from civilian status and has directed duty asgmt.
Capt Drake	9326	TH	This is only AFSC Off qual to perform dy in.
Capt Flentje	9326	TH	This is only AFSC Off qual to perform dy in.
Lt Col Cochran	4316	FM	Pending asgmt as Sq Commander in Dec.
Lt Todd	4344	FM	Off is performing duty in position that authorizes AFSC 8616, but we are not permitted to assign him the DAFSC unless he is qualified in AFSC 8616/11. Off has directed duty in this field for one year.
Lt Walter	4341	FM	
Lt Duke	3234B	A&E	No authorized position for his AFSC. Dos in Dec.
WO Johnson	73000	Hq	
WO Rogers	43100	FM	
WO Olson	43200	FM	
WO Patterson	32000	A&E	

5 Pilots	1234B	370	Combat Crews
2 Pilots	1234B	371	Combat Crews
2 Pilots	1234B	372	Combat Crews
3 Pilots	1234C	ARS	Combat Crews

3. Officers assigned primary duty as ICM crew members who are filling authorized positions and have an additional duty AFSC within the maintenance career field are counted as effective.

EDWARD E. LUNDAK
Lt Colonel, USAF
Director of Personnel

Officer Manning as of 31 Dec 57

307 Comptroller

307DFC

7 Jan 58
Lt Bergman/EJK/jbs/0139

434 Authorized 102% Body Manning
442 Assigned 96% Effective Manning
410 Effective
429 Authorized for Effective Manning

1. Critical Career Field exists when Body Manning is below 86% or if 60% or more are at entry level.

<u>CAREER FIELD</u>	<u>AUTH</u>	<u>ASGD</u>	<u>%ASGD</u>
00	9	9	100
10-16	345	363	105
1245A	144	46	
1241A		13	
1234B		56	
1231B	77	46	
1234C	64	36	
1231C		33	
1416	11	7	
1411		3	
1411V		1	
1435	10	4	
1431		1	
1435V		2	
1431V		2	
25B	63	63	
1521B		16	
1534A	33	17	
1531A		17	
20	6	7	116
2016	2	1	
2011		1	
2044	2	1	
2041		1	
2054	2	2	
2051		1	

17

<u>CAREER FIELD</u>	<u>AUTH</u>	<u>ASGD</u>	<u>%ASGD</u>
30	13	12	92
3016	1		
3011		1	
3024	11	9	
3021		2	
3034	1		
32	10	7	70
3216	2	1	
3211		1	
3234B	5	2	
3231B		1	
3244	1		
3241		1	
32000	2	1	
43	21	21	100
4316	3	2	
4311		1	
4324	3	2	
4321		1	
4334	2		
4331		1	
4344	8	7	
4341		1	
4355	3	2	
4351		2	
43100	1	1	
43200	1	1	
64	10	9	90
6416	1		
6411		1	
6424	9	7	
6421		1	
67	1	1	100
6746	1		
6741		1	
70	5	6	120
7024	5	2	
7021		4	
73	5	3	60
7324	4	1	
7321		1	
73000	1	1	

<u>CAREER FIELD</u>	<u>AUTH</u>	<u>ASGD</u>	<u>%ASGD</u>
8616	1	0	0
90-91	1	0	0
9025	1	0	
93-95	7	4	57
9316	1		
9326		2	
9356	4	1	
9416	1		
9826	1	1	

<u>SQ</u>	<u>TOTAL AUTH</u>	<u>AUTH LESS WO'S</u>	<u>ASGD</u>	<u>#ASGD LESS WO'S</u>	<u>EFF BY SQ</u>	<u>%ASGD</u>	<u>%EFF</u>
	61	60	62	61	57	102	95
370	80	80	87	87	78	109	98
371	80	80	80	80	78	100	98
372	80	80	80	80	77	100	96
FM	8	6	9	7	5	117	83
A&E	10	8	9	8	8	100	100
PM	3	3	3	3	3	100	100
ARS	104	104	108	108	102	104	98
TH	8	8	4	4	2	50	25

2. Officers not IRS and reasons thereto:

<u>NAME</u>	<u>AFSC</u>	<u>ORGAN</u>	<u>REASON NOT IRS</u>
Capt Bell	7021	Hq	Pending asgmt to Physiological Training Duties. No vacancy in AFSC.
King	2051	Hq	Pending asgmt to fill vacancy of Lt with DOS in Feb.
Capt Gates	4344	Hq	Off TDY on Operation Bootstrap.
Lt Wood	4351	Hq	Officer recently came on active duty from civilian status and has directed duty asgmt.
Capt Drake	9326	TH	This is only AFSC Off qual to perform cy in.
Capt Flentje	9326	TH	This is only AFSC Off qual to perform cy in.
Lt Todd	4344	FM	Off is performing duty in position that authorizes AFSC 8616, but we are not permitted to assign him the DAFSC unless he is qualified in AFSC 8616/11.
Lt Walters	4341	FM	Off has directed duty in this field for one year.
WO Johnson	73000	Hq	
WO Rogers	43100	FM	
WO Olson	43200	FM	
WO Patterson	32000	A&E	

9 Pilots	1234B	370	Combat Crews
2 Pilots	1234B	371	Combat Crews
3 Pilots	1234B	372	Combat Crews
5 Pilots	1234C	ARS	Combat Crews
1 Navigator	1534A	ARS	Combat Crews

3. Officers assigned primary duty as ICM crew members who are filling authorized positions and have an additional duty AFSC within the maintenance career field are counted as effective.

EDWARD E. LUNDAY
Lt Colonel, USAF
Director of Personnel

SAC FORM 124
15 MAR 53

SECRET

Quarterly Operational Readiness Report
(RCS: 1-AF-V2)
As of 2400 Hours 31 Dec 1957
For: 307th Bomb Wing

EIKINS READ, JR, Colonel, USAF
Commander

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
307th Bm Wg	Lincoln AFB	6	10	7	9	9						6	6	6
307th TAC Sq	Lincoln AFB	7	10	9	9	9	B-47E	10	7	8	6			
307th Maint Sq	Lincoln AFB	6	9	7	9	9								
307th AREFS	Lincoln AFB	7	9	9	9	9	KC-97	10	7	8	7	7	7	7
307th TAC Hosp	Lincoln AFB	6	9	7	9	9								

Remarks

307th Bomb Wing -

Item C - Low due to Item E.

Item E - Low due to Item E of Maintenance Squadrons and Tactical Hospital.

Items M, N, and O - Forecast to remain at 6 due to continued shortages in the 432X0 and 301X3 career fields in the Maintenance Squadrons and the following AFSC's in the Tactical Hospital - 9416, 9025, 9356, 9316, and 40152.

Tactical Squadrons -

Item C - Regressed from 8 to 7 due to Item L.

Item E - Increased from 8 to 9 due to upgrading program.

Item J - Regressed from 9 to 7 due to large number of fuel leaks.

Item K - Based on 1.6 to 1 crew to aircraft ratio. Regressed from 9 to 8 due to change in crew authorization and resulting change in reporting criteria. Crew strength decreased from 61 as of 1 October 1957 to 58 as of 31 December 1957. A total of seven crews were disbanded and only four new crews formed. Of the crews disbanded three (B-33, L-02, B-20) were to fill Wing Staff vacancies; two (L-61, L-34) to Training Command; two (L-36, L-70) to the B-52 Program.

SECRET

307202-58-1

1-19-5
85-0003

5

SECRET

Item L - Regressed from 7 to 6. Crew R-20 disbanded to replace aircraft commander on L-03 who was assigned to fill a Wing Staff position. A total of 49 combat ready crews were assigned as of 31 December 1957.

Maintenance Squadrons -

Item C - Low due to Item E.

Item D - Regressed from 10 to 9 due to early out program and low input.

Item E - Low due to Field Maintenance and A-E Squadron low indices. Field Maintenance has only 302 operational ready airmen of 389 assigned with the most critical shortages in the 432X0 career field. Of 61 authorized only 46 are assigned - a shortage of six at the seven level, six at the five level, and three at the three level. The A-E Maintenance Squadron has 218 operational ready airmen of 329 assigned with a critical shortage in the 301X3 career field. Of 48 authorized only 19 are assigned; only one seven level airman is assigned versus ten authorized. There is no projected input.

Item F - Increased from 8 to 9 due to receipt of UME.

307th AREFS -

Item J - Regressed from 9 to 7 due to the shortage of IFR parts.

Item K - Based on 1.6 to 1 crew to aircraft ratio. Regressed from 9 to 8 due to change in crew authorization and change in reporting criteria. Twenty-seven crews were assigned as of 31 December 1957.

Item L - No change in reporting criteria. Twenty-two combat ready crews were assigned as of 31 December 1957.

307th Tactical Hospital -

Item C - Low due to Item E.

Item E - Low due to shortage of Flight Surgeons, AFSC 9356, four authorized with two assigned; Surgeon, AFSC 9316, one authorized with none assigned; Medical Equipment Repairman, AFSC 40152, one authorized with none assigned. No inputs are anticipated in these career fields.

SECRET

307 DCC-58-1

SEPARATION & REENLISTMENT RATE FOR NOVEMBER 1957

	ASSIGNED UNITS			818 ADiv	Tenent Units	Base Total
	ABGRU	98th	307th			
1 - Number Separated						
1st Termers.....	81	65	81	227	1	228
Career.....	12	7	8	27	1	28
Overall Totals.....	93	72	89	254	2	256
2 - Number Separated Eligible to Reenlist						
1st Termers.....	28	42	60	130	0	130
Career.....	8	3	7	18	1	19
Overall Totals.....	36	45	67	148	1	149
3 - Number Immediate Reenlistments (Including AFR 39-15's)						
1st Termers.....	11	7	8	26	0	26
Career.....	7	2	5	14	1	15
Overall Totals.....	18	9	13	40	1	41
4 - Number Immediate Reenlistments (Excluding AFR 39-15's)						
1st Termers.....	11	7	8	26	0	26
Career.....	7	2	5	14	1	15
Overall Totals.....	18	9	13	40	1	41
5 - Number Reenlisted within 90 days from other bases						
1st Termers.....	0	0	0	0	0	0
Career.....	0	0	0	0	0	0
Overall Totals.....	0	0	0	0	0	0
6 - Number Reenlisted within 90 days to old assigned unit						
1st Termers.....	0	0	0	0	0	0
Career.....	0	0	0	0	0	0
Overall Totals.....	0	0	0	0	0	0
Percentages (Add 4 & 6 and divide 2 into this)						
1st Termers.....	39.3	16.7	13.3	20.0	Neg	20.0
Career.....	87.5	66.7	71.4	77.8	100.0	78.9
Overall Totals.....	50.0	20.0	19.4	27.0	100.0	27.5

Robert F. Short
 ROBERT F. SHORT
 CAPTAIN, USAF
 Base Reenlistment Officer

COMMANDERS TALLY SHEET (IMMEDIATE REENLISTMENTS) FOR NOVEMBER 1957

	DISCHARGE			ELIG TO REENL			REENLISTMENTS			RATINGS		
	A	B	C	A	B	C	A	B	C	A	B	C
Maj J W Gaunt 818th Instal Sq	10	2	12	0	2	2	0	2	2	Neg	100	100
LCol O E Fowler 307th A R Sq	2	0	2	2	0	2	2	0	2	100	Neg	100
Maj M O Pope 818th Fd Sv Sq	21	3	24	0	1	1	0	1	1	Neg	100	100
Maj V J Voyles 344th Bm Sq	1	0	1	1	0	1	1	0	1	100	Neg	100
Capt J W Smith 307th Tac Hosp	1	0	1	1	0	1	1	0	1	100	Neg	100
LCol J L Godwin 98th A R Sq	5	0	6	3	1	4	2	1	3	66.7	100	75.0
Maj M O Kroeger 818th AP Sq	21	1	22	10	1	11	7	1	8	70.0	100	72.7
Capt F Dawson Hq Sq 98th Bm Wg	4	0	4	3	0	3	2	0	2	66.7	Neg	66.7
Maj A Fries Hq Sq 307th Bm Wg	4	2	6	3	2	5	2	1	3	66.7	50.0	60.0
LCol F W Starck 818th Opn Sq	5	0	5	2	0	2	1	0	1	50.0	Neg	50.0
Maj M E Perry 34th Avn Dep Sq	2	1	3	1	1	2	0	1	1	00.0	100	50.0
LCol R J Greene 818th Sup Sq	8	3	11	7	3	10	2	2	4	28.6	66.7	40.0
LCol R D Smith 370th Bm Sq	10	2	12	6	2	8	0	2	2	00.0	100	25.0
LCol H R Loughran Hq Sq 818th ABGRU	8	2	10	5	0	5	1	0	1	20.0	Neg	20.0
LCol H T Tillapaugh 307th FM Sq	19	1	20	13	1	14	1	1	2	07.7	100	14.3
LCol R B Webb 307th FM Sq	6	2	8	6	1	7	0	1	1	00.0	100	14.3
LCol W J Seward 98th A & E Sq	25	2	27	19	1	20	2	0	2	10.5	00.0	10.0
LCol S D Miller 98th FM Sq	19	4	23	10	1	11	0	1	1	00.0	100	09.1
LCol R L Smith 307th A & E Sq	31	1	32	1	1	25	2	0	2	08.3	00.0	08.0
Capt C Frye 818th Trans Sq	4	0	4	2	0	2	0	0	0	00.0	Neg	00.0
Col C E Englenart 4168 USAF Hosp	2	0	2	0	0	1	0	0	0	00.0	Neg	00.0
Maj D M Grimwood 98th FM Sq	6	0	6	3	0	3	0	0	0	00.0	Neg	00.0
LCol A R Fortney 345th Bm Sq	3	0	3	2	0	2	0	0	0	00.0	Neg	00.0
Lt J Pendleton 98th Tac Hosp	1	0	1	1	0	1	0	0	0	00.0	Neg	00.0
LCol J E Stay 371st Bm Sq	5	0	5	3	0	3	0	0	0	00.0	Neg	00.0
LCol W E Miller 372nd Bm Sq	3	0	3	2	0	2	0	0	0	00.0	Neg	00.0
LCol J V Disana 343d Bm Sq	1	0	1	0	0	0	0	0	0	Neg	Neg	Neg
818TH AIR DIVISION	227	27	254	130	18	148	26	14	40	20.0	77.8	27.0

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

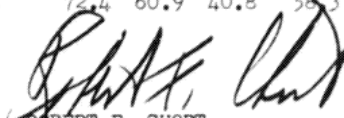
IMMEDIATE REENLISTMENT RATE BY CAREER FIELD
FOR MONTH OF NOVEMBER 1957

FIELD	TITLE	818TH ABGRU			98TH			307TH			818TH ADIV		
		(1)	(2)	(3)	(1)	(2)	(3)	(1)	(2)	(3)	(1)	(2)	(3)
20	Intelligence				1	0	0				1	0	0
29	Communications Operations				1	0	0				5	1	0
30	Radio and Radar Maintenance	4	1	0	7	6	0	11	6	0	19	13	0
32	Armament System Maintenance	1	1	0							33	28	1
33	Atomic Weapons				15	12	1	18	16	0			
34	Training Devices							1	0	0	1	0	0
40	Intricate Equipment Maintenance	1	1	1							1	1	1
42	Aircraft Accessory Maintenance							1	1	1	1	1	1
43	Aircraft & Engine Maintenance				11	8	1	1	1	0	12	9	1
43E	Aircraft Mechanic-Jet over two Eng	2	1	0	9	6	2	20	16	4	31	23	6
46	Munitions and Weapons Maintenance				12	6	1	26	18	1	38	24	2
47	Vehicle Maintenance	1	0	0	3	1	0	1	1	1	5	2	1
53	Metalworking	1	1	0	1	0	0	1	1	0	3	2	0
55	Construction				4	0	0	1	0	0	5	0	0
56	Utilities	6	0	0							6	0	0
57	Firefighting	1	0	0							1	0	0
58	Fabric, Leather, Rubber	3	2	2							3	2	2
60	Transportation				1	1	1	1	1	1	2	2	2
62	Food Service	2	1	0							2	1	0
64	Supply	24	1	1				1	1	1	25	2	2
67	Finance, Accounting and Auditing	16	12	5	1	0	0	1	1	1	18	13	6
68	Statistical and Machine Accounting	1	1	1							1	1	1
70	Administration	2	0	0							2	0	0
73	Personnel	1	0	0	2	2	1	5	4	3	8	6	4
77	Air Police				2	2	2				2	2	2
90	Medical	25	13	8							25	13	8
92	Aircrew Protection	2	1	0	1	1	0				3	2	0
					1	0	0				1	0	0
		93	36	18	72	45	9	89	67	13	254	148	40

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

SEPARATION & REENLISTMENT RATE FOR DECEMBER 1957

	ASSIGNED UNITS			818 ADiv	Tenent Units	Base Total
	ABGRU	98th	307th			
1 - Number Separated						
1st Termers.....	85	73	76	234	0	234
Career.....	18	8	11	37	2	39
Overall Totals.....	103	81	87	271	2	273
2 - Number Separated Eligible to Reenlist						
1st Termers.....	62	56	62	180	0	180
Career.....	14	8	9	31	1	32
Overall Totals.....	76	64	71	211	1	212
3 - Number Immediate Reenlistments (Including AFR 39-15's)						
1st Termers.....	42	34	22	98	0	98
Career.....	13	5	7	25	1	26
Overall Totals.....	55	39	29	123	1	124
4 - Number Immediate Reenlistments (Excluding AFR 39-15's)						
1st Termers.....	42	34	22	98	0	98
Career.....	13	5	7	25	1	26
Overall Totals.....	55	39	29	123	1	124
5 - Number Reenlisted within 90 days from other bases						
1st Termers.....	0	0	0	0	0	0
Career.....	0	0	0	0	0	0
Overall Totals.....	0	0	0	0	0	0
6 - Number Reenlisted within 90 days to old assigned unit						
1st Termers.....	0	0	0	0	0	0
Career.....	0	0	0	0	0	0
Overall Totals.....	0	0	0	0	0	0
Percentages (Add 4 & 6 and divide 2 into this)						
1st Termers.....	67.7	60.7	35.5	54.5	Neg	54.5
Career.....	92.9	62.5	77.8	80.6	100.0	81.3
Overall Totals.....	72.4	60.9	40.8	58.3	100.0	58.4


 ROBERT F. SHORT
 CAPTAIN, USAF
 Base Reenlistment Officer

COMMANDERS TALLY SHEET (IMMEDIATE REENLISTMENTS) FOR DECEMBER 57

	DISCHARGE			ELIG TO REENL			REENLISTMENTS			RATINGS		
	A	B	C	A	B	C	A	B	C	A	B	C
Maj J W Gaunt 818th Instal Sq	6	2	8	4	1	5	4	1	5	100	100	100
Col C E Englehart 4168 USAF Hosp	2	1	3	0	1	1	0	1	1	Neg	100	100
Maj V J Voyles 344th Bm Sq	3	0	3	1	0	1	1	0	1	100	Neg	100
Capt J W Smith 307th Tac Hosp	1	1	2	0	1	1	0	1	1	Neg	100	100
CWO G W Evans 818th Fd Sv Sq	8	4	12	7	2	9	6	2	8	85.7	100	88.9
Maj D M Grimwood 98th FM Sq	5	1	6	5	1	6	4	1	5	80.0	100	83.3
LCol J V Disana 343d Bm Sq	4	1	5	4	1	5	3	1	4	75.0	100	80.0
LCol J E Stay 71st Bm Sq	5	2	7	5	2	7	4	1	5	80.0	50.0	71.4
LCol G D Miller 98th FM Sq	20	3	23	14	3	17	12	0	12	85.7	00.0	70.6
Maj M O Kroeger 818th AP Sq	20	0	20	13	0	13	9	0	9	69.2	Neg	69.2
LCol O E Fowler 307th AR Sq	5	2	7	4	2	6	2	2	4	50.0	100	66.7
Maj M H Hveem 34th Avn Dep Sq	6	0	6	3	0	3	2	0	2	66.7	Neg	66.7
LCol A R Fortney 345th Bm Sq	4	0	4	3	0	3	2	0	2	66.7	Neg	66.7
LCol R J Greene 818th Sup Sq	10	2	12	9	2	11	5	2	7	55.5	100	63.6
LCol H R Loughran Hq Sq 818th ABGRU	20	4	24	15	3	18	9	2	11	60.0	66.7	61.1
LCol R D Smith 370th Bm Sq	6	2	8	3	2	5	2	1	3	66.7	50.0	60.0
Capt C Frye 818th Trans Sq	5	2	7	5	2	7	2	2	4	40.0	100	57.1
LCol J L Godwin 98th AR Sq	8	0	8	7	0	7	4	0	4	57.1	Neg	57.1
LCol L H Cochran 307th FM Sq	23	1	24	19	1	20	9	1	10	47.4	100	50.0
LCol W J Seward 98th A&E Sq	23	3	26	17	3	20	6	3	9	35.3	100	45.0
Capt F Dawson Hq Sq 98th Bm Wg	6	0	6	5	0	5	2	0	2	40.0	Neg	40.0
LCol R L Smith 307th A&E Sq	23	2	25	20	1	21	4	1	5	20.0	100	23.8
LCol R B Webb 307th PM Sq	7	0	7	7	0	7	1	0	1	14.3	Neg	14.3
Maj C A Fries Hq Sq 307th Bm Wg	5	1	6	3	0	3	0	0	0	00.0	Neg	00.0
LCol W E Miller 372d Bm Sq	1	0	1	1	0	1	0	0	0	00.0	Neg	00.0
Lt J Pendleton 98th Tac Hosp	0	0	0	0	0	0	0	0	0	Neg	Neg	Neg
818TH AIR DIVISION	234	37	271	180	31	211	98	25	123	54.5	80.6	58.3

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

IMMEDIATE REENLISTMENT RATE BY CAREER FIELD
FOR MONTH OF DECEMBER 1957

FIELD	TITLE	818TH ABGRU			98TH			307TH			818TH ADIV		
		(1)	(2)	(3)	(1)	(2)	(3)	(1)	(2)	(3)	(1)	(2)	(3)
20	Intelligence				1	1	1	1	1	1	2	2	2
22	Photomapping	1	1	0							1	1	0
23	Photographic	2	1	1							2	1	1
29	Communications Operations	3	3	2	4	3	2	1	1	0	8	7	4
30	Radio and Radar Maintenance	3	2	2	11	6	2	6	5	1	20	13	5
32	Armament System Maintenance	1	0	0	8	7	3	15	13	0	24	20	3
33	Atomic Weapons	2	2	1							2	2	1
42	Aircraft Accessory Maintenance				6	4	3	8	7	0	14	11	3
43	Aircraft & Engine Maintenance	2	1	1	8	6	6	19	15	7	29	22	14
43E	Aircraft Mechanic - Jet over two Eng	2	2	2	19	16	11	14	12	6	35	30	19
45	Production Control				3	3	3				3	3	3
47	Munitions and Weapons Maintenance	5	2	2	5	5	2	3	3	3	13	10	7
47	Vehicle Maintenance	2	2	1				1	1	1	3	3	2
53	Metalworking	1	1	1							1	1	1
55	Construction				2	2	1	1	1	1	3	3	2
56	Utilities	3	3	2							3	3	2
57	Firefighting	3	2	2							3	2	2
58	Fabric, Leather, Rubber				2	1	0	4	4	4	6	5	4
60	Transportation	4	4	2	1	1	0	1	1	1	6	6	3
62	Food Service	11	8	8							11	8	8
64	Supply	14	12	6	5	4	3	4	1	1	23	17	10
65	Procurement	1	1	1							1	1	1
70	Administration	10	7	5	4	3	1	4	3	1	18	13	7
71	Printing	1	1	1							1	1	1
72	Information	2	1	0							2	1	0
73	Personnel	2	1	1	2	2	1	2	1	0	6	4	2
77	Air Police	24	18	13							24	18	13
90	Medical	3	1	1				2	1	1	5	2	2
	Aircrew Protection	1	0	0				1	1	1	2	1	1

103 76 55 81 64 39 87 71 29 271 211 123

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

CONFIDENTIAL

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

307DGR

19 December 1957

SUBJECT: (UNCLASSIFIED) Monthly Analysis, RCS: SAC-US4(8AF-1)

TO: Commander
818th Air Division
ATTN: Director of Comptroller
Lincoln Air Force Base, Nebraska

1. In accordance with Eighth Air Force Regulation 170-1, dated 8 November 1957, the following is the Monthly Analysis, RCS: SAC-US4(8AF-1), for the 307th Bombardment Wing, Medium, for the month of November 1957 (Unclassified)

PART I

ANALYSIS OF POINTS 1A61

SAC Management Control Statement, November 1957

1. Airmen MIRS, Direct Support Skills - Percent of Required - Wing Score 79%, SAC Top Quarter 83%, SAC Bottom Quarter 75%

Based on 901 airmen IRS of 1134 authorized the wing attained 79 percent of maximum score which is four percent below the last known SAC Top Quarter. Due to the early release program and other attraction factors the score for this item has been in a steady decline since September. The most prevalent shortages exist in the 30 (Radar and Radio) career field with 82 effective airmen of 116 authorized or 71 percent and the 47 (Motorized and Miscellaneous Equipment) career field where the wing is authorized 25 airmen with only 34 effective or 64 percent. Further, due to the early release program, there are less effective airmen at the 11A level than the seven or three levels. An attrition OIR program is being conducted to train and upgrade the personnel and to attract airmen to compensate for the loss of these individuals. The attrition program is forecast until the early release program is completed. (Unclassified)

21

2. Airmen MIRS, Indirect Support Skills - Percent of Assigned - Wing Score 80%, SAC Top Quarter 84%, SAC Bottom Quarter 78%

Although the score for this item has had a steady increase during this quarter the wing is still six percent below the SAC Top Quarter. The following depicts the percentage of airmen IRS at the number assigned by skill level

Skill Level	Number Assigned	Number IRS	Percent IRS
7 Level	82	72	80%
5 Level	116	100	86%
3 Level	115	64	57%
9901k (Prioret)	8	0	0%

7-2558

5270-C

CONFIDENTIAL

Subject: Monthly Analysis, RCS: SAC-USA(SAF-1) (Cont'd)

As can be noted from the above table only 64 airmen are IRS of 113 assigned at the three level. This is due to the fact that only 64 airmen are authorized at the three level; therefore, only 64 airmen can be IRS. The only method for improvement in this area is upgrading of assigned three level personnel to the five level. This is a time consuming task as personnel have to complete OJT, take and pass the applicable Airman's Proficiency Test, and be upgraded. Due to the excessive turnover of personnel it is extremely difficult to maintain an even ratio of personnel authorized to personnel assigned by skill level. A slight progression in this area is forecast as the OJT program and testing and upgrading of personnel are being closely monitored by the Director of Personnel. (Unclassified)

3. Retention, First Term Airmen - Wing Score 20%, SAC Top Quarter 100%, SAC Bottom Quarter 60%

The primary factor for the low score in this area is the early release program. For the quarter only 29 reenlistments were experienced of 167 eligible for a rate of 17 percent. For the nine month period prior to the early release program the wing had a reenlistment rate of 54 percent which was above the SAC and Eighth Air Force rates for the same period. Most of the losses experienced were in the maintenance career fields. This was due to the mass input of personnel within these career fields at the time the wing converted from B-29 to B-47 type aircraft. Most of the personnel that were assigned to the wing during the conversion period came directly from technical schools and their separation dates fell within the specified time to be eligible for the early release program now in effect. (Unclassified)

4. Retention, Career Airmen - Wing Score 60%, SAC Top Quarter 100%, SAC Bottom Quarter 70%

A reenlistment rate of 67 percent for career airmen was attained by the wing for the quarter. Based on 12 reenlistments of 18 eligible this rate resulted in 60 percent of score. Of the six career airmen who did not reenlist at this station, four are known to have reenlisted at their base of choice. One other airman was considering reenlistment for an overseas station. Under current Air Force directives these airmen could not reenlist at this station for base of choice. Their only alternative was to receive their discharge, travel at their own expense to base of choice, and then reenlist. They were not lost to the Air Force but to the wing as a reenlistment statistic. (Unclassified)

5. Tanker Aircraft Maintenance Scheduling, Airborne Sorties as Percent of Requirements - Wing Score 10%, SAC Top Quarter 70%, SAC Bottom Quarter 17%

This item low due to the unit's failure to accurately estimate in the original requirements the paid for cancellations and because of higher headquarters directed missions received after the monthly 60-9 meeting. Requirements were consistently underestimated by an amount equal to the number of cancellations except for the month of September when the requirements were underestimated by an additional 24 missions as a result of a "No Notice" USCM. The Chief of Maintenance has been

CONFIDENTIAL

CONFIDENTIAL

Subject: Monthly Analysis, RCS: SAC-U54 (RAF-1) (Cont'd)

briefed and all other interested personnel scheduled for briefing on this item. (Unclassified)

6. Percent of Airborne Sorties Which are Variations from Schedule - Wing Score 90%, SAC Top Quarter 100%, SAC Bottom Quarter 83%

A two percent variation rate for bomber aircraft or 100 percent of maximum score and an 11 percent variation rate for tanker aircraft or 70 percent of maximum score resulted in a combined score of 90 percent for the wing. The Air Refueling Squadron had 47 variations for the four month period, 24 of which were non-scheduled sorties flown in USCM "Blue Light." There were also 17 additions for operations requirements, five for other higher headquarters directed missions, and one aircraft was added as a replacement for an aircraft that had flown the previous day. Barring unforeseen higher headquarters directed missions, the score in this item is expected to remain stable. (Unclassified)

7. Percent of Scheduled Sorties Airborne as Scheduled - Wing Score 70%, SAC Top Quarter 90%, SAC Bottom Quarter 61%

Both bomber and tanker aircraft obtained 70 percent of score which is 20 percent below the SAC Top Quarter. The contributing factors for not reaching the Top Quarter are weather and maintenance cancellations and ground aborts. Another factor during November was 23 cancellations for fuel leaks. Score in this area is expected to remain static for the next quarter due to the unpredictable weather experienced in this geographic location. (Unclassified)

8. Training Accomplishments, Bombardment - Wing Score 85%, SAC Top Quarter 97%, SAC Bottom Quarter 89%

Because of the loss of four crews to the Air Training Command and the B-52 program, our standardization board had an 80 percent turnover during the quarter. This necessitated the utilization of additional sorties for upgrading crew members to instructor status in order to replace the transferred standard crew. This also had the secondary effect of causing the standard section to fall behind in their crew checks. Thus, additional sorties were required to give standardization checks to crews who otherwise could have flown more productive 50-8 missions. The requirement to upgrade IP's also caused the wing to decide to expend tanker sorties, which are always critical in number, on upgrading instead of more night air refueling missions which was only 68.8 percent completed for the quarter. Pressure pattern accomplishment was only 27.3 percent. This condition exists because of our geographic location relative to large bodies of water. In order to complete this training we require the support of tankers to make the mission productive. Max gross weight refueling was low due to utilizing tankers by more than one receiver and upgrading IP's. Rendezvous were low for the same reason. Actually, the required IP upgrading affected all areas of 50-8 which were low. This included visual RBS and camera attacks, pilot proficiency missions, cell tactics, and air weapons missions. (Confidential)

CONFIDENTIAL

CONFIDENTIAL

Subject: Monthly Analysis, ECSP SAC-054(MAF-1) (Cont'd)

9. Reliability, Bombardment, Night Celestial Navigation - Wing Score 98%, SAC Top Quarter 100%, SAC Bottom Quarter 99%

This area shows the result of measuring an area where the spread is extremely small. This item was low due to errors in computation and plotting. In order to improve reliability all navigation missions are critiqued with the squadron observer. Also, each observer is required to replot at least three missions and critique the replotted missions with the squadron observer. (Confidential)

10. Reliability, Bombardment, Grid Celestial Navigation - Wing Score 98%, SAC Top Quarter 100%, SAC Bottom Quarter 98%

Same as paragraph 9, Night Celestial Navigation, above. (Confidential)

11. Reliability, Bombardment, Gunnery - Wing Score 72%, SAC Top Quarter 93%, SAC Bottom Quarter 83%

Gunnery reliability has been a low area of performance for the entire training quarter. The wing flew a total of 58 gunnery missions of which only 42 had a 75 percent or better fireout. The causes for this low score are threefold; first, the non-availability of a gunnery range; second, inactivity during the standdown-upgrade program where gunnery missions were not required; third, the lack of a wing gunnery officer for more than six months. A wing gunnery officer was assigned during the month of October. This area has shown considerable improvement during the month of December as the wing had 21 gunnery missions in conjunction with Pacesetter X of which all were reliable for an average fireout of 99 percent. (Confidential)

12. Training Accomplishments, Tanker - Wing Score 91%, SAC Top Quarter 100%, SAC Bottom Quarter 95%

This item low primarily due to the shortage of flying time for non-combat ready crews. Only 45 hours were allocated for non-combat ready crews for the second calendar quarter because of the low priority in this area established in accordance with SAC message (Confidential) DO 3915, dated 16 August 1957, and hours required for ready crews in accordance with Eighth Air Force message (Secret) DO 30792, dated 4 September 1957. The unit had a non-combat ready crew requirement for two day cell missions with none accomplished. This item alone reduced the overall percentage of completion by 4.6 percent which was enough to drop the unit into the bottom quarter in this area. (Confidential)

13. Tanker Non-Combat Ready Flying Time - Wing Score 67%, SAC Top Quarter 100%, SAC Bottom Quarter 7%

This item low because of the previously mentioned low allocation of non-combat ready flying time. This should be a command wide decrease and result in lowering the quarter scores from the previous quarter. (Confidential)

CONFIDENTIAL

CONFIDENTIAL

Subject: Monthly Analysis, RCS: SAC-USA(8AF-1) (Cont'd)

PART II

PROGRESS REPORTS

Negative

PART III

SPECIAL STUDIES

Negative

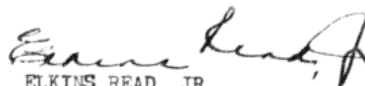
PART IV

OPERATION READINESS FORECASTS

The operational readiness forecasted was attained during the quarter.
(Unclassified)

2. This report is classified CONFIDENTIAL because it contains information regarding wing reliability and the percentage of training accomplished by the wing. (Unclassified)

1 Incl
8AF Form 16


ELKINS READ, JR
Colonel, USAF
Commander

CONFIDENTIAL

SAC MANAGEMENT CONTROL SYSTEM - POINTS LOST (WING)			WING DESIGNATION	FOR MONTH OF	
			37th Fighter Wing (F)	Aug 57 - Nov 57	
ITEM			POINTS LOST		
			50	100	
			150	200	
			250	300	
PERSONNEL	OFFICER MIRS	PER CENT OF REQUIRED	(0.7)		
		PER CENT OF ASSIGNED	(0.7)		
	AIRMEN	DIRECT MIRS	PER CENT OF REQUIRED	(10.5)	
			PER CENT OF ASSIGNED	(9.9)	
		INDIRECT MIRS	PER CENT OF REQUIRED	(3.7)	
			PER CENT OF ASSIGNED	(5.0)	
	OJT EFFECTIVENESS		(30.0)		
	RETENTION	FIRST TERM AIRMEN	(20.0)		
		CAREER AIRMEN	(10.0)		
		DIRECT SUPPORT AIRMEN	(67.5)		
AWOL RATE		(12.0)			
PERSONNEL SUB-TOTAL			(229.1)		
MPS-MAT	FLYING HOURS AS PER CENT OF STANDARD		(10.9)		
	SORTIES AS PER CENT OF STANDARD		(10.2)		
OPERATIONS - MATERIEL SUB-TOTAL			(21.1)		
MATERIEL	AIRBORNE SORTIES AS % OF REQUIREMENTS		(49.0)		
	% ABN SORTIES WHICH ARE VARIATIONS FROM SKED		(10.0)		
	TIME TO COMPLETE PERIODIC INSPECTIONS		0.0		
	% ACFT OPERATIONALLY READY AND FLYABLE		(10.0)		
	% SKED SORTIES AIRBORNE AS SCHEDULED		(30.0)		
	% SYS SORTIES WITHOUT SYS DEFICIENCIES		Not Scored		
	AIRCRAFT GENERAL		Not Scored		
	ARMAMENT - ELECTRONICS		Not Scored		
	MATERIEL SUB-TOTAL			(99.0)	
	COST PER FLYING HOUR		(30.0)		
GENERAL	SAFETY	FLYING	0.0		
		GROUND	0.0		
	REPORTS ON TIME		Scored by SAC		
	USCM SABOTAGE		Not Scored		
GENERAL SUB-TOTAL			(30.0)		
TRAINING ACCOMPLISHMENTS		(38.0)			
WING RELIABILITY					
RBS	RADAR	(6.6)			
	VISUAL	(3.9)			
CELESTIAL NAVIGATION	NIGHT	(0.4)			
	GRID	(0.4)			
GUNNERY		(2.8)			
BIG PHOTO RECORD		Not Applicable			
CRUISE CONTROL		0.0			
RENDEZVOUS		(0.4)			
REFUELINGS					
WET HOOK-UPS		0.0			
MASS NIGHT		(1.4)			
USCM EFFECTIVENESS		(12.0)			
NON-COMBAT READY CREW	UPGRADING	(22.2)			
	FLYING TIME	(17.5)			
PROBATION STATUS		Not Scored			
EVALUATION		(43.0)			
OPERATIONS SUB-TOTAL			(75.6)		
GRAND TOTAL			(524.8)		

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska

307DCR

22 JAN 1958

SUBJECT: Monthly Analysis, RCS: SAC-U54(8AF-1)

THRU: Commander
818th Air Division
ATTN: DCR
Lincoln Air Force Base, Nebraska

TO: Commander
Eighth Air Force
ATTN: Management Analysis Division, Comptroller Directorate
Westover Air Force Base, Massachusetts

1. In accordance with Eighth Air Force Regulation 170-1, dated 8 November 1957, the following is the Monthly Analysis, RCS: SAC-U54(8AF-1), for the 307th Bombardment Wing (M) for the month of December 1957.

PART IANALYSIS OF POINTS LOSTSAC Management Control Statement, December 1957

1. Retention, Direct Support Airmen - SAC Top Quarter 50%, SAC Bottom Quarter 40% - Wing Score 40%

Based on 18 reenlistments of 56 eligible for a reenlistment rate of 32 percent the wing achieved 40 percent of maximum score. This low score was primarily caused by the early release program. An improvement of 30 percent over the preceding quarter was experienced but the wing still scored in the SAC Bottom Quarter. This improvement was accomplished by the "Tree of Peace" program during December. Further improvement in this area is expected as the early out program draws to a close.

2. Airborne Sorties as Percent of Requirements - SAC Top Quarter 94%, SAC Bottom Quarter 77% - Wing Score 70%

Bombardment and Tanker - Underestimating the number of test hops to be flown was the main reason for scoring low in this area. Fifteen B-47 test flights were programmed and thirty-five actually flown. Thirteen KC-97 test flights were flown that had not been included in the monthly program.

3. Percent Aircraft Operationally Ready and Flyable - SAC Top Quarter 80%, SAC Bottom Quarter 50% - Wing Score 20%

Bombardment - The low operationally ready rate of 74 percent was due to the large number of hours lost under the malfunction code because of an excessive number of fuel leaks. During the month 3159 hours were lost because of fuel leaks.

22

Subject: Monthly Analysis, RCS: SAC-U54(8AF-1) (Cont'd)

Tanker - The low operationally ready rate of 73 percent was due to 912 hours lost for ANFE and AOCF, 1183 hours in periodic, and 1210 hours for prop malfunctions.

4. Percent Scheduled Sorties Airborne as Scheduled - SAC Top Quarter 94%, SAC Bottom Quarter 67% - Wing Score 70%

Bombardment - Bomber aircraft flew 204 of 239 scheduled sorties or 85 percent. Of the 35 sorties not airborne as scheduled, 28 were maintenance aborts and cancellations - ten (10) fuel leaks, six (6) engine malfunctions, three (3) AOCF's, and nine (9) for miscellaneous reasons. The large number of fuel leaks is attributed to the wide temperature fluctuation above and below freezing.

Tanker - Tanker aircraft flew 93 of 111 scheduled sorties or 84 percent. All 18 sorties not airborne as scheduled were maintenance aborts and cancellations. Of the 18, six (6) were engine and engine accessory malfunctions, four (4) were AOCF's for IFR Tubing, and five (5) fuel leaks or fuel system malfunctions.

PART II

PROGRESS REPORTS

Negative

PART III

SPECIAL STUDIES

Negative

PART IV

OPERATION READINESS FORECASTS

The operational readiness forecasted was attained during the quarter.

Elkins Read, Jr.

ELKINS READ, JR
Colonel, USAF
Commander

1 Incl
8AF Form 16

Subject: Monthly Analysis, RGS: SAC-US4(8AF-1) (Cont'd)

Tanker - The low operationally ready rate of 73 percent was due to 12 hours lost for AWR and AUCP, 1183 hours in periodic, and 1210 hours for prop malfunctions.

4. Percent Scheduled Sorties Airborne as Scheduled - SAC Top Quarter 94%, Bottom Quarter 67% - Wing Score 70%

Bombardment - Bomber aircraft flew 204 of 239 scheduled sorties or 85 percent. Of the 35 sorties not airborne as scheduled, 28 were maintenance aborts and cancellations - ten (10) fuel leaks, six (6) engine malfunctions, three (3) AUCP's, and nine (9) for miscellaneous reasons. The large number of fuel leaks is attributed to the wide temperature fluctuation above and below freezing.

Tanker - Tanker aircraft flew 93 of 111 scheduled sorties or 84 percent. All 18 sorties not airborne as scheduled were maintenance aborts and cancellations. Of the 18, six (6) were engine and engine accessory malfunctions, four (4) were AUCP's for IFR Tubing, and five (5) fuel leaks or fuel system malfunctions.

PART II

PROGRESS REPORTS

Negative

PART III

SPECIAL STUDIES

Negative

PART IV

OPERATION READINESS FORECASTS

The operational readiness forecasted was attained during the quarter.

Erwin Read
ELKINS READ, JR
Colonel, USAF
Commander

Incl
NAF Form 16

SAC MANAGEMENT CONTROL SYSTEM - POINTS LOST (WING)		WING DESIGNATION	FOR MONTH OF				
		307th Bombardment Wing (M)	December 1957				
ITEM		POINTS LOST					
		50	100	150	200	250	300
PERSONNEL	OFFICER MIRS	PER CENT OF REQUIRED	(0,6)				
		PER CENT OF ASSIGNED	(0,9)				
	AIRMEN	DIRECT MIRS PER CENT OF REQUIRED	(8,0)				
		INDIRECT MIRS PER CENT OF ASSIGNED	(7,5)				
	RETENTION	PER CENT OF REQUIRED	(3,0)				
		PER CENT OF ASSIGNED	(4,2)				
		OJT EFFECTIVENESS	(36,0)				
		FIRST TERM AIRMEN	(20,0)				
	CAREER AIRMEN		(2,5)				
		DIRECT SUPPORT AIRMEN	(45,0)				
AWOL RATE		(3,0)					
PERSONNEL SUB-TOTAL		(130,7)					
OPS-MAT	FLYING HOURS AS PER CENT OF STANDARD	Not Scored - Special Training Month					
	SORTIES AS PER CENT OF STANDARD	Not Scored - Special Training Month					
OPERATIONS - MATERIEL SUB-TOTAL		Not Scored - Special Training Month					
MATERIEL	AIRBORNE SORTIES AS % OF REQUIREMENTS		(30,0)				
	* ABN SORTIES WHICH ARE VARIATIONS FROM SKED		(0,0)				
	* TIME TO COMPLETE PERIODIC INSPECTIONS		(0,0)				
	* ACFT OPERATIONALLY READY AND FLYABLE		(40,0)				
	* SKED SORTIES AIRBORNE AS SCHEDULED		(30,0)				
	* SYS SORTIES WITHOUT SYS DEFICIENCIES		Not Applicable				
	AIRCRAFT GENERAL		Not Applicable				
	ARMAMENT - ELECTRONICS		Not Applicable				
	MATERIEL SUB-TOTAL		(100,0)				
	GENERAL	COST PER FLYING HOUR		(28,5)			
SAFETY		FLYING	(0,0)				
		GROUND	(0,0)				
REPORTS ON TIME		Not Applicable - Scored by SAC					
USCM SABOTAGE		Not Applicable					
GENERAL SUB-TOTAL		(28,5)					
TRAINING ACCOMPLISHMENTS		Not Scored - Special Training Month					
WING RELIABILITY							
RBS		RADAR	Not Scored - Special Training Month				
		VISUAL	Not Scored - Special Training Month				
CEL ESTIAL NAVIGATION	NIGHT	Not Scored - Special Training Month					
	GRID	Not Scored - Special Training Month					
OPERATIONS	GUNNERY		Not Scored - Special Training Month				
	SIG PHOTO RECORD		Not Applicable				
	CRUISE CONTROL		Not Scored - Special Training Month				
	RENDEZVOUS		Not Scored - Special Training Month				
	REFUELINGS		Not Scored - Special Training Month				
	WET HOOK-UPS		Not Scored - Special Training Month				
	MASS LIGHT		Not Scored - Special Training Month				
	USCM EFFECTIVENESS		Not Applicable				
	NON-COMBAT READY CREW	UPGRADING	Not Scored - Special Training Month				
		FLYING TIME	Not Scored - Special Training Month				
PROBATION STATUS		Not Scored - Special Training Month					
EVALUATION		(43,0)					
OPERATIONS SUB-TOTAL		(43,0)					
GRAND TOTAL		(302,2)					

8AF FORM 16 OCT 57 FCL 1510

INCL 1

1524

1525

Headquarters
307th Bombardment Wing, Medium (SAC)
United States Air Force
Lincoln Air Force Base, Nebraska

GENERAL ORDERS)
NUMBER 8)

27 November 1957

I. STAFF ASSIGNMENT.--MAJOR JAMES R NORRIS, 22772A, Headquarters, 307th Bombardment Wing, Medium, SAC, this Station, is assigned as Management Analysis Officer, effective 1 November 1957, vice FIRST LIEUTENANT WILLIAM R SOUKUP, AO3029939, Headquarters, 307th Bombardment Wing, Medium, SAC, this Station, relieved.

FOR THE COMMANDER:

DISTRIBUTION:
"C"

Albert C. Pecuch
ALBERT C. PECUCH
First Lieutenant, USAF
Assistant Adjutant

HEADQUARTERS
 307th Bombardment Wing, Medium
 United States Air Force
 Lincoln Air Force Base, Nebraska

307DOP

8 November 1957

SUBJECT: Alert Force Standing Operating Procedures

TO:	818ADIV/DO	307DM	371BS
	307DO	307DP	372BS
	307DOP	370BS	307AREFS

1. The Standing Operating Procedures attached hereto were prepared by the 307th Bombardment Wing, Medium. These procedures were designed to provide guidance for 307th Bombardment Wing personnel in conduct of the Alert Force.
2. These SOP's are directive in nature and apply to all personnel of the 307th Bombardment Wing, Medium.
3. Initial distribution of all SOP's has been made by this Headquarters. It is anticipated that additional SOP's will be necessary and subsequent distribution, changes, additions or deletions will be made by this Headquarters only. Recommended changes will be forwarded to this Headquarters; ATTN: 307DO.

FOR THE COMMANDER:

1 Incl
 Alert Force SOP's

Earlan L. Seawards
 EARLAN L. SEAWARDS
 Captain, USAF
 Adjutant

Incl 12

5-94

DISTRIBUTION

818ADIV/DO	- 1
307C	- 1
307DO	- 7
307DM	- 2
307DP	- 1
370BS	- 2
371BS	- 2
372BS	- 2
307AREFS	- 2
AFMF	- 12

TABLE OF CONTENTS

ALERT FORCE SOP'S

<u>NUMBER</u>	<u>DATE</u>	<u>TITLE</u>
		<u>PERSONNEL</u>
30-1	8 Nov 57	Billeting and Messing
		<u>OPERATIONS</u>
55-1	8 Nov 57	Duty Periods for Aircrews on Alert Status
55-2	8 Nov 57	Reporting for Alert Duty
55-3	8 Nov 57	Pre-Flight Procedures for Alert Crews
55-4	8 Nov 57	Crew Change-over for Alert Crews
55-5	8 Nov 57	Duty Stations for Aircrews on Alert Status
55-7	8 Nov 57	Aircraft Commanders Responsibility
55-8	8 Nov 57	Alert Aircraft Taxi Instructions
55-9	8 Nov 57	Test Alerts (Classified) (Under Separate Cover)
55-10	8 Nov 57	Procedures for Alerts
		<u>MOTOR VEHICLE</u>
77-1	8 Nov 57	Transportation
		<u>MEDICAL SERVICE</u>
160-1	8 Nov 57	Physical Condition During Alert
		<u>SECURITY</u>
205-3	8 Nov 57	Alert Aircraft Access Rosters
205-4	8 Nov 57	Security of Classified Material

307TH BOMBARDMENT WING (M)
ALERT FORCE
SOP 30-1
14 November 1957

PERSONNEL

Billeting and Messing

1. **PURPOSE:** To establish a standard Billeting and Messing Schedule for Alert Aircrews.

2. **SCOPE:** The provisions and schedules of this SOP are applicable to all Aircrews while on Alert Status.

3. **GENERAL:** The Air Base Group will furnish the necessary Billeting and Messing requirements.

4. **PROCEDURES:**

a. Alert personnel will be housed in the Alert BOQ (Bldg #1758)
Room assignments are as follows:

(1) B-47 Crews.

(a) Room 202—370th Bombardment Squadron Crew.

(b) Room 204—371st Bombardment Squadron Crew.

(c) Room 206—372nd Bombardment Squadron Crew.

(2) KC-97 Crews.

(a) Room 213—Senior Aircraft Commander and Officer Crew.

(b) Room 214—Airmen Crew Members of Crew in Room 213.

(c) Room 215—Officer Crew Members.

(d) Room 216—Airmen Crew Members of Crew in Room 215.

(e) Room 217—Officer Crew Members.

(f) Room 218—Airmen Crew Members of Crew in Room 217.

(3) Maintenance Personnel.

(a) Room 225—B-47 Crew Chiefs.

(b) Room 226—B-47 Crew Chiefs.

(c) B-47 Ground Crew as assigned by Billeting Office.

SOP 30-1 CONTINUED

b. The following rules concerning quarters in the Alert Barracks are necessitated partially by the classification of the activities concerned.

- (1) Personnel must check in and out through the BOQ Office.
- (2) Alert personnel make own bed and keep rooms clean.
- (3) It is requested that all personnel bring their own soap and towels.

c. Alert personnel will eat in Dining Hall #2. Following is a schedule of times and charges.

(1) <u>MEAL</u>	<u>TIME</u>	<u>OFFICERS</u>	<u>AIRMEN</u>
Breakfast	07:30-08:30	.45	.25
Lunch	12:30-13:30	.55	.35
Dinner	18:30-19:30	.60	.40

(2) Aircraft Commanders will instruct their Maintenance personnel breakfast is scheduled at 07:30 and following breakfast they are to proceed to the alert aircraft area. Aircrews are scheduled for breakfast at 08:00 and then proceed to alert aircraft area for pre-flight.

307TH BOMBARDMENT WING (M)
ALERT FORCE
SOP 55-1
8 November 1957

OPERATIONS

Duty Periods for Aircrews on Alert Status

1. **PURPOSE:** To establish a standard schedule of Duty Periods for Aircrews on Alert Status.
2. **SCOPE:** Applicable to all Aircrews of this organization eligible for duty on Alert Crew.
3. **GENERAL:** Schedules outlined here in will be used as a firm planning factor for all Staff Agencies and Crew personnel of this organization.
4. **PROCEDURES:**
 - a. Duty Periods for Alert Crews will be divided into three separate shifts.
 - (1) 09:00 CST Monday thru 12:00 CST Wednesday.
 - (2) 09:00 CST Wednesday thru 12:00 CST Friday.
 - (3) 09:00 CST Friday thru 12:00 CST Monday.
 - b. The over-lap is in the schedule to allow for pre flight and acceptance of the aircraft by the crew reporting for duty.
 - c. In the event of an alert during the over-lap period and the "new" crew has not completed the pre-flight, including signing for the weapon, the "old" crew will be launched.
 - d. Under normal conditions, Crew change over will be between 10:30 and 12:00 CST.

307TH BOMBARDMENT WING (M)
ALERT FORCE
SOP 55-2
7 November 1957

OPERATIONS

Reporting for Alert Duty

1. **PURPOSE:** To establish standard procedures for all Aircrews in reporting for duty as Alert Crew.
2. **SCOPE:** This SOP is applicable to all Aircrews of this organization.
3. **GENERAL:** Squadron Operations Officers will insure that facilities and information as stipulated in this SOP will be made available to Air Crews of their organization.
4. **PROCEDURES:**
 - a. Alert Crews will report to their respective Squadron Operations Officer or authorized representative at 08:00 CST on the day they are scheduled to start alert duty. The Squadron Operations Officer will provide the followings:
 1. Aircraft assignment and location.
 2. Counter sign and number for entire period that Crew will be on Alert.
 3. All required personal equipment to include the RS-6 Radio and two IF rations per individual Crew Member.
 4. Facilities to accept the turn-in of personal effects.
 5. Each B-47 Crew a Weapons pre-flight check-list.
 6. B-47 Alert Crews with the current and next effective issue of the KAC-1.
 7. KC-97 Alert Crews with the current and next effective issue of the KAC-1 and ACP-186 extracts.
 - b. Aircrews will arrange all scheduled preliminary preparations to insure arrival at assigned aircraft no later than 09:00 CST ready for pre-flight.

307TH BOMBARDMENT WING (M)
ALERT FORCE
SOP 55-3
7 November 1957

OPERATIONS

Pre-Flight Procedures for Alert Crews

1. PURPOSE: To establish standard Pre-Flight inspection of alert status aircraft by alert crews.

2. SCOPE: Applicable to all Aircrews of this organization.

3. GENERAL: Maintenance personnel will have the aircraft ready for pre-flight by the time the Crew reports to the aircraft.

4. PROCEDURE:

a. Pre-Flights will commence at 09:00 each day.

b. Crew will pre-flight assigned aircraft according to dash one procedures (Interior and Exterior) up to the start engine portion of the check list, except for items listed below. In event of a practice or actual alert, these items will be accomplished immediately prior to "Starting Engine" check-list.

(1) B 47 Items

Item 1
Item 6
Item 15
Item 22
Item 24
Item 42
Item 44
Item 45
Item 50

(2) KC 97 Items

Dust Cover removed
Pilot Cover removed
Down Locks removed
Boom Pin removed
Tail Jack removed

c. For B-47 Crews the pre-flight will include the acceptance of the Weapon.

d. Upon completion of the pre-flight and acceptance of weapon and aircraft, the aircraft commander will contact the Wing Control Room by radio and so advise.. (NOTE: This call does not constitute change over. See SOP 55-4.)

e. On change over days both the old and the new Crews will report to the aircraft for pre-flight. The old crew will stand by to assist in any area requested by the new crew.

f. After completion of radio call, unless otherwise instructed the crew will proceed to room 211 in the alert Barracks.

307TH BOMBARDMENT WING (M)
ALERT FORCE
SOP 55-4
7 November 1957

OPERATIONS

Crew Change-Over for Alert Crews.

1. **PURPOSE:** To establish procedures to expedite the alert crew change-over during the three hour over-lap period in the alert schedule.
2. **SCOPE:** This SOP applies to all Aircrews of this organization when going on or off Alert.
3. **GENERAL:** Aircraft Commanders will insure all items contained here-in are complied with as quickly as practicable.
4. **PROCEDURES:**
 - a. Upon the completion of the pre-flight both Aircrews will report to room 211 of the Alert Barracks. The new Crew will accomplish the following in order:
 - (1.) Sign for weapon. (B-47 Crew)
 - (2.) Inventory and sign for the Combat Mission Folder and Pre-Strike issue.
 - (3.) Call the Wing Control Room and inform Wing Control that he is now on Alert.
 - b. After completion of paragraph a,(3)the old Crew is relieved of duty as the alert crew. As soon as practicable the old Crew will:
 - (1.) Return KAC-1 to Squadron Operations (B-47 Crew)
 - (2.) Return KAC-1 and ACP-156 extracts to Squadron Operations (KC-97 Crews)
 - (3.) Pick up personal effects at Squadron Operations.
 - c. The "New" Crew after taking over as Alert Crew will accomplish the following as quickly as possible:
 - (1.) Obtain the Safe combination from the Combat Mission Folder issue representative.
 - (2.) Review all information contained in the Combat Mission Folder on their individual assignment. This will be accomplished in the room assigned to an individual Crew.

SOP 55-4 CONTINUED

(3.) Insure all material is replaced in the Combat Mission Folder.
(The Combat Mission Folder, B-47 Aircrew delivery hand-book and pre-strike
issue as applicable will be secured in the three position combination safe
at all times when not in use.)

307TH BOMBARDMENT WING (M)
ALERT FORCE
SOP 55-5
7 November 1957

OPERATIONS

Duty Stations for Aircrews on Alert Status

1. **PURPOSE:** To establish specific duty station for alert personnel to insure flexibility of movement and maintain positive control.
2. **SCOPE:** This SOP is applicable to all Aircrews during their tour of duty as Alert Crew.
3. **GENERAL:** Each Aircraft Commander will be responsible to insure compliance with this SOP.
4. **PROCEDURES:**
 - a. During the period of duty, alert force personnel will be at one of three specific locations:
 - (1.) The Alert Barracks (Bldg 1758).
 - (2.) The assigned Alert Aircraft.
 - (3.) Dining Hall #2.
 - b. The Director of Operations may at his discretion assign alert crews to other duties such as E.W.P. Study, Domestic Target Study etc.
 - c. The Aircrew will notify the Wing Control Room of all changes in duty stations and sign-out on the sign-out board in the alert Barracks.
 - (1.) Each Crew will remain intact during these periods.

307TH BOMBARDMENT WING (M)
ALERT FORCE
SOP 55-7
8 November 1957

OPERATIONS

Aircraft Commanders Responsibility

1. PURPOSE: To establish responsibilities of Alert Crew Aircraft Commanders during their Tour of Duty.
2. SCOPE: This SOP applies to all Aircraft Commanders during their Tour of Duty as alert crew.
3. GENERAL: Aircraft Commanders will familiarize themselves with all Alert Crew SOP's.
4. PROCEDURES:
 - a. Each Aircraft Commander will insure that his Crew complies with all directives and SOP's in the Alert Crew SOP's.
 - b. The Senior B-47 Aircraft Commander and the Senior KC-97 Aircraft Commander are designated as the Officer in Charge of the Bomber Alert Force and the Tanker Alert Force respectively.
 - c. In the event of an Alert: the Officer in Charge of the Bomber Alert Force and the Officer in Charge of the Tanker Alert Force will be responsible for insuring that Maintenance Personnel are transported to the Alert Aircraft Area.

307TH BOMBARDMENT WING (M)
ALERT FORCE
SOP 55-8
8 November 1957

OPERATIONS

Alert Aircraft Taxi Instructions

1. PURPOSE: To preclude Taxi Accidents and possible blocking of Taxi ways by Aircraft with steering or breaking malfunctions, the following taxi procedures will be used by all alert aircraft:

a. Alert Aircraft taxiing out of the parking area, on "C" or "R" type alerts will be led out by the Crew Chief. When taxiing during the hours of darkness the Crew Chief will direct the aircraft with "Wands". The Aircraft Commander when going on alert will check to see if the Crew Chief has "Wands" available during alert period. Only Aircrew members will be aboard aircraft during taxi operations.

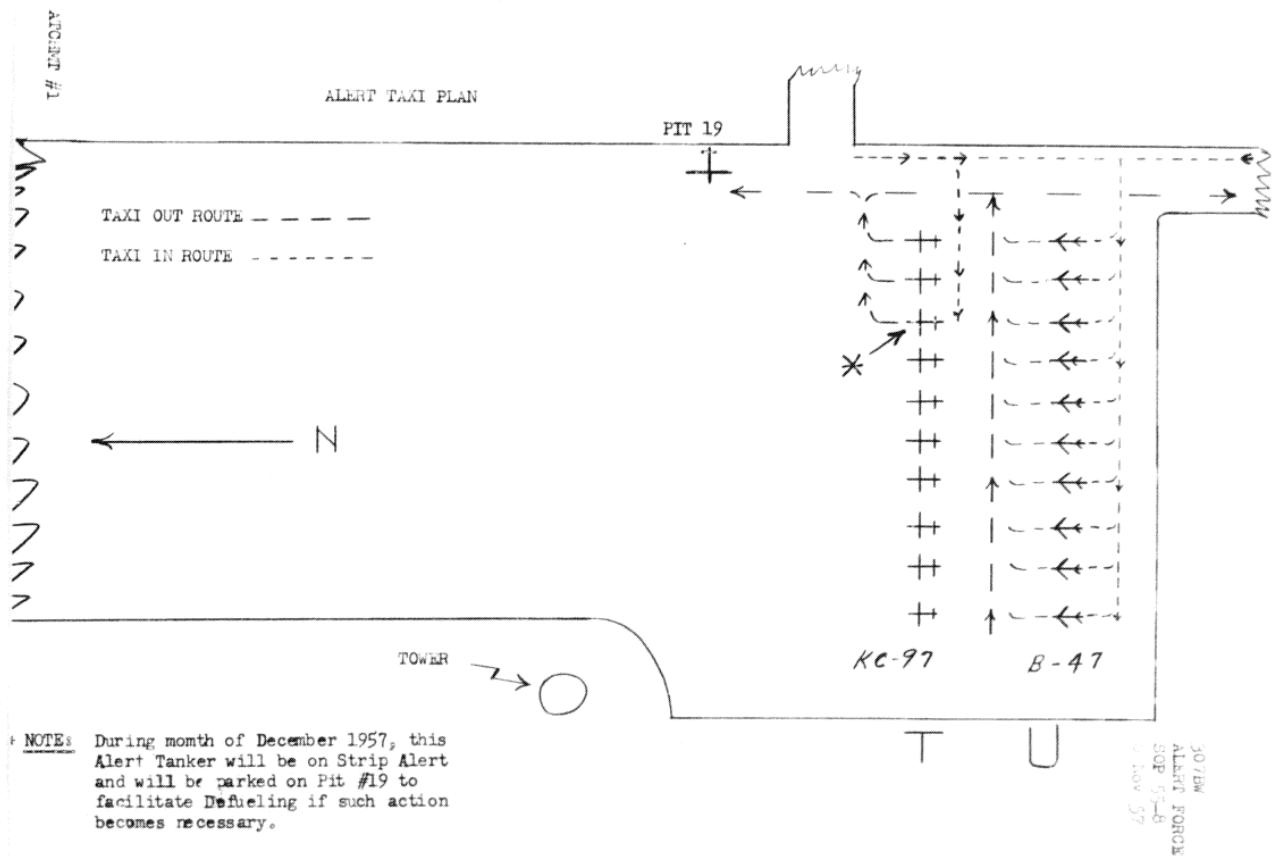
b. Aircraft encountering steering or breaking malfunctions while taxiing out of the parking area during type "C" or type "R" alerts will call the 307th Control Room to dispatch a tug. Maintenance will provide a tug for all alerts that require the alert aircraft to taxi. The tug will be used to clear the taxi strip of aircraft with steering or breaking malfunctions.

c. B-47 aircraft taxiing back to the alert parking after a COCA or ROMEO test alert will use the taxi strip south of Row "U". KC-97 aircraft taxiing back to alert parking after a COCA or ROMEO test alert will use taxi strip between rows "T" and "U". B-47 aircraft will not use the taxi strip between "T" and "U" to return to parking stands.

2. SCOPE: This SOP applies to all Alert Force Personnel.

3. GENERAL All aircraft will use maximum safety precaution at all times. Crews will not taxi an aircraft that they have not pre-flighted.

4. PROCEDURES: (See Attachment #1).



307TH BOMBARDMENT WING (B)
ALERT FORCE
SOP 55-10
3 November 1957

OPERATIONS

Procedures for Alert

1. PURPOSE: To set forth procedures to be followed in the event of practice or actual alerts of the Alert Force.
2. SCOPE: This SOP applies to all aircrews of this organization when on duty as alert force.
3. GENERAL: Specific instructions for tests are contained in 307BW Alert Force SOP 55-9.
4. PROCEDURES:
 - a. When notified of a test or actual alert the aircrew will proceed immediately to Room 211 of the Alert Barracks and pick up all applicable classified information.
 - b. By the quickest practicable means the crews will then report to assigned aircraft. (Senior B-47 and KC-97 Aircraft Commander will insure that maintenance personnel have transportation to the alert aircraft area).
 - c. The aircrew will board aircraft and carry out the appropriate procedures as set forth in SOP 55-9.
 - (1) Attached is a pre-boarding checklist for B-47 crews which may be completed with the aid of ground crew personnel.
 - d. Taxiing instructions are as contained in SOP 55-8.

3075W
ALERT FORCE
SOP 55-10

BEFORE BOARDING AIRCRAFT CHECKLIST FOR B-47 ALERT CREW

1. L. H. Pitot cover — Removed
 2. R. H. Pitot cover — Removed
 3. Forward wheel well — No loose equipment
 4. No 4, 5 and 6 engines air intake and tailpipe covers — Removed
 5. R. H. outrigger down lock — Removed and stowed
 - * 6. Baro tapes — Removed
 - * 7. Safing wire — Removed
 8. R. H. Chaff Dispenser cover — Removed
 - * 9. ATO Igniter leads — Connected
 10. Tail turret cover — Removed
 11. Turret safety switch — ARM, cover closed
 12. L. H. Chaff dispenser cover — Removed
 13. No 1, 2 and 3 engines air intake and tailpipe covers — Removed
 14. L. H. outrigger down lock — Removed and stowed
 15. Air conditioning inlet and outlet covers — Removed
 16. Crawlway — Checked for loose articles
- * NOTE: These actions will be simulated for Alfa, Bravo and Coca Tests.

ATTACHMENT #1

307BW
ALERT FORCE
SOP 55-10

BEFORE BOARDING AIRCRAFT CHECKLIST FOR KC-97 ALERT CREWS

1. Dust Cover Removed.
2. Pitot Cover Removed.
3. Down Locks Removed.
4. Boom Pin Removed.
5. Tail Jack Removed.

ATTACHMENT #2

307TH BOMBARDMENT WING (M)
ALERT FORCE
SOP 77-1
8 November 1957

OPERATIONS

Transportation

1. **PURPOSE:** To establish procedure for utilization of Government and private vehicles during tours of alert duty for Aircrews.
2. **SCOPE:** All Aircrews of this organization will abide by the procedures set forth in this SOP during their tour of duty on alert status.
3. **GENERAL:** Two Government Busses will be provided for normal transportation for alert crews. In addition private vehicles may be used at the discretion of the Aircraft Commander.
4. **PROCEDURES:**
 - a. The two government busses will each have a stand-by driver and will be available for use 24 hours a day. The busses will normally be parked at the alert Barracks. They will make runs to and from the Mess Hall and the flight line during normal operations. They will be on call at all times for a practice or actual alert.
 - b. "New" crews going to aircraft prior to change over time will use radio taxi for transporting personal equipment and other gear to aircraft. At change over time "new" crew will receive flight line pass from "old" crew for use with private vehicle.
 - c. Private vehicles may be used for transportation between the alert Barracks, Dining Hall and the alert aircraft. Personnel will go direct to or from these locations. Under no conditions will personnel visit or stop enroute at any other location during their period of alert status, such as the PX, Service Station, Post Office, Etc.

307TH BOMBARDMENT WING (M)
ALERT FORCE
SOP 160-1
8 November 1957

OPERATIONS

Physical Condition During Alert

1. PURPOSE. To establish procedures for replacement of personnel incapacitated before or during tour of Alert Duty.
2. SCOPE. These procedures apply to all aircrews of this organization before and during tour of duty as alert crew.
3. GENERAL. Each Aircraft Commander will check with his Crew Members the day prior to going on alert duty to insure that all personnel are physically qualified to perform EWP Duty.
4. PROCEDURES:
 - a. When a crew member develops an ailment, the Aircraft Commander will immediately notify the Flight Surgeon or Medical Officer of the Day and his Squadron Commander or Operations Officer.
 - b. The Flight Surgeon or Medical Officer of the Day will be visited by the affected crew member as soon as possible.
 - c. In the event the Crew Member is found physically unfit for EWP Duty, the Aircraft Commander will be responsible for securing through his Operations Officer a suitable individual or crew replacement.

307TH BOMBARDMENT WING (M)
ALERT FORCE
SOP 205-3
8 November 1957

SECURITY

Alert Aircraft Access Rosters

1. **PURPOSE:** To establish responsibilities and standard procedures for the preparation and submission of Alert Aircraft Access Rosters.

2. **SCOPE:** Applicable to the 370th, 371st, 372nd Bomb Squadrons, 307th Air Refueling Squadron and the Wing Security Officer.

3. **GENERAL:** Schedules established herein for the preparation and pickup of alert aircraft access rosters will reduce, to a minimum, the problem of alert crews in gaining access to alert aircraft.

4. **RESPONSIBILITY:**

a. Rosters of the next scheduled alert crews will be prepared by each Bomb Squadron and the Air Refueling Squadron. These rosters will be ready for pickup by an Intelligence Division Representative by 15:30 hours each Tuesday, Thursday and Friday. The rosters must be ready by this time in order to be consolidated and available for the Air Police by 08:00 hours on Monday, Wednesday and Friday. The rosters prepared by the Squadron may be a legible hand written copy and will indicate the Squadron, the Air Crew and Crew Chief's names, rank and serial numbers and the Aircraft to which assigned. The 307th Air Refueling Squadron may list only the Aircraft Commander and Crew Chief assigned to each alert Aircraft.

b. Aircraft, Aircrew or Crew Chief changes which occur during a particular Alert period will be called in to the Wing Control Room by the Squadron Operations Section. The Control Room will pass this information to the Wing Security Officer. The Wing Security Officer is responsible for coordinating these changes with Central Security Control.

307TH BOMBARDMENT WING (M)
ALERT FORCE
SOP 307-4
7 November 1957

SECURITY

Security of Classified Material

1. **PURPOSE:** To properly safe-guard classified material for all Crews during their tour of duty as Alert Crew.
2. **SCOPE:** This SOP is applicable to all Aircrews of this organization during their tour of duty as Alert Crew.
3. **GENERAL:** Aircraft Commanders will be responsible for insuring that all classified material is properly safe-guarded during their tour of duty.
4. **PROCEDURES:**
 - a. A three position combination safe, guarded by an Air Policeman will be provided in the Alert Barracks, Room 211, for securing classified material.
 - b. Each Aircraft Commander will obtain the combination to this safe from the Combat Mission Folder issue representative.
 - c. When not being used, the Combat Mission Folder, B-47 Aircrew delivery hand book and pre strike issue (as applicable) and any other pertinent classified information will be stored in the safe.

SECRET307TH BOMBARDMENT WING (M)
ALERT FORCE
SOP 5-9
8 November 1957 (174)OPERATIONS

Test Alerts

1. PURPOSE: To establish procedures for testing the Alert Forces.
2. SCOPE: This SOP applies to all aircrews on Alert Duty.

3. GENERAL: To provide data for timing, crews will proceed as rapidly as possible, for the Alfa, Bravo and Coca Alerts. Vehicle speed limits will be obeyed at all times. Aircraft taxiing will be at a normal, slow pace, and maximum safety will be observed at all times. For Romeo Alerts, specific take off times will be established. An aircrew will not start or taxi an aircraft which they have not pre-flighted. Air Weapons for Alfa, Bravo or Coca Alerts, safing wires will not be extracted nor will baro tapes be removed, but actions will be simulated. For Romeo Alerts, specific instructions are contained in Romeo Crew Mission Folders. No personnel, other than aircrew members, will be aboard aircraft during taxi operations.

4. PROCEDURES: The four types of test alerts are:

ALFA ALERT: (One five second ring on alarm bell). Crews proceed to aircraft and when ready to start engines, contact control room and report "Ready to Taxi".

BRAVO ALERT: (Two five second rings on alarm bell). Crews proceed to aircraft, start engines, and contact control room and report "Ready to Taxi".

COCA ALERT: (Three five second rings on alarm bell). Crews proceed to aircraft, start engines, report to control room "Ready to Taxi", contact Control Tower announcing "Taxiing for Take off", Taxi to runway, hold brakes, apply Takeoff power, reduce power to idle, and taxi to parking spot. Control Tower will be briefed by controller on duty as to time alert was called. Aircraft will taxi in the following order: 98th Bomb Wing B-47's, 307th Bomb Wing B-47's and 307th Bomb Wing KC-97's. Maintenance Control will assist in the parking of aircraft upon return to the line.

ROMEO ALERT: (Four five second rings on alarm bell). This is a fly-off; force will be launched to fly predetermined routes. (Separate mission folders have been prepared for this mission). Mission nickname for 307th Bomb Wing Romeo type mission is "Stake Out".

5. TIMING: To preclude unnecessary competition and to insure that flying safety is not jeopardized, Alfa, Bravo and Coca Alert exercises will be conducted based on the first aircraft becoming airborne in thirty minutes and not before thirty minutes. Timing for Romeo Tests is as indicated in separate Romeo mission folders.

307DOP 5-90

25

SECRET

307th
Bombardment Wing



BOMB COMPETITION

OPERATION ORDER

31-57

**307th
Bombardment Wing**



OMB COMPETITION

26

OPERATION ORDER

31-57

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
21 October 1957

TABLE OF CONTENTS

TO

OPERATIONS ORDER

SERIAL NO. 31-57

"BOMBING COMPETITION"

Operations Order (Basic) No. 31-57

ANNEX "I" - Personnel

ANNEX "II" - Operations

ANNEX "III" - Maintenance

307BW OFORD 31-57
21 October 1957

1549

1550

1/04

HEADQUARTERS 307TH BOMBARDMENT WING (M)
 Lincoln Air Force Base, Nebraska
 21 October 1957

OPERATIONS ORDER NO. 31-57 (Operation "Bombing Competition")

1. GENERAL:

a. This operations order outlines the specific requirements for the 307th Bombardment Wing's participation in the SAC 1957 Bombing, Navigation Competition to be conducted at Pinecastle AFB 30 October thru 5 November 1957.

b. The project officer, Major Alan P. Simpkins, is charged with the responsibility for proper conduct and coordination of this mission. Assisting the project officer are Major Paul R. Ebelbarger for Operations and Captain Hale J. Husband for Maintenance.

c. The general plan is to deploy two (2) B-47 aircraft and crew with the necessary support personnel to Pinecastle AFB, fly three sorties per crew, in competition with crews from all other SAC Wings for the Fairchild Trophy.

d. Support of this operation will be given highest priority from the date of this order to completion of competition.

e. Schedule of Events:

24 October	Support Aircraft Arrive
26 October	Support Aircraft Arrive
28 October	Tactical Aircraft Arrive
29 October	TB-47 Aircraft Arrive
29 October	Maintenance Briefing 0800
	Welcome Address 1330

HEADQUARTERS 307TH BOMBARDMENT WING (M)
 Lincoln Air Force Base, Nebraska
 21 October 1957

e. Schedule of Events: (Continued)

30 October - 5 November	Flying Competition
6 November	Awards Presentation Tactical Aircraft Depart
8 November	Support Aircraft Depart

ANNEXES:

"I"
 "II"
 "III"

DISTRIBUTION:

COMDRAF 8	2 cys
COMRADIV 818	2 cys
307C	2 cys
COMDRABG 818	1 cy
307DO	25 cys
307DP	1 cy
307DM	1 cy
307DMM	1 cy
307DMMC	2 cys
370BSC	2 cys
371BSC	2 cys
372BSC	2 cys
COMDR Crew L-08	2 cys
COMDR Crew L-16	2 cys
COMDR Crew L-39	2 cys

OFFICIAL:

A. E. AENCHBACHER
 Lt. Colonel, USAF
 Director of Operations

307BW OPORD 31-57
 21 October 1957

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
21 October 1957

ANNEX "I"

TO

OPERATIONS ORDER

SERIAL NO. 31-57

"PERSONNEL"

This Annex consists of 3 pages

ANNEX "I" to
307BW OPORD 31-57
21 October 1957

HEADQUARTERS 307TH BOMBARDMENT WING (M)
 Lincoln Air Force Base, Nebraska
 21 October 1957

ANNEX "I" to 307TH BOMBARDMENT WING OPERATIONS ORDER 31-57

"PERSONNEL"

1. The following Combat Crews will represent the 307th Bomb Wing:

L-08 A/C Capt Harold E. Brooks
 P 1/Lt Robert G. Baker
 Nav Capt Charles W. Schisler, Jr.

L-39 A/C Capt William H. Hofman
 P Capt Gordon H. Mack
 Nav Capt Edward E. Bardnell

2. The following personnel will support the 307th Bomb Wing crews on this mission:

Major Alan P. Simpkins	Project Officer
Major Paul R. Ecelbarger	Operations Officer
1/Lt Robert L. Goodrich	Operations Officer
Captain Hale J. Husband	Maintenance Officer
Captain William B. Meharg	A&E Officer
1/Lt Noble S. Timmons	Navigator/Bombing Officer
Captain Walter W. Hudkins	Umpire
Captain John B. Mattioli	Umpire

ANNEX "I" to
 307BW OPORD 31-57
 21 October 1957

Maintenance Personnel

<u>Name</u>	<u>Rank</u>	<u>AFSN</u>
Young, Chester H.	M/Sgt	7026670
Parker, Ulysses	T/Sgt	43038717
Thompson, Howard L.	T/Sgt	17262470
Lehr, James D.	S/Sgt	16461937
Hultman, Arthur L.	S/Sgt	17414705
Otten, Gerald A	S/Sgt	17393548
Charbonneau, J.	S/Sgt	12450395
St. Louis, Richard P.	S/Sgt	11258587
Filpula, William H.	S/Sgt	19501844
Barron, Joseph M., Jr.	A/1C	15542527
Bellmore, Jerome	A/1C	19492016
Lopez, Michael	A/1C	16472812
Blasingame, Virgil R.	A/1C	18459699
Keaton, Claude D.	S/Sgt	15517170
Blackburn, Frankie	A/2C	13534886

A&E PERSONNEL

Ruiz, William J.	T/Sgt	19215030
Barnhart, George	T/Sgt	17234289
Myatt, Peter J.	T/Sgt	17218819
Harries, Ivan L.	T/Sgt	17262614
Regalado, Gilbert	T/Sgt	16396167
Adams, George D.	A/1C	11292715
Dawson, David L.	A/1C	16482821
Mastel, Mark M.	A/2C	17421815
Bailey, Sherman	A/1C	13535004
Rice, John C.	A/1C	11293511
Lundgren, Marvin R.	A/1C	17421669

3. Airmen personnel will make arrangements thru their respective Orderly Room to have pay checks mailed to Bombing Competition, Headquarters, Pinecastle AFB, Florida. ATTN: Captain Hale J. Husband.

4. Summer uniform is mandatory until 1 November 1957 at Pinecastle AFB and optional until 1 March 1957.

5. Each airmen will have in his possession two (2) new sets of fatigues with prescribed identification, field jacket, rain coat and appropriate head-gear. Identification card and tags and flight line badge will be carried by each individual.

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
21 October 1957

ANNEX "II"

TO

OPERATIONS ORDER

SERIAL NO. 31-57

"OPERATIONS"

This Annex consists of 5 pages

ANNEX "II" to
307th BW OPORD 31-57
21 October 1957

HEADQUARTERS 307TH BOMBARDMENT WING (M)
 Lincoln Air Force Base, Nebraska
 21 October 1957

ANNEX "II" TO 307TH BOMBARDMENT WING OPERATIONS ORDER 31-57

"OPERATIONS"

1. Timing:

a. The following time schedules will be strictly adhered to by all personnel concerned.

<u>Acft</u>	<u>Date</u>	<u>T.O.</u>	<u>Ldg/Pinecastle</u>	<u>PASS</u>	<u>CARGO</u>
KC-97	24 Oct	0800 CST	1400EST	0	Max.
KC-97	26 Oct	0400 CST	1000EST	33	Min.
TB-47	29 Oct	0800 CST	1200EST	2	0

b. Support aircraft will depart Pinecastle AFB as soon as down-loading of cargo is completed with a maximum of four (4) hours ground time. Two KC-97's will return to Pinecastle on 8 November following the same schedule outlined in Paragraph "a" above.

c. The following is the tactical aircraft schedule.

<u>Crew #</u>	<u>Acft</u>	<u>Date</u>	<u>T.O.</u>	<u>Ldg/Pinecastle</u>
L-08		28 Oct	0800	1150 EST
L-39		28 Oct	0601	1200 EST
Spare		28 Oct	0802	Ret. to Lincoln
L-08		30 Oct	Unk	T/O 6 30
L-39		31 Oct	Unk	T/O 6 30
L-08		1 Nov	Unk	T/O 6 30
L-39		2 Nov	Unk	T/O 6 30
L-08		4 Nov	Unk	T/O 6 30
L-39		5 Nov	Unk	T/O 6 30

ANNEX "II" to
 307BW OPORD 31-57
 21 October 1957

d. Departure from Pinecastle of tactical crews will be O/A
6 November 1957.

2. Briefings:

General and specialized briefings, target study as well as mission planning will be conducted in building 437. Schedule will be given to Wings on arrival at Pinecastle AFB.

3. Daily Operations:

a.	<u>Time</u>	<u>Duty</u>
	Takeoff minus 6 hours	Project Officer Meetings
"	" 5 hours	Maintenance Preflight
"	" 3 hours	*Aircrew "
"	" 2 hours	Crew Station Time
"	" 1½ hours	Crew to Base Wx.
"	" 1 hours	Crew in Aircraft
"	" ¾ hours	Start Engines
"	" 1½ hours	Crew Preflight Alternate Aircraft

*Alternate Crew

b. Alternate aircraft will be started and made ready for takeoff each mission. After each mission the aircraft will be refueled and made ready for the next mission.

4. Planning Factors:

Runway Length	12,000
Max. Critical Field Length	12,000 No water
Recommended fuel load	93,000 W. water

3

ANNEX "II" to
307BW OPORD 31-57
21 October 1957

Mission Length	6/30
Approximate Fuel Reserve	23,500#
*Fuel Reserve over MacDill	20,000
" " " Hunter	18,500
" " " Homestead	18,500

*If used as an alternate after returning to Pinecastle.

5. Flying Safety will be paramount and take precedence over all mission considerations.

6. Official Rules:

The official rules as outlined in SAC Operations Order 31-57, as amended, will be SOP for these missions

7. Personal Equipment:

a. Over water equipment will be aboard each aircraft for all missions.

b. Spare parachutes, helmet and oxygen mask, eight-foot oxygen hose extension, "Y" type headset and microphone cord extension.

c. None of the above equipment will be due for inspection or re-pack during the competition. All outstanding inspection will be completed prior to 24 October 1957.

d. All personal equipment may be left in the aircraft except the helmet and mask which will be returned to the crew quarters for cleaning after each flight.

8. Aircraft Access:

a. Each crew will deliver the aircraft access roster to the processing officer on arrival at Pinecastle AFB. All 307th Bomb Wing personnel attending

the competition will be listed on the access roster for each airplane.

b. Each member of the competition team will have his flight line badge, identification tags and card in his possession at all times.

ANNEX "II" to
307BW OPORD 31-57
21 October 1957

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
21 October 1957

ANNEX "III" TO 307TH BOMBARDMENT WING OPERATIONS ORDER 31-57

"MAINTENANCE"

1. General:

a. This Annex is to be utilized as a maintenance guide for the Bombing Competition. All personnel assigned to the maintenance task force will become familiar with the procedures outlined in Section 2 and the available parts and equipment list Section 3 of this Annex.

b. It is the responsibility of each member of the maintenance task force to make known any financial and/or personal difficulties expected during the period of the bombing competition and to have these matters properly taken care of prior to departing this station.

c. Personnel on this team will depart Lincoln AFB on 26 Oct 57 at 0400 hours for Pinecastle AFB. It will be the responsibility of each individual to have his baggage at the designated spot and to assist in loading and unloading the aircraft that will ferry the team to Pinecastle Air Force Base.

d. Support personnel will arrive Pinecastle AFB at 1100E hours on 26 October 1957. Processing and billeting will be accomplished immediately after landing. All maintenance personnel will assemble in the Base Theatre at 0800 hours 29 October for a briefing by the Commander.

2. Maintenance Procedures to be followed During the Bombing Competition.

a. All personnel assigned to the maintenance task force will be available at the aircraft at time of preflight. Both aircraft will be

completely preflighted by the maintenance task force five (5) hours prior to scheduled takeoff. Special emphasis will be placed upon servicing accumulators and oxygen systems. The ground power NCOIC will assure that a MD-3 power unit, compressor and oxygen cart is available and operational at all times during preflights.

b. For takeoffs, A&E and Field Maintenance specialists will follow the aircraft from the parking area to the end of the runway. Some selected parts will be carried in the vehicle, therefore expediting the replacement of units as required to make a controlled takeoff.

c. All personnel assigned to the maintenance task force will be available at time of landing. One member of the team, to be designated prior to landing, will draw a Coleman tractor from the centralized motor pool and proceed to the refueling pits. The aircraft crew chief will have a refueling panel available to refuel the aircraft. The NCOIC in charge of ground power will furnish an MD-3 with 60' cable to the pits to accomplish the refueling. As the aircraft is refueled the maintenance task force will debrief the flight crew and schedule the work to be accomplished prior to the next flight. Each member of the team will assure himself that all discrepancies pertaining to his systems have been corrected prior to leaving the aircraft. No member of the team will depart from the parking area or task force headquarters without checking through the OIC, Captain Husband or the NCOIC, M/Sgt Young.

3. Equipment and Parts List:

a. The following equipment has been pre-positioned at Pinecastle or will accompany the maintenance task force.

<u>Quantity</u>	<u>Item</u>
1 ea.	Servicycles
2 ea.	MD-3 Power Units
1 ea.	Tow Bar (B-47)
8 ea.	Flashlight Wands
2 ea.	Portable lights (Flood type)
2 ea.	Portable Battery Lanterns
2 ea.	100' Extension Cords with Lites
2 ea.	Brake chutes
2 ea.	Approach chutes
2 ea.	B-4 stands
2 ea.	60 ft. extension cables
1 ea.	Expendable kit
1 ea.	10 Ton outrigger jack
2 ea.	J-47-25 Engines
1 ea.	50 Ton Alligator Jack

b. The following items will accompany the aircraft to Pinecastle Air Force Base.

- (1) 0-15 cameras, magazines, and sufficient film for 4 missions.
- (2) Refueling panel.
- (3) Dust covers and plugs.
- (4) Nose cover.
- (5) Two (2) ea. step ladders
- (6) One (1) ea. air chuck
- (7) One (1) ea. Tail Cover

c. The following listed parts are available in the maintenance task force kit.

AIRCRAFT PARTS BEING TAKEN TO PINECASTLE

<u>AMOUNT</u>	<u>STOCK NO</u>	<u>NOUN</u>
1	6204-CB2100-3	Compass
2	6025-671BX010D	Altimeter
2	6025-1214CX5-05	Indicator
2	6025-815PX8-05	Machmeter
2	6034-168000-1A-1A1	Indicator
2	6034-14602-1J-BLM	Indicator
1	6053-RCA2	Indicator
2	6062-80383	Gyro
1	6062-92160	Indicator
3	6119-8Dj43AAM	Indicator
2	6119-8TJ49GAA	Power Supply
6	6119-98886 83G3	Harness
3	6126-149E27	Indicator
1	6143-ST-6B	Transmitter
2	2366-164-010-2	Amplifier
1	3360-072256004	Switch
2	3360-072835800	Switch
2	3360-072837270	Switch
2	3380-534100-4925	Relay
2	3380-701020-6615	Relay
2	1AFE-6-38222-1	Latch
2	1AFE-9-26163	Drive

5

ANNEX "III" to
307th BW OPORD 31-57
21 October 1957

6	1AFE-568746-501	Generator
6	1AFE-5-68746-502	Generator
1	1AFE-6-32804-1	Latch
2	1AFE-9-30310-1	Valve
4	0259-8982788	Gasket
1	4140-4801-2	Detector
1	1AFE-1560-D40-5908	Unit
1	1AFE-15-24377-504	Unit
2	1AFE-15-24377-505	Unit
2	1AFE-1560-214-8064	Nozzle
1	1AFE-9-18732-502	Valve
1	1AFF-15-24377-509	Unit
2	4153-4700	Detector
2	4153-4801-12A	Detector
1	4272-SE2-2	Inverter
1	4220-2CM77D3	Starter
3	4220-9771211G3	Vibrator
3	4224-GC18-1	Panel
2	4280-30084	Rheostat
2	4269-1055-1	Flasher
1	4246-A50J206	Alternator
1	4246-6110-635-8395	Alternator
1	9455-6110-635-1610	Control
1	4504-30016-1	Regulator
1	4302-1425-B2	Regulator

6

ANNEX "III" to
307BW OPORD 31-57
21 October 1957

2	4604-410790	Actuator
6	4804-AN6287-1	Valve
2	4808-402961	Accumulator
2	4808-551200-1	Accumulator
1	4808-551200-5	Accumulator
3	4815-WE4800-1-E40	Valve
1	4808-551200-3	Accumulator
2	4839-TF51800-5	Pump
2	4839-TF57300-14	Pump
1	4246-A24A9430	Control
1	4280-30020	Pick up
1	4280-30088	Selector
6	4248-V6929	Tube
2	4224-GR28	Regulator
2	4519-9036-32	Cap
1	4504-30016-1	Regulator
2	4802-75032-1	Filter
1	4871-212000	Regulator
6	4872-H5230D14	Seal
1	4808-413380-0-1	Valve
1	4879-B700A	Valve
6	4862-A15575-4	Cartridge
2	4815-WE450-1D	Valve

A&E EQUIPMENT FOR BOMB COMP

BOMB NAV COMPONENTS BOMB COMP

1	Tracking Computer	1280-330-3990
2	Indicator, 1P-284	1670-374300
2	RT-324	1670-687650
1	Polar Converter	6400-219669-55
2	PP-1638)	1670-641250-1
2	PP-1144	6400-572272
2	Low Voltage Power Supply	1670-640300
2	SN-158 MOD 2	1670-776475
2	SN-135	6400-877735
1	Bomb Comp	1280-092-7618

AUTO PILOT EQUIPMENT REQUIRED FOR BOMB COMP

2	B-18 Amplifier	2240-608816-2
2	N-1 Amplifier	6263-16000
1	C-1 Amplifier	6234-35900-1F
1	Flight Controller	2240-608956
1	Aileron Servo	2240-669778-161
1	Rudder Servo	2240-669778-461
1	Master Ind N-1 Compass	6263-15900-3
1	Directional Gyro	6263-15810-1

COM/NAV EQUIPMENT FOR BOMB COMP

3	C-823/AIC-10	1600-211945165
---	--------------	----------------

3	C-824/AIG-10	1600-211945170
2	18A51 Micro Switch	3360-074-571-025
2	RT-178/ARC-27	1600-218997125
1	R-101A/ARN-6	1600-214349860
1	R-541/ARN-14	1600-013424090
1	C-626-ARC-27	1600-211944735
1	C-628/ARC-27	1600-211944737
1	RT-128A/ARC-21	1600-013570075
1	ERA-3001B Ant Coupler (HF)	1600-01152695
1	PP-298/ARC21X	1600-013323015
2	UHF Side Tone Relay (4 PDT)	5945-249
1	RT-279/APX-25	1660-038670097
2	Foot Mike Switchs	3360-394-427576

TEST EQUIPMENT

1	PSM-6	7CAC-589073-1
1	UPM-8 plus Test Hat	7CAC-801319-21585 Test Hat 7CAC-720706
1	SG-13	7CAC-363949

307th
Bombardment Wing



BOMB COMPETITION

OPERATION ORDER

31-57

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
21 October 1957

TABLE OF CONTENTS

TO

OPERATIONS ORDER

SERIAL NO. 31-57

"BOMBING COMPETITION"

Operations Order (Basic) No. 31-57

ANNEX "I" - Personnel

ANNEX "II" - Operations

ANNEX "III" - Maintenance

307BW OFORD 31-57
21 October 1957

HEADQUARTERS 307TH BOMBARDMENT WING (M)
 Lincoln Air Force Base, Nebraska
 21 October 1957

OPERATIONS ORDER NO. 31-57 (Operation "Bombing Competition")

1. GENERAL:

a. This operations order outlines the specific requirements for the 307th Bombardment Wing's participation in the SAC 1957 Bombing, Navigation Competition to be conducted at Pinecastle AFB 30 October thru 5 November 1957.

b. The project officer, Major Alan P. Simpkins, is charged with the responsibility for proper conduct and coordination of this mission. Assisting the project officer are Major Paul R. Ebelbarger for Operations and Captain Hale J. Husband for Maintenance.

c. The general plan is to deploy two (2) B-47 aircraft and crew with the necessary support personnel to Pinecastle AFB, fly three sorties per crew, in competition with crews from all other SAC Wings for the Fairchild Trophy.

d. Support of this operation will be given highest priority from the date of this order to completion of competition.

e. Schedule of Events:

24 October	Support Aircraft Arrive
26 October	Support Aircraft Arrive
28 October	Tactical Aircraft Arrive
29 October	TB-47 Aircraft Arrive
29 October	Maintenance Briefing 0800 Welcome Address 1330

HEADQUARTERS 307TH BOMBARDMENT WING (M)
 Lincoln Air Force Base, Nebraska
 21 October 1957

e. Schedule of Events: (Continued)

30 October - 5 November	Flying Competition
6 November	Awards Presentation Tactical Aircraft Depart
8 November	Support Aircraft Depart

ANNEXES:

"I"
 "II"
 "III"

DISTRIBUTION:

COMDRAF 8	2 cys
COMDRADIV 818	2 cys
307C	2 cys
COMDRABG 818	1 cy
307DO	25 cys
307DP	1 cy
307DM	1 cy
307DMM	1 cy
307DMMC	2 cys
370BSC	2 cys
371BSC	2 cys
372BSC	2 cys
COMDR Crew L-08	2 cys
COMDR Crew L-16	2 cys
COMDR Crew L-39	2 cys

OFFICIAL:

A. E. AENCHBACHER
 Lt. Colonel, USAF
 Director of Operations

307BW OPORD 31-57
 21 October 1957

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
21 October 1957

ANNEX "I"
TO
OPERATIONS ORDER
SERIAL NO. 31-57
"PERSONNEL"

This Annex consists of 3 pages

ANNEX "I" to
307BW OPORD 31-57
21 October 1957

HEADQUARTERS 307TH BOMBARDMENT WING (M)
 Lincoln Air Force Base, Nebraska
 21 October 1957

ANNEX "I" to 307TH BOMBARDMENT WING OPERATIONS ORDER 31-57

"PERSONNEL"

1. The following Combat Crews will represent the 307th Bomb Wing:

L-08 A/C Capt Harold E. Brooks
 P 1/Lt Robert G. Baker
 Nav Capt Charles W. Schisler, Jr.

L-39 A/C Capt William H. Hofman
 P Capt Gordon H. Mack
 Nav Capt Edward E. Bardnell

2. The following personnel will support the 307th Bomb Wing crews on this mission:

Major Alan P. Simpkins	Project Officer
Major Paul R. Ecelbarger	Operations Officer
1/Lt Robert L. Goodrich	Operations Officer
Captain Hale J. Husband	Maintenance Officer
Captain William B. Meharg	A&E Officer
1/Lt Noble S. Timmons	Navigator/Bombing Officer
Captain Walter W. Hudkins	Umpire
Captain John B. Mattioli	Umpire

ANNEX "I" to
 307BW OPORD 31-57
 21 October 1957

Maintenance Personnel

<u>Name</u>	<u>Rank</u>	<u>AFSN</u>
Young, Chester H.	M/Sgt	7026670
Parker, Ulysses	T/Sgt	43038717
Thompson, Howard L.	T/Sgt	17262470
Lehr, James D.	S/Sgt	16461937
Hultman, Arthur L.	S/Sgt	17414705
Otten, Gerald A	S/Sgt	17393548
Charbonneau, J.	S/Sgt	12450395
St. Louis, Richard P.	S/Sgt	11258587
Filpula, William H.	S/Sgt	19501844
Barron, Joseph M., Jr.	A/1C	15542527
Bellmore, Jerome	A/1C	19492016
Lopez, Michael	A/1C	16472812
Blasingame, Virgil R.	A/1C	18459699
Keaton, Claude D.	S/Sgt	15517170
Blackburn, Frankie	A/2C	13534886

A&E PERSONNEL

Ruiz, William J.	T/Sgt	19215030
Barnhart, George	T/Sgt	17234289
Myatt, Peter J.	T/Sgt	17218819
Harries, Ivan L.	T/Sgt	17262614
Regalado, Gilbert	T/Sgt	16396167
Adams, George D.	A/1C	11292715
Dawson, David L.	A/1C	16482821
Mastel, Mark M.	A/2C	17421815
Bailey, Sherman	A/1C	13535004
Rice, John C.	A/1C	11293511
Lundgren, Marvin R.	A/1C	17421669

3. Airmen personnel will make arrangements thru their respective Orderly Room to have pay checks mailed to Bombing Competition, Headquarters, Pinecastle AFB, Florida. ATTN: Captain Hale J. Husband.

4. Summer uniform is mandatory until 1 November 1957 at Pinecastle AFB and optional until 1 March 1957.

5. Each airmen will have in his possession two (2) new sets of fatigues with prescribed identification, field jacket, rain coat and appropriate head-gear. Identification card and tags and flight line badge will be carried by each individual.

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
21 October 1957

ANNEX "II"

TO

OPERATIONS ORDER

SERIAL NO. 31-57

"OPERATIONS"

This Annex consists of 5 pages

ANNEX "II" to
307th BW OPORD 31-57
21 October 1957

HEADQUARTERS 307TH BOMBARDMENT WING (M)
 Lincoln Air Force Base, Nebraska
 21 October 1957

ANNEX "II" TO 307TH BOMBARDMENT WING OPERATIONS ORDER 31-57

"OPERATIONS"

1. Timing:

a. The following time schedules will be strictly adhered to by all personnel concerned.

<u>Acft</u>	<u>Date</u>	<u>T.O.</u>	<u>Ldg/Pinecastle</u>	<u>PASS</u>	<u>CARGO</u>
KC-97	24 Oct	0800 CST	1400EST	0	Max.
KC-97	26 Oct	0400 CST	1000EST	33	Min.
TB-47	29 Oct	0800 CST	1200EST	2	0

b. Support aircraft will depart Pinecastle AFB as soon as down-loading of cargo is completed with a maximum of four (4) hours ground time. Two KC-97's will return to Pinecastle on 8 November following the same schedule outlined in Paragraph "a" above.

c. The following is the tactical aircraft schedule.

<u>Crew #</u>	<u>Acft</u>	<u>Date</u>	<u>T.O.</u>	<u>Ldg/Pinecastle</u>
L-08		28 Oct	0800	1150 EST
L-39		28 Oct	0801	1200 EST
Spare		28 Oct	0802	Ret. to Lincoln
L-08		30 Oct	Unk	T/O 6 30
L-39		31 Oct	Unk	T/O 6 30
L-08		1 Nov	Unk	T/O 6 30
L-39		2 Nov	Unk	T/O 6 30
L-08		4 Nov	Unk	T/O 6 30
L-39		5 Nov	Unk	T/O 6 30

ANNEX "II" to
 307BW OPORD 31-57
 21 October 1957

d. Departure from Pinecastle of tactical crews will be O/A
6 November 1957.

2. Briefings:

General and specialized briefings, target study as well as mission planning will be conducted in building 437. Schedule will be given to Wings on arrival at Pinecastle AFB.

3. Daily Operations:

a.	<u>Time</u>	<u>Duty</u>
	Takeoff minus 6 hours	Project Officer Meetings
"	" 5 hours	Maintenance Preflight
"	" 3 hours	*Aircrew "
"	" 2 hours	Crew Station Time
"	" 1½ hours	Crew to Base Wx.
"	" 1 hours	Crew in Aircraft
"	" ¾ hours	Start Engines
"	" 1½ hours	Crew Preflight Alternate Aircraft

*Alternate Crew

b. Alternate aircraft will be started and made ready for takeoff each mission. After each mission the aircraft will be refueled and made ready for the next mission.

4. Planning Factors:

Runway Length	12,000
Max. Critical Field Length	12,000 No water
Recommended fuel load	93,000 W. water

3

ANNEX "II" to
307BW OPORD 31-57
21 October 1957

Mission Length	6/30
Approximate Fuel Reserve	23,500#
*Fuel Reserve over MacDill	20,000
" " " Hunter	18,500
" " " Homestead	18,500

*If used as an alternate after returning to Pinecastle.

5. Flying Safety will be paramount and take precedence over all mission considerations.

6. Official Rules:

The official rules as outlined in SAC Operations Order 31-57, as amended, will be SOP for these missions

7. Personal Equipment:

a. Over water equipment will be aboard each aircraft for all missions.

b. Spare parachutes, helmet and oxygen mask, eight-foot oxygen hose extension, "Y" type headset and microphone cord extension.

c. None of the above equipment will be due for inspection or re-pack during the competition. All outstanding inspection will be completed prior to 24 October 1957.

d. All personal equipment may be left in the aircraft except the helmet and mask which will be returned to the crew quarters for cleaning after each flight.

8. Aircraft Access:

a. Each crew will deliver the aircraft access roster to the processing officer on arrival at Pinecastle AFB. All 307th Bomb Wing personnel attending

the competition will be listed on the access roster for each airplane.

b. Each member of the competition team will have his flight line badge, identification tags and card in his possession at all times.

ANNEX "II" to
307BW OPORD 31-57
21 October 1957

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
21 October 1957

ANNEX "III"

TO

OPERATIONS ORDER

SERIAL NO. 31-57

"MAINTENANCE"

This Annex consists of ____ pages

ANNEX "III" to
307th BW OPORD 31-57
21 October 1957

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska
21 October 1957

ANNEX "III" TO 307TH BOMBARDMENT WING OPERATIONS ORDER 31-57

"MAINTENANCE"

1. General:

a. This Annex is to be utilized as a maintenance guide for the Bombing Competition. All personnel assigned to the maintenance task force will become familiar with the procedures outlined in Section 2 and the available parts and equipment list Section 3 of this Annex.

b. It is the responsibility of each member of the maintenance task force to make known any financial and/or personal difficulties expected during the period of the bombing competition and to have these matters properly taken care of prior to departing this station.

c. Personnel on this team will depart Lincoln AFB on 26 Oct 57 at 0400 hours for Pinecastle AFB. It will be the responsibility of each individual to have his baggage at the designated spot and to assist in loading and unloading the aircraft that will ferry the team to Pinecastle Air Force Base.

d. Support personnel will arrive Pinecastle AFB at 1100E hours on 26 October 1957. Processing and billeting will be accomplished immediately after landing. All maintenance personnel will assemble in the Base Theatre at 0800 hours 29 October for a briefing by the Commander.

2. Maintenance Procedures to be followed During the Bombing Competition.

a. All personnel assigned to the maintenance task force will be available at the aircraft at time of preflight. Both aircraft will be

completely preflighted by the maintenance task force five (5) hours prior to scheduled takeoff. Special emphasis will be placed upon servicing accumulators and oxygen systems. The ground power NCOIC will assure that a MD-3 power unit, compressor and oxygen cart is available and operational at all times during preflights.

b. For takeoffs, A&E and Field Maintenance specialists will follow the aircraft from the parking area to the end of the runway. Some selected parts will be carried in the vehicle, therefore expediting the replacement of units as required to make a controlled takeoff.

c. All personnel assigned to the maintenance task force will be available at time of landing. One member of the team, to be designated prior to landing, will draw a Coleman tractor from the centralized motor pool and proceed to the refueling pits. The aircraft crew chief will have a refueling panel available to refuel the aircraft. The NCOIC in charge of ground power will furnish an MD-3 with 60' cable to the pits to accomplish the refueling. As the aircraft is refueled the maintenance task force will debrief the flight crew and schedule the work to be accomplished prior to the next flight. Each member of the team will assure himself that all discrepancies pertaining to his systems have been corrected prior to leaving the aircraft. No member of the team will depart from the parking area or task force headquarters without checking through the OIC, Captain Husband or the NCOIC, M/Sgt Young.

3. Equipment and Parts List:

a. The following equipment has been pre-positioned at Pinecastle or will accompany the maintenance task force.

<u>Quantity</u>	<u>Item</u>
1 ea.	Servicycles
2 ea.	MD-3 Power Units
1 ea.	Tow Bar (B-47)
8 ea.	Flashlight Wands
2 ea.	Portable lights (Flood type)
2 ea.	Portable Battery Lanterns
2 ea.	100' Extension Cords with Lites
2 ea.	Brake chutes
2 ea.	Approach chutes
2 ea.	B-4 stands
2 ea.	60 ft. extension cables
1 ea.	Expendable kit
1 ea.	10 Ton outrigger jack
2 ea.	J-47-25 Engines
1 ea.	50 Ton Alligator Jack

b. The following items will accompany the aircraft to Pinecastle Air Force Base.

- (1) 0-15 cameras, magazines, and sufficient film for 4 missions.
- (2) Refueling panel.
- (3) Dust covers and plugs.
- (4) Nose cover.
- (5) Two (2) ea. step ladders
- (6) One (1) ea. air chuck
- (7) One (1) ea. Tail Cover

c. The following listed parts are available in the maintenance task force kit.

AIRCRAFT PARTS BEING TAKEN TO PINECASTLE

<u>AMOUNT</u>	<u>STOCK NO</u>	<u>NOUN</u>
1	6204-CB2100-3	Compass
2	6025-671BX010D	Altimeter
2	6025-1214CX5-05	Indicator
2	6025-815PX8-05	Machmeter
2	6034-168000-1A-1A1	Indicator
2	6034-14602-1J-BLM	Indicator
1	6053-RCA2	Indicator
2	6062-80383	Gyro
1	6062-92160	Indicator
3	6119-8Dj43AAM	Indicator
2	6119-8TJ49GAA	Power Supply
6	6119-98886 83G3	Harness
3	6126-149E27	Indicator
1	6143-ST-6B	Transmitter
2	2366-164-010-2	Amplifier
1	3360-072256004	Switch
2	3360-072835800	Switch
2	3360-072837270	Switch
2	3380-534100-4925	Relay
2	3380-701020-6615	Relay
2	1AFE-6-38222-1	Latch
2	1AFE-9-26163	Drive

ANNEX "III" to
307th BW OPOD 31-57
21 October 1957

6	LAFE-568746-501	Generator
6	LAFE-5-68746-502	Generator
1	LAFE-6-32804-1	Latch
2	LAFE-9-30310-1	Valve
4	0259-8982788	Gasket
1	4140-4801-2	Detector
1	LAF-1-60-D40-5908	Unit
1	LAFE-15-24377-504	Unit
2	LAFE-15-24377-505	Unit
2	LAFE-1560-214-8064	Nozzle
1	LAFE-9-18732-502	Valve
1	LAF-15-24377-509	Unit
2	4153-4700	Detector
2	4153-4801-12A	Detector
1	4272-SE2-2	Inverter
1	4220-2CM77D3	Starter
3	4220-9771211G3	Vibrator
3	4224-GC18-1	Panel
2	4280-30084	Rheostat
2	4269-1055-1	Flasher
1	4246-A50J206	Alternator
1	4246-6110-635-8395	Alternator
1	9455-6110-635-1610	Control
1	4504-30016-1	Regulator
1	4302-1425-B2	Regulator

6

ANNEX "III" to
307BW OPOD 31-57
21 October 1957

2	4604-410790	Actuator
6	4804-AN6287-1	Valve
2	4808-402961	Accumulator
2	4808-551200-1	Accumulator
1	4808-551200-5	Accumulator
3	4815-WE4800-1-E40	Valve
1	4808-551200-3	Accumulator
2	4839-TF51800-5	Pump
2	4839-TF57300-14	Pump
1	4246-A24A9430	Control
1	4280-30020	Pick up
1	4280-30088	Selector
6	4248-V6929	Tube
2	4224-GR28	Regulator
2	4519-9036-32	Cap
1	4504-30016-1	Regulator
2	4802-75032-1	Filter
1	4871-212000	Regulator
6	4872-H5230D14	Seal
1	4808-413380-0-1	Valve
1	4879-B700A	Valve
6	4862-A15575-4	Cartridge
2	4815-WE450-1D	Valve

7

ANNEX "III" to
307BW OPOD 31-57
21 October 1957

A&E EQUIPMENT FOR BOMB COMP

BOMB NAV COMPONENTS BOMB COMP

1	Tracking Computer	1280-330-3990
2	Indicator, 1P-284	1670-374300
2	RT-324	1670-687650
1	Polar Converter	6400-219669-55
2	PP-1638)	1670-641250-1
2	PP-1144	6400-572272
2	Low Voltage Power Supply	1670-640300
2	SN-158 MOD 2	1670-776475
2	SN-135	6400-877735
1	Bomb Comp	1280-092-7618

AUTO PILOT EQUIPMENT REQUIRED FOR BOMB COMP

2	B-18 Amplifier	2240-608816-2
2	N-1 Amplifier	6263-16000
1	C-1 Amplifier	6234-35900-1F
1	Flight Controller	2240-608956
1	Aileron Servo	2240-669778-161
1	Rudder Servo	2240-669778-461
1	Master Ind N-1 Compass	6263-15900-3
1	Directional Gyro	6263-15810-1

COM/NAV EQUIPMENT FOR BOMB COMP

3	C-823/A1C-10	1600-211945165
---	--------------	----------------

3	C-824/A1C-10	1600-211945170
2	18A51 Micro Switch	3360-074-571-025
2	RT-178/ARC-27	1600-218997125
1	R-101A/ARN-6	1600-214349860
1	R-541/ARN-14	1600-013424090
1	C-626-ARC-27	1600-211944735
1	C-628/ARC-27	1600-211944737
1	RT-128A/ARC-21	1600-013570075
1	ERA-3001B Ant Coupler (HF)	1600-01152695
1	PP-298/ARC21X	1600-013323015
2	UHF Side Tone Relay (4 PDT)	5945-249
1	RT-279/APX-25	1660-038670097
2	Foot Mike Switchs	3360-394-427576

TEST EQUIPMENT

1	FSM-6	7CAC-589073-1
1	UPM-8 plus Test Hat	7CAC-801319-21585 Test Hat 7CAC-720706
1	SG-13	7CAC-363949

C-824/AIG-10	1600-211945170
18A51 Micro Switch	3360-074-571-025
RT-178/ARC-27	1600-218997125
R-101A/ARN-6	1600-214349860
R-541/ARN-14	1600-013424090
C-626-ARC-27	1600-211944735
C-628/ARC-27	1600-211944737
RT-128A/ARC-21	1600-013570075
ERA-3001B Ant Coupler (HF)	1600-01152695
FP-298/ARC21X	1600-013323015
UHF Side Tone Relay (4 PDT)	5945-249
RT-279/AFX-25	1660-038670097
Foot Mike Switches	3360-394-427576

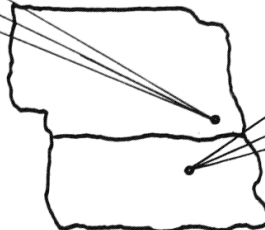
TEST EQUIPMENT

FSM-6	7CAC-589073-1
IFM-8 plus Test Hat	7CAC-801319-21585 Test Hat 7CAC-720706
SG-13	7CAC-363949

ANNEX "III" to
307EW OPORD 31-57
21 October 1957

SECRET

LINCOLN



SCHILLING

CD 5 cup

TANKER TASK FORCE

IRON BAR

3ARS 7-0-886

3ARS 7-0-886

27

OPERATION ORDER 39-57

SECRET

85-0192
75-2191

1590

1591

SECRET

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

DO

7 November 1957

SUBJECT: Lincoln-Schilling Tanker Task Force Operations Order 39-57

TO: See Distribution (Operations Order, page 7)

1. Inclosed is Lincoln-Schilling Tanker Task Force Operations Order 39-57. This Operations Order will be effective upon orders of execution by the Task Force Commander. (UNCLASSIFIED)

2. Unclassified nickname for the order is "Iron Bar". (UNCLASSIFIED)

3. Task organizations will acknowledge receipt of this order to this headquarters by 14 November 1957. (UNCLASSIFIED)

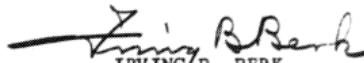
4. Altitude Reservation Reports (Refer General Instructions 8AF OPOD (7) 6. page 13 basic) will be submitted under separate cover. (UNCLASSIFIED)

5. The attached operation is classified SECRET in accordance with paragraph 30b (2) (g) Air Force Regulation 205-1, 3 January 1956, as amended. (UNCLASSIFIED)

6. When inclosure one (1) is withdrawn or not attached, the classification of SECRET on this letter will be cancelled in accordance with paragraph 37h, Air Force Regulation 205-1, 3 January 1956 as amended. (UNCLASSIFIED)

FOR THE COMMANDER:

1 Incl
LSTTF OPOD 39-57


IRVING B. BERK
Major USAF
Adjutant

This Document consists of 49 pages.
Copy Number 45 of 45 Copies.

SECRET

11-4530-S

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

OPERATIONS ORDER 39-57

TABLE OF CONTENTS

Letter of Transmittal

Basic Order

- Annex A - Intelligence
- Annex B - Operations
- Appendix I - Tanker Recap Sheets
- Appendix II - Route Chart
- Appendix III - Form F
- Appendix IV - Flight Plans
- Annex C - Communications
- Annex D - Air Refueling
- Annex E - Reports

LSTTF OPORD 39-57
7 November 1957
11-4530-S

SECRET

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

OPERATIONS ORDER

NUMBER 39-57

BASIC ORDER

This Basic Order consists of 7 pages.

LSTTF OPORD 39-57
7 November 1957
11-4530-S

SECRET

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

OPERATIONS ORDER 39-57TASK ORGANIZATIONS

21st Air Division	Colonel Neilson
802nd Air Division	Brigadier General Wilson
818th Air Division	Colonel Hoisington
340th Bomb Wing	Colonel Humfield
818th Air Base Group	Colonel Godman

1. GENERAL SITUATION: The requirement exists to conduct a large-scale training exercise with multiple SAC units, which will exercise operational concepts of Strategic Air Operations. E Hour/Day for this mission will be 1400 Zulu, 25 November 1957. Unclassified nickname is "Iron Bar". The Lincoln-Schilling Task Force Headquarters will activate on the designated E Hour/Day group listed above. This order will not be executed until directed by Headquarters 8th Air Force. (SECRET)

a. Intelligence - Omitted.

b. Friendly Forces: ADC - Provide facilities to relay airborne reports. (UNCLASSIFIED)

2. MISSION.

a. Provide air refueling support for the 340th Bomb Wing's USCM on E+3 days. This support will be provided in the Fat Cat and Club Room areas with Rainy Day area as a designated weather alternate. (SECRET)

LSTTF OPOD 39-57
7 November 1957
11-4530-S

2
SECRET

SECRET3. TASKS FOR SUBORDINATE UNITSa. 21st Air Division

(1) Provide 3 B-47 aircraft and crews from the 90th SRW for weather scout duty during this operation. Aircraft will operate from home station. (CONFIDENTIAL)

(2) Supervise and monitor 90th SRW participation in this exercise. (UNCLASSIFIED)

b. 340th Bomb Wing

(1) Provide approximately 40 B-47 aircraft for participation in this exercise (CONFIDENTIAL)

c. 802nd Air Division

(1) Make available all KC-97 aircraft and crews of the 40th AREPS to Commander, Lincoln/Schilling Tanker Task Force, in support of the 340th Bomb Wing. (CONFIDENTIAL)

(2) Supervise and monitor 40th AREPS participation in this exercise. (UNCLASSIFIED)

(3) Provide two (2) officers, AFSC 1416 and 1525, to Task Force Headquarters at Lincoln, to arrive NLT 0800 Hrs (C) 27 November 57. (UNCLASSIFIED)

(4) Appoint a Deputy Task Force Commander in the grade of Lt. Colonel or higher. (UNCLASSIFIED)

d. 818th Air Division

(1) Activate the Lincoln/Schilling Tanker Task Force comprised of the 307th and 40th Air Refueling Squadrons. (UNCLASSIFIED)

SECRET

LSTTF OPORD 39-57
7 November 1957
11-4530-S

SECRET

AS FOR SUBORDINATE UNITS

21st Air Division

- (1) Provide 3 B-47 aircraft and crews from the 90th SRW other scout duty during this operation. Aircraft will from home station. (CONFIDENTIAL)
- (2) Supervise and monitor 90th SRW participation in this e. (UNCLASSIFIED)

340th Bomb Wing

- (1) Provide approximately 40 B-47 aircraft for participation in this exercise (CONFIDENTIAL)

802nd Air Division

- (1) Make available all KC-97 aircraft and crews of the 802nd Air Division to Commander, Lincoln/Schilling Tanker Task Force, in support of the 340th Bomb Wing. (CONFIDENTIAL)
- (2) Supervise and monitor 40th AREFS participation in this exercise. (UNCLASSIFIED)
- (3) Provide two (2) officers, AFSC 1416 and 1525, to Task Force Headquarters at Lincoln, to arrive NLT 0800 Hrs (C) on October 57. (UNCLASSIFIED)
- (4) Appoint a Deputy Task Force Commander in the grade of Colonel or higher. (UNCLASSIFIED)

818th Air Division

- (1) Activate the Lincoln/Schilling Tanker Task Force in support of the 307th and 40th Air Refueling Squadrons. (UNCLASSIFIED)

SECRET

LSTTF OPOD 39-57
7 November 1957
11-4530-S

SECRET

- (2) Make available all KC-97 aircraft and crews of the 307th AREFS to Commander, Lincoln/Schilling Task Force, in support of the 340th Bomb Wing. (CONFIDENTIAL)
- (3) Supervise and monitor the 40th Air Refueling Squadron participation in this operation. (UNCLASSIFIED)
- (4) Appoint the Lincoln/Schilling Task Force Commander with a minimum rank of Colonel. (UNCLASSIFIED)
- (5) Furnish individuals named below to the Lincoln/Schilling Task Force Headquarters. (UNCLASSIFIED)

(a) Deputy Task Force Commander

1. Lt. Colonel Oliver E. Fowler:
Base Extension 734

(b) Task Force Headquarters Personnel:

1. Major Anthony D. Minnick (Project Officer) 1416
Base Extension 565
2. Major Francis E. Strom (1435)
Base Extension 607
3. Major Stephn A. Mattick (1416)
Base Extension 8105
4. Captain Charles A. Stone (1234B)
Base Extension 253
5. Captain William Lawless (4324)
Base Extension 458
6. Captain Paul C. Blinkensop (1534A)
Base Extension 458

SECRET

LSTTF OPOD 39-57
7 November 1957
11-4530-S

SECRET3. 818th Air Base Group.

(1) Furnish base and logistic support facilities as necessary, to insure successful execution of this operation.

(UNCLASSIFIED)

4. GENERAL INSTRUCTIONS

a. Procedures as contained in SAC Manuals 55-10, 55-15, 100-1, and Eighth AF Manual 55-1 will apply. (UNCLASSIFIED)

b. Operations of participating units will resemble EWP planning factors as closely as possible, tempered by peacetime practicability and flying safety considerations. (UNCLASSIFIED)

c. Delays for crew rest will be in accordance with SACREG 62-19 except as outlined below. (UNCLASSIFIED)

(1) KC-97 Aircraft and crews - 6 hours.

d. All times are expressed in Zulu times (UNCLASSIFIED)

e. The 307th AREFS and 40th AREFS will submit altitude reservation requests (Category I) to the Lincoln/Schilling Task Force Headquarters.

(1) Task Force Headquarters will submit subject requests to air route traffic control for clearance purposes. (UNCLASSIFIED)

(2) 40th AREFS clearance requests will be submitted to arrive Task Force Headquarters NLT 14 November 1957. (May be submitted by SOCS) (UNCLASSIFIED)

f. Weather scout aircraft will file individual clearance.

(UNCLASSIFIED)

LSTTF OPORD 39-57
7 November 1957
11-4530-S

SECRET

SECRET

g. Commander Lincoln/Schilling Task Force is Colonel Douglas M. Conlan, extension 219-210. (UNCLASSIFIED)


h. Task organizations will acknowledge receipt of this Operations Order to Tanker Task Force Headquarters, and will include names, ranks, and telephone numbers of Deputy Tanker Force Commander and Headquarters augmentation personnel in the acknowledgement message. (UNCLASSIFIED)

5. ADMINISTRATION AND LOGISTICS: Omitted. (UNCLASSIFIED)

6. COMMAND AND COMMUNICATIONS: (UNCLASSIFIED)

a. Command - Normal.

b. Communications--See Annex C.


DOUGLAS M. CONLAN
Colonel, USAF
Commander

ANNEXES:

- A - Intelligence
- B - Operations
- C - Communications
- D - Air Refueling
- E - Reports

LSTTF OPORD 39-57
7 November 1957
11-4530-S

SECRET

SECRETDISTRIBUTION

		<u>COPY NR</u>
CINCSAC		1 thru 8
COMDRAF	8	9 thru 16
COMRADIV	21	17 thru 21
	802	22, 23
	818	24, 25
COMDRBOMWG	340	26 thru 30
	40	31, 32
	307	33, 34
COMDRABG	818	35
AREPS	40	36 thru 40
	307	41 thru 45

OFFICIAL:

Lowell B. Fisher
 LOWELL B. FISHER
 Lt. Col, USAF
 Deputy Director of Operations

SECRET

LSTTF OPORD 39-57
 7 November 1957
 11-4530-S

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

ANNEX A

TO

OPERATIONS ORDER

NUMBER 39-57

INTELLIGENCE

(OMITTED)

This Annex consists of 1 page.

ANNEX A
LSTTF OPORD 39-57
7 November 1957
11-4530-S

SECRET

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

ANNEX B

TO

OPERATIONS ORDER

NUMBER 39-57

OPERATIONS

This Annex consists of 5 pages.

ANNEX B
LSTTF OPOD 39-57
7 Nov 51
11-4530-8

SECRET

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

ANNEX B TO OPERATIONS ORDER 39-57

OPERATIONS

1. OPERATION CONCEPT: Tanker aircraft will be launched from home stations in accordance with the timing and schedule shown in Appendix I. These aircraft will support bomber aircraft of the 340th Bombardment Wing flying a USCM. Maximum 50-8 requirements will be accomplished by each tanker crew. (SECRET)

2. FORCE: The Lincoln-Schilling Tanker Task Force consists of KC-97G and KC-97F aircraft assigned as follows: (SECRET)

a. 40th Air Refueling Squadron	20
b. 307th Air Refueling Squadron	<u>21</u>
Total	42

3. LAUNCH TIME OF FIRST AIRCRAFT BY INCREMENT: (SECRET)

a. Increment I	28/1325 ZULU
b. Increment II	28/1643 ZULU
c. Increment III	29/0125 ZULU
d. Spare Increments	29/1325 ZULU

4. FORCE REQUIREMENTS: (SECRET)

- a. 40th Air Refueling Squadron.
 - (1) Provide twelve (12) refueling sorties Increment II.
 - (2) Provide seven (7) refueling sorties Increment III.
 - (3) Standby to provide six (6) sorties for possible make-up on the succeeding day (E / 4).

(4) Provide one (1) A/C and airborne commander for 1000 hours on two increments.

SECRET

b. Aircraft and crew turnaround:

(1) Since rapid refueling is mandatory to insure turnaround of aircraft for successive waves, flight engineers will compute, prior to pit or parking, fuel required to reservice the aircraft. (CONFIDENTIAL)

(2) Maximum crew rest in consonance with timing will be accomplished. (UNCLASSIFIED)

c. Route Procedures: Altitude and route separation for various cells to various areas and from different bases have been separated for purposes of safety. (UNCLASSIFIED)

(1) Outbound and return tracks to and through the refueling areas are different for each base and do not cross at any point.

(2) Outbound altitudes for all cells will be 15-17 M.

(3) Return altitudes for all cells will be 10-12 M.

All cells and aircraft will assume this lower altitude block IMMEDIATELY at the end of refueling. This will eliminate conflict with aircraft on their refueling track and block altitude of 15-17 M. (UNCLASSIFIED)

d. Spares: NO air spares will be scheduled. However, SUFFICIENT ground spares will be provided to insure the required number of tankers are airborne to support each increment. (CONFIDENTIAL)

7. WEATHER ALTERNATES AND EMERGENCY BASES:

a. Possible weather alternates are: (UNCLASSIFIED)

ANNEX B
LSTTF OPORD 39-57
7 Nov 57
11-4530-8

SECRET

SECRET

- (1) Forbes Air Force Base, Kansas
- (2) Whiteman Air Force Base, Missouri
- (3) Offutt Air Force Base, Nebraska

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

- (1) Lincoln Air Force Base, Nebraska
- (2) Schilling Air Force Base, Kansas
- (3) Other SAC bases.
- (4) Other Military bases.
- (5) Civilian airfields.

c. In event landing is made at other than Lincoln or Schilling, aircraft return to home base will be expedited for recycling.

(CONFIDENTIAL)

d. Every effort will be made by Lincoln-Schilling Task Force aircraft to land at Lincoln or Schilling during this exercise. In each case one (1) base is the primary alternate for the other base.

8. FLYING SAFETY:

a. Flying safety takes priority over the operational requirements of this order. (UNCLASSIFIED)

b. Weather minimum will be as prescribed in Air Force Regulation 60-16. (UNCLASSIFIED)

ANNEX B
LSTTF OPORD 39-57
7 Nov 57
11-4530-S

SECRET

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

APPENDIX I

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 39-57

TANKER RECAP SHEETS

This Appendix consists of 5 pages.

APP I ANNEX B
LSTTF OPOD 39-57
7 Nov 1957
11-4530-S

1

SECRET

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

APPENDIX I, ANNEX B TO OPERATIONS ORDER 39-57

TANKER RECAP SHEETS

PRIMARY ROUTE TIMING - FAT CAT OR CLUB ROOM

<u>ORGANIZATION</u>	<u>NR ACFT</u>	<u>CELL</u>	<u>TAKEOFF</u>	<u>REFUELING AREA</u>	<u>C/R</u>	<u>RENDEZ-VOUS</u>	<u>OFF-LOAD</u>	<u>ETR</u>
<u>INCREMENT ONE (1)</u>								
307TH AREFS	3	Red	28/1325Z	FAT CAT	ZI/ALFA	28/1532Z	32M	1902Z
307TH AREFS	3	Blue	28/1405Z	" "	ZI/BRAVO	28/1612Z	32M	1942Z
307TH AREFS	3	Yellow	28/1445Z	" "	ZI/CHARLIE	28/1652Z	32M	2022Z
307TH AREFS	3	Orange	28/1525Z	" "	ZI/ALFA	28/1732Z	32M	2102Z
<u>INCREMENT TWO (2)</u>								
40TH AREFS	3	Gold	28/1643Z	CLUB ROOM	ZI/ALFA	28/1821Z	30M	2057Z
40TH AREFS	3	Copper	28/1713Z	" "	ZI/BRAVO	28/1851Z	30M	2127Z
40TH AREFS	3	Silver	28/1743Z	" "	ZI/CHARLIE	28/1921Z	30M	2157Z
40TH AREFS	3	Bronze	28/1813Z	" "	ZI/ALFA	28/1951Z	30M	2227Z
307TH AREFS	3	Rust	28/1854Z	" "	ZI/BRAVO	28/2021Z	30M	2257Z
<u>INCREMENT THREE (3)</u>								
307TH AREFS	3	Green	29/0125Z	FAT CAT	ZI/ALFA	29/0332Z	32M	0702Z
307TH AREFS	3	Black	29/0205Z	" "	ZI/BRAVO	29/0412Z	32M	0742Z
40TH AREFS	3	White	29/0225Z	" "	ZI/CHARLIE	29/0452Z	32M	0822Z
40TH AREFS	4	Amber	29/0300Z	" "	ZI/ALFA	29/0532Z	32M	0941Z

APP I ANNEX B
LSTTF OPORD 39-57
7 Nov 1957
11-4530-8

SECRET

PRIMARY ROUTE TIMING - FAT CAT OR CLUB ROOM (continued)

SECRET

ORGANIZATION	NR ACFT	CELL	TAKEOFF	REFUELING AREA	C/R	RENDEZ-VOUS	OFF-LOAD	ETR
MAKE-UP INCREMENTS ONE (1) AND THREE (3)								
30TH AREFS	3	Mauve	29/1325Z	FAT CAT	ZI/ALFA	29/1532Z	32M	1902Z Increment #1&3
30TH AREFS	3	Beige	29/1405Z	" "	ZI/BRAVO	29/1612Z	32M	1942Z Spare Cells
MAKE-UP INCREMENT NUMBER TWO (2)								
40TH AREFS	3	Peach	29/1514Z	CLUB ROOM	ZI/ALFA	29/1652Z	30M	1928Z Increment #2
40TH AREFS	3	Lemon	29/1544Z	" "	ZI/BRAVO	29/1722	30M	1958Z Spare Cells

1. Increments I and III will be twenty-one (21) minutes earlier in the FAT CAT area if the receiver aircraft intend to use a secondary area on their second refueling. (Primary area for the second refueling is BAKER SHOP, Secondary area is SUN DIAL) Mauve and Beige spare cells will be twenty-one (21) minutes earlier if receivers utilize secondary area for second refueling.

2. Peach and Lemon spare cells will also be twenty-one (21) minutes earlier if receivers use the secondary refueling area for their second refueling.

3. Takeoff times are based on climatological data and a north takeoff. If take off direction is south, cells should depart ten (10) minutes earlier than scheduled.

SECRET

APP I ANNEX B
LSTTF OPOD 39-57
7 Nov 1957
11-4530-8

SECONDARY ROUTE TIMING - RAINY DAY

SECRET

ORGANIZATION	NR ACFT	CELL	TAKEOFF	REFUELING AREA	C/R	RENDEZ-- VOUS	OFF-LOAD	ETR
<u>INCREMENT ONE (1)</u>								
307TH AREFS	3	Red	28/1341Z	RAINY DAY	ZI/ALFA	28/1458Z	36M	1722Z
307TH AREFS	3	Blue	28/1421Z	" "	ZI/BRAVO	28/1538Z	36M	1802Z
307TH AREFS	3	Yellow	28/1501Z	" "	ZI/CHARLIE	28/1618Z	36M	1842Z
307TH AREFS	3	Orange	28/1541Z	" "	ZI/ALFA	28/1658Z	36M	1922Z
<u>INCREMENT TWO (2)</u>								
40TH AREFS	3	Gold	28/1637Z	RAINY DAY	ZI/ALFA	28/1821Z	30M	2137Z
40TH AREFS	3	Copper	28/1707Z	" "	ZI/BRAVO	28/1851Z	30M	2207Z
40TH AREFS	3	Silver	28/1737Z	" "	ZI/CHARLIE	28/1921Z	30M	2237Z
40TH AREFS	3	Bronze	28/1807Z	" "	ZI/ALFA	28/1951Z	30M	2307Z
307TH AREFS	3	Rust	28/1504Z	" "	ZI/BRAVO	28/2021Z	30M	2337Z
<u>INCREMENT THREE (3)</u>								
307TH AREFS	3	Green	29/0143Z	RAINY DAY	ZI/ALFA	29/0258Z	36M	0522Z
307TH AREFS	3	Black	29/0233Z	" "	ZI/BRAVO	29/0338Z	36M	0602Z
40TH AREFS	3	White	29/0234Z	" "	ZI/CHARLIE	29/0418Z	36M	0642Z
40TH AREFS	4	Amber	29/0314Z	" "	ZI/ALFA	29/0458Z	36M	0815Z

APP I ANNEX B
LSTTF OPORD 39-57
7 Nov 1957
11-4530-8

SECRET

SECRET

SECONDARY ROUTE TIMING - RAINY DAY (continued)

<u>ORGANIZATION</u>	<u>NR ACFT</u>	<u>CELL</u>	<u>TAKEOFF</u>	<u>REFUELING AREA</u>	<u>C/R</u>	<u>RENDEZ-VOUS</u>	<u>OFF-LOAD</u>	<u>ETR</u>
<u>INCREMENT ONE (1) AND THREE (3)</u>								
307TH AREFS	3	Mauve	29/1343Z	RAINY DAY	ZI/ALFA	29/1458Z	36M	1722Z Make-Up
307TH AREFS	3	Beige	29/1423Z	" "	ZI/BRAVO	29/1538Z	36M	1802Z
<u>INCREMENT TWO (2)</u>								
40TH AREFS	3	Prach	29/1432Z	RAINY DAY	ZI/ALFA	29/1616Z	30M	1932Z Make-Up
40TH AREFS	3	Lemon	29/1502Z	" "	ZI/BRAVO	29/1646Z	30M	2002Z

1. Increments One (1) and Three (3), spare cells Mauve and Beige, and spare cells Peach and Lemon will be twenty-two (22) minutes early if receiver aircraft use the secondary refueling area for their second refueling.

2. Takeoff times are based on climatological data and a north takeoff. If takeoff direction is south, cells should depart ten (10) minutes earlier than scheduled.

APP I ANNEX B
 LSTTF OPORD 39-57
 7 Nov 1957
 11-4530-8

5
SECRET

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

APPENDIX II

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 39-57

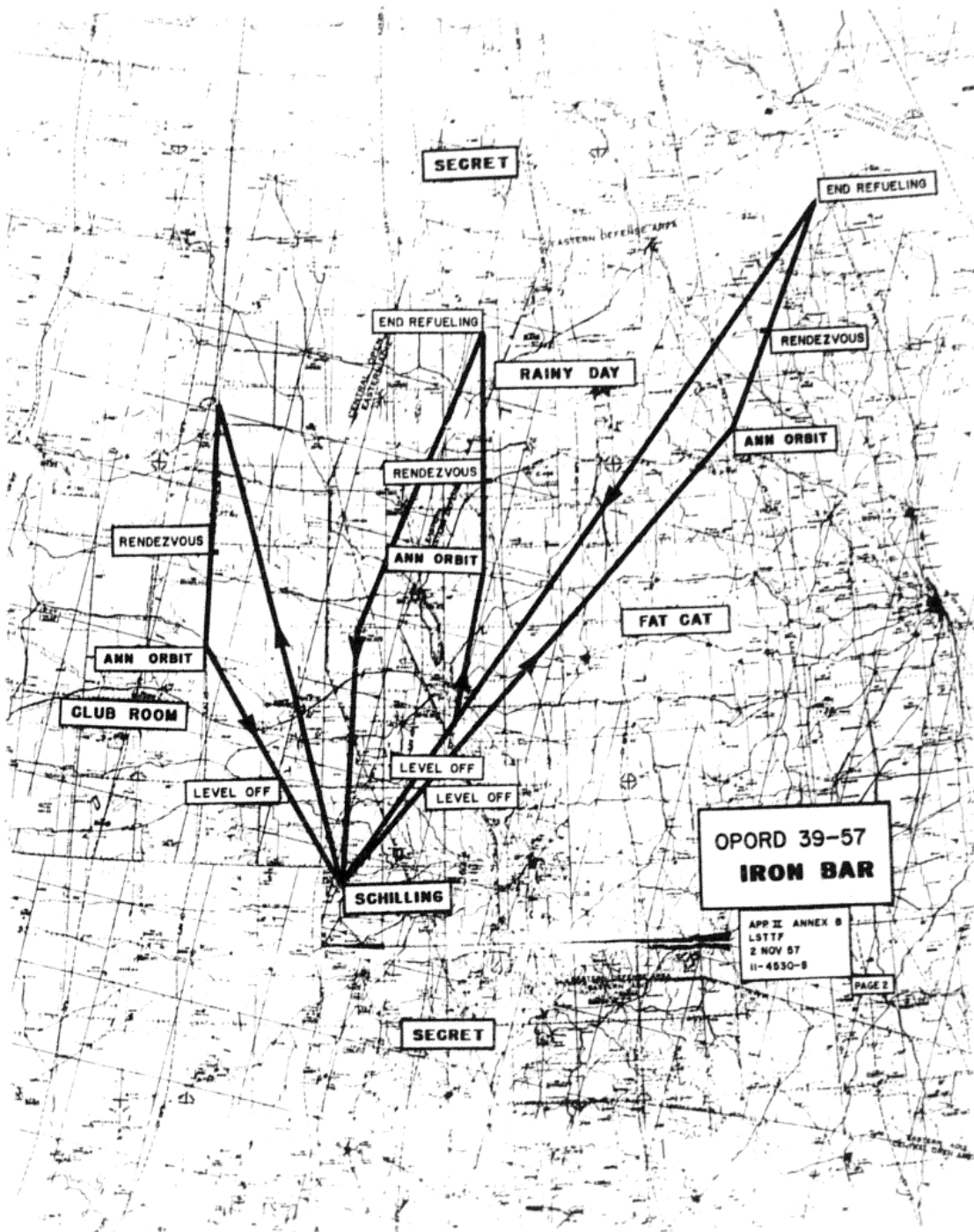
ROUTE CHART

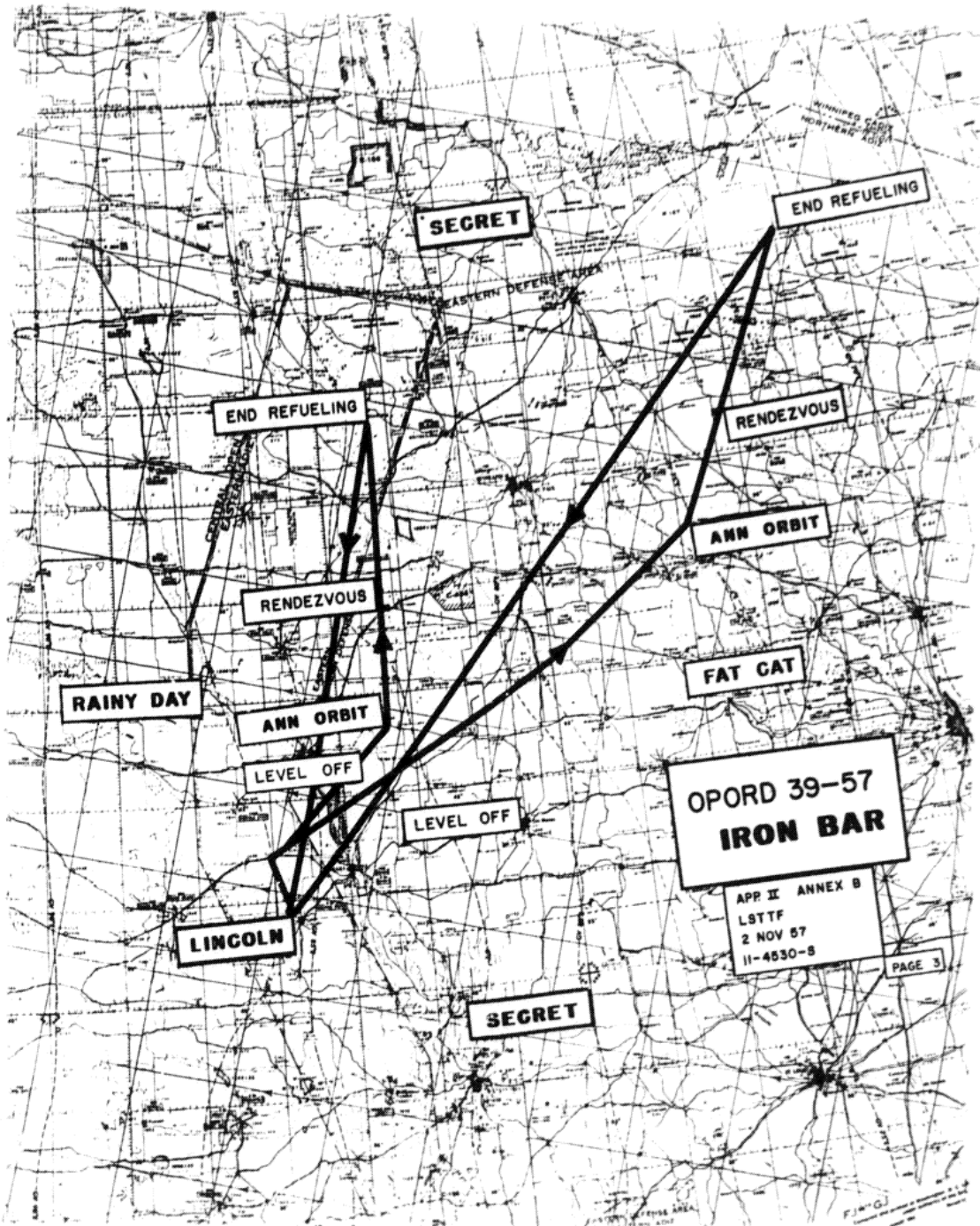
This Appendix consists of pages.

APP II ANNEX B
LSTTF OPORD 39-57
7 Nov 1957
11-4530-S

1

SECRET





SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

APPENDIX III

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 39-57

FORM F

This Appendix consists of 3 pages.

APP III ANNEX B
LSTTF OPORD 39-57
7 NOV 57
11-4530-S

SECRET

WEIGHT AND BALANCE CLEARANCE FORM F
 TRANSPORT
 (USE REVERSE FOR TACTICAL MISSIONS)

Cross Reference:
 HAF Form 2670
 RCAF Form F 115 C
 8140-01 (8797)

FOR USE IN
 T. O. 1-1B-40 #
 AN 01-1B-40

SECRET

DATE		AIRPLANE TYPE KC-97F		FROM Lincoln AFB		HOME STATION Lincoln AFB				
MISSION/TRIP/FLIGHT/NO. Iron Bar		SERIAL NO.		TO		PILOT				
8thAF Ops. Order 39-57										
LIMITATIONS				R C F	ITEM	WEIGHT	' INDEX OR MOM/			
CONDITION	TAKEOFF	LANDING	LIMITING WING FUEL							
1 ALLOWABLE GROSS WEIGHT	155000	130000	-----	1	BASIC AIRPLANE (From Chart C)	39000	739			
TOTAL AIRPLANE WEIGHT (Ref. 11)	122000			2	OIL (1966 7.5 Gal.)	1470	749			
OPERATING WEIGHT PLUS ESTIMATED LANDING FUEL WEIGHT		99595		3	CREW (No.) 66300 4A2H	7300	738			
OPERATING WEIGHT (Ref. 8)			93770	4	CREW'S BAGGAGE					
ALLOWABLE LOAD (Ref. 18) (Use SMALLEST figure)	32,000	----	----	5	STEWARDS EQUIPMENT					
PERMISSIBLE C. G. TAKEOFF	FROM 18.5	TO (% M.A.C. or IN.)		6	EMERGENCY EQUIPMENT "IF"	500	732			
PERMISSIBLE C. G. LANDING	FROM	TO (% M.A.C. or IN.)		7	EXTRA EQUIPMENT JP-4	1000				
		30.5		8	OPERATING WEIGHT	93770	732			
				9	TAKEOFF FUEL (4905 Gal.)	29230	768			
				10	WATER INJ. FLUID (Gal.)					
				11	TOTAL AIRPLANE WEIGHT	123000	768			
12 LANDING FUEL WEIGHT	5825	12 DISTRIBUTION OF ALLOWABLE LOAD (PAYLOAD)								
REMARKS Fuel Dens 6.0 JP-4 6.5 Fuel I-7990 0-21240 29230 BO Fuel I 5077 0 18328 23405		UPPER COMPARTMENTS		LOWER COMPARTMENTS						
		COMPT	PASSENGERS	CARGO	COMPT			PASSENGERS	CARGO	
			NO.	WEIGHT				NO.	WEIGHT	
		A								
		B								
		C								
		D								
		E								
		F								
		G								
		H								
		I								
		J								
K										
L										
M										
N										
O										
P										
FWD BELLY										
AFT BELLY										
					JP-4	32000	741			
TOTAL FREIGHT										
TOTAL MAIL										
COMPUTER PLATE NUMBER (If used)	E999									
13 CORRECTIONS (Ref. 14)				13 TAKEOFF CONDITION (Uncorrected)						
CHANGES (+ or -)				14 CORRECTIONS (If required)						
COMPT	ITEM	WEIGHT	' INDEX OR MOM/	15 TAKEOFF CONDITION (Corrected)						
				16 TAKEOFF C. G. IN % M. A. C. OR IN.						
				24.5%						
				17 LESS FUEL						
				23405						
				18 LESS AIR SUPPLY LOAD DROPPED						
				32000						
				19 MISC. VARIABLES						
				20 ESTIMATED LANDING CONDITION						
				99595						
				21 ESTIMATED LANDING C. G. IN % M. A. C. OR IN.						
				22.3%						
COMPUTED BY				/s/ T/Sgt William E. Wilson						
TOTAL WEIGHT REMOVED - -				WEIGHT AND BALANCE AUTHORITY						
TOTAL WEIGHT ADDED + +				APP III ANNEX B						
NET DIFFERENCE (Ref. 14)				LSTTF OPORD 39-57						
				7 NOV 57						
				11-4530-S						

NOTE—THIS TRANSPORT CLEARANCE FORM HAS RESULTED FROM THE ELEMENT AND NO FURTHER CHANGES MAY BE MADE TO IT WITHOUT PRIOR CONSIDERATION BY TRIP SITE AUTHORITIES.

SECRET

WEIGHT AND BALANCE CLEARANCE FORM F
TRANSPORT

Cross Reference
RAF Form 2870
RCAF Form F. 115 C
60M 5-61 (6707)

FOR USE IN
T. O. 1-18-40
AN 01-18-40

(USE REVERSE FOR TACTICAL AIRCRAFT)

SECRET

DATE		AIRPLANE TYPE KC-97G		FROM Lincoln AFB		HOME STATION Lincoln AFB		
MISSION/TRIP/FLIGHT/NO. Iron Bar		SERIAL NO.		TO		PILOT		
8th AF Ops. Order 39-57								
LIMITATIONS				REF	ITEM	WEIGHT	INDEX OR MOM/	
CONDITION	TAKEOFF	LANDING	LIMITING WING FUEL					
1 ALLOWABLE GROSS WEIGHT	155000	130000	-----	1	BASIC AIRPLANE (From Chart C)	90000	835	
TOTAL AIRPLANE WEIGHT (Ref. 1)	123000			2	OIL (1966 7.5 Gal.)	1470	795	
OPERATING WEIGHT PLUS ESTIMATED LANDING FUEL WEIGHT		99595		3	CREW (No.) 6@300 4A2N	1800	787	
OPERATING WEIGHT (Ref. 8)			93770	4	CREW'S BAGGAGE			
ALLOWABLE LOAD (Ref. 18) (Use SMALLEST figure)	32000	-----	-----	5	STEWARD'S EQUIPMENT			
PERMISSIBLE C. G. TAKEOFF	FROM 18.5	TO (% M.A.C. or IN.)		6	EMERGENCY EQUIPMENT "P"	500	781	
PERMISSIBLE C. G. LANDING	FROM	TO (% M.A.C. or IN.)		7	EXTRA EQUIPMENT			
		30.5		8	OPERATING WEIGHT	93770	781	
LANDING FUEL WEIGHT	5825			9	TAKEOFF FUEL (4905 Gal.)	29230	813	
REMARKS				11 TOTAL AIRPLANE WEIGHT				123000
Fuel Dens 6.0				DISTRIBUTION OF ALLOWABLE LOAD (PAYLOAD)				
JP-4 6.5				UPPER COMPARTMENTS				
Fuel				LOWER COMPARTMENTS				
I 7990				PASSENGERS				
O 21240				CARGO				
29230				NO. WEIGHT				
BO Fuel				NO. WEIGHT				
I 5077				CARGO				
O 18228				NO. WEIGHT				
23405				CARGO				
TOTAL FREIGHT				CARGO				
TOTAL MAIL				CARGO				
COMPUTER PLATE NUMBER (If used)				CARGO				
E1035				CARGO				
1 Enter constant used.				CARGO				
2 Enter values from current applicable T. O.				CARGO				
3 Applicable to gross weight (Ref. 13).				CARGO				
4 Applicable to gross weight (Ref. 14).				CARGO				
5 Ref. 9 minus Ref. 17.				CARGO				
CORRECTIONS (Ref. 14)				13 TAKEOFF CONDITION (Uncorrected)				155000
CHANGES (+ or -)				14 CORRECTIONS (If required)				
COMPT	ITEM	WEIGHT	INDEX OR MOM/	15 TAKEOFF CONDITION (Corrected)				
				16 TAKEOFF C. G. IN % M. A. C. OR IN.				26.3%
				17 LESS FUEL				23405
				18 LESS AIR SUPPLY LOAD DROPPED				32000
				19 MISC. VARIABLES				
				20 ESTIMATED LANDING CONDITION				99595
				21 ESTIMATED LANDING C. G. IN % M. A. C. OR IN.				23.4
TOTAL WEIGHT REMOVED				COMPUTED BY				
TOTAL WEIGHT ADDED				/s/ T/Sgt William R. Wilson				
NET DIFFERENCE (Ref. 14)				SIGNATURE				
				WEIGHT AND BALANCE AUTHORITY				APP III ANNEX B
				SIGNATURE				LSTTF OPORD 39-57
				SIGNATURE				7 NOV 57
				SIGNATURE				11-4530-S

NOTE—THIS TRANSPORT CLEARANCE FORM HAS RESULTED FROM PARTIAL AGREEMENT AND NO FURTHER CHANGES MAY BE MADE TO IT WITHOUT PRIOR CONSIDERATION BY TRIPARTITE AUTHORITIES.

SECRET

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

APPENDIX IV

TO

ANNEX B

TO

OPERATIONS ORDER

NUMBER 39-57

FLIGHT PLANS

This Appendix consists of 7 pages.

APP IV ANNEX B
LSTEF OPORD 39-57
7 November 1957
11-4530-S

SECRET

SECRET

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	WAVE	CELL CALL SIGN	REMARKS									
		8AF 39-57	Ir Bay	40/307	KC-119/G		Lincoln - Fa at									
ACFT BASIC	POUNDS	1	10,620	POUNDS			RUNWAY									
CREW	1,800	2	1,557	BOMBS	N/A		PRESSURE ALT									
OIL	1,470	3	1,558	AMMO	N/A		LENGTH									
ATO	N/A	4	10,620	WATER AUG	N/A		AIR TEMP									
RACK	N/A	C/W	N/A	STATIC	156,125	NR FULL ATO REQUIRED	9800/100%									
EXT TANKS	N/A	EXT	N/A	START ENGINES AND TAXI FUEL ALLOWANCE	1,125	NR EMPTY ATO REQUIRED	CRITICAL AIR TEMP									
MISCELLANEOUS	500	DECK	32,000	TAKE-OFF GROSS	155,000	ATO FIRING SPEED	N/A									
CHAFF	N/A	TOTAL FUEL	62,355				CRITICAL WIND COMPONENT									
OPERATING	93,770						1ST LEG 2ND LEG 3D LEG									
PRE-FLIGHT PLAN																
FROM	ROUTE	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
Lincoln AFB																PRED FUEL REMAINING
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		GROSS WT
RTTO																29230
41-28N 99-03W		CR	341	280 20	336	-10	326	5M		192	182	38	1:02			1410
Schuyler				-5								38	1:12			154,560
41-59 95-55W		CL	059	280 20	055	-8	047	15.5M		198	213	60	1:17			1165
Level Off				-4								98	1:31			27625
44-19N 90-54W		CR	059	280 30	054	-6	048	15.5M		242	264	261	1:59			2120
Orbit Point				-5								359	2:30			25505
Orbit		CR	024	280 30	017	-4	013	15.5M		238	244	261	1:15			5020
				-7								359	1:45			20185
45-22N 90-13W		CR	024	280 30	017	-3	014	15.5M		238	244	70	1:17			2300
Rendezvous Point				-7								429	2:02			18185
47-06N 89-00W		REF	024	280 30	017	-2	015	15.5M		260	265	115	1:26			1675
End A/R				-7								544	2:28			16500
Off Load																142280
																3250
Lincoln AFB		DES CR	221	280 30	228	-6	222	10M		193	176	503	2:51			3250
				47								1047	5:19			139030
Des Land													1:30			6490
													5:49			6760
																1325
Alternate Lincoln - Schilling		CR	198	280 30	207	-10	197	10M		191	186	230	1:42			5445
				+9								1177	5:31			99215
																1325
																1540
																97675

2
APR 14 ANNEX B ISTRF OPRORD 39-57
7 NOVEMBER 57 11-4530-S

SECRET

MISSION FLIGHT PLAN - CONTINUATION SHEET																	
FROM SCHILLING-CLUBROGH ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN		
															PRED FUEL REMAINING	GROSS WT	
RTTO																31230	155,000
40-06N 98-40W			280/20									:02				440	440
LEVEL OFF	CL	329	-4	325	-10	215	10		105	135	80	:26	6			30780	124,340
41-43N 99-59W			280/30								10	:35	111			27540	151,210
ORBIT POINT	CR	329	-5	324	-11	213	15.5		240	221	205	1:03	227			2500	2,280
ORBIT	CR	359	280/30	352		340	15.5		240	231	205	1:11	227			15560	118,330
42-53N 100-00W			280/30	179	-7	179	15.5		240	242	205	1:11	227			2340	2,360
REPERCUSSIVE	CR	359	-7	352	-12	340	15.5		238	231	205	1:11	227			22200	105,370
44-47N 100-03W			280/30								70	1:11	21			1735	1,795
END A/R	REF	359	-7	352	-12	340	15		240	244	205	1:13	227			22805	144,175
OFF LOAD																	30,000
SCHILLING AFB	CR	164	280/30	171	-11	160	10		108	210	340	1:45	347			4410	4,410
DES. LAND			+7								740	2:47	750			12745	104,515
ALTERNATE SCHILLING-LINCOLN	CR	019	-9	009	-10	350	10		105	107	70	1:57	358			1325	1,325
											740	4:17	758			11420	105,190
			280/30								120	4:0	130			150	1,500
											70	4:57	358			840	103,610

9

APP IV APPENDIX B
LITTON (PORT) 39-57
7 November 1957
11-4530-5

SECRET

LINCOLN-SCHILLINGS TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

ANNEX C

TO

OPERATIONS ORDER

NUMBER 39-57

COMMUNICATIONS

(When this Annex is detached from the Operations Order, Classification of SECRET may be downgraded to CONFIDENTIAL, in accordance with Air Force Regulation 205-1, 3 January 1956, as amended.)

This Annex consists of 8 pages.

ANNEX C
LSTTF OPORD 39-57
7 November 1957
11-4530-S

SECRET

SECRET

LINCOLN-SCHILLINGS TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

ANNEX C TO OPERATIONS ORDER 39-57

COMMUNICATIONS

1. GENERAL: Communications procedures will be in accordance with applicable portions of the SAC CEI, SAC Manuals of the 55-8 series, 55-5, 55-10 and 100-1, Eighth Air Force Manual 55-1, current ZI Radio Facility Charts and Supplementary Flight Information Document. (UNCLASSIFIED)
2. ADMINISTRATIVE COMMUNICATIONS:
 - a. Point to point communications will be conducted over the following facilities in the priority indicated: (UNCLASSIFIED)
 - (1) SOCS (for Command and operational traffic only).
 - (2) SACCOMNET.
 - (3) AIRCOMNET.
 - (4) Commercial Facilities:
 - (a) TWX.
 - (b) Long distance telephone.
 - (5) Radioteletype and CW Manual Radio (to be used in event of failure or non-availability of landline).
 - b. Those on-call circuits allocated to support SAC (T-Listings) and/or patch through on-line teletype circuits in support of the operation will be activated by the station concerned or required to transmit operational traffic; however, it will be the

SECRET

ANNEX C
LSTTF OPORD 39-57
7 November 1957
11-4530-S

SECRET

responsibility of the control teams participating in this operation to insure necessary on-call circuits are activated during all periods while operational traffic is being originated in their area of responsibility. Control teams will make necessary arrangements with OIC of Communications Center at their home bases to activate circuits sufficiently in advance to prevent delay of operational traffic. (U)

c. All task force commanders and/or senior controller will coordinate with the AACS Commander to alert their facilities and insure SAC operational traffic is given expeditious and preferential handling and to activate circuits as required. (UNCLASSIFIED)

d. Message handling procedures outlined in appropriate ACP's, JANAP's, SAC CEI and appropriate SAC Manuals of the 55-8 series apply except as modified herein: (UNCLASSIFIED)

(1) Direct "on-line" circuits will be used where available for primary routing.

(2) Under conditions where alternate routing is required, direct patch-through will be accomplished.

(3) Next alternate will be "on-line" rapid relay with "off-line" rapid relay as last alternate.

3. AIRBORNE COMMUNICATIONS:

a. Recognition will be accomplished by use of the ACP 156/158 extracts. (CONFIDENTIAL)

ANNEX C
LSTTF OPORD 39-57
7 November 1957
11-4530-S

SECRET

SECRET

b. Identification will be accomplished by use of IFF in accordance with the provisions of SAC Regulation 55-23, as amended.

(UNCLASSIFIED)

c. Authentication, when required, will be accomplished using the current edition of KAC-1 ()/TSEC. (CONFIDENTIAL)

d. Emergency procedures will be in accordance with the provisions of ACP's 130, 135, Facility Charts and Supplementary Flight Information Documents. (UNCLASSIFIED)

e. VHF/UHF Channelization will be in accordance with the SAC CEI and current Pilot Flip Charts except as necessity demands for the mission being flown. (UNCLASSIFIED)

f. HF back-up (only if emergency dictates) will be as outlined in SAC Manual 100-1. Use of HF will be restricted as outlined in SAC CEI. (CONFIDENTIAL)

g. Navigational Aids will be in accordance with current Radio Facility Charts. (UNCLASSIFIED)

h. Call Signs: (CONFIDENTIAL)

(1) Aircraft air/ground - Unit tactical call signs.

(2) Aircraft air/air - Unit tactical call sign and SAC Manual 100-1 as required.

(3) Ground Stations - AACS - Geographical location.

(4) Task Force Control Room - DOVER Control.

i. Communications security will be observed and no clear text transmissions will be made that would reveal unit designation, location,

SECRET

4

ANNEX C
LSTTF OPORD 39-57
7 November 1957
11-4530-S

SECRET

aircraft type or the nature of the mission. The provisions of ACP 122(B) apply. (UNCLASSIFIED)

j. The transmit-receive/guard (TR/G) position of the UHF will be utilized at all times except when necessary to discontinue monitor of the guard channel due to interference while operating on another frequency. (UNCLASSIFIED)

k. ATC position reports: (UNCLASSIFIED)

(1) In cell or formation the lead aircraft will make required civil ATC reports.

(2) The aircraft will use the unit tactical call sign with two (2) digit suffix with the mission nickname as the first word of the text for civil reporting.

l. SAC monitor procedure ALPHA will be in effect for entire mission. Frequencies to be monitored will be assigned at pre-mission briefing. (C)

m. Tanker Task Force Control will operate on 311.0 mcs at Lincoln Air Force Base. (CONFIDENTIAL)

n. M-11 (refueling timing report), T-11 (air refueling report), and T-18 (airborne weather report) will be transmitted by the airborne Tanker Task Force Commander (or Tanker Cell Leader) to the designated UHF station after the following information is passed to him by the Tanker Aircraft Commanders and Receiver Cell Leaders upon completion of refueling: (C)

(1) Tanker Cell Call Sign.

ANNEX C
LSTTF OPORD 39-57
7 November 1957
11-4530-S

5

SECRET

SECRET

- (2) Unit, Wave, Nickname.
- (3) Number of receivers refueled and receiver Cell Call

Sign.

- (4) ETA of Cell Leader to next refueling or Control Point (code name) as applies.

(5) Tactical Call sign of receiver or receivers not refueled and intentions, if known. This report deletes the requirements for airborne receivers to transmit an M-11 report at this point.

o. The following items will be distributed at the pre-mission briefing by the Wing Communications Officer: (UNCLASSIFIED)

(1) Flimsy showing Air/Ground Communications and reporting procedures.

(2) Route chart indicating points at which each required position report will be submitted, to whom, and frequency to utilize.

p. Recall Words

(1) The recall words for this mission with related meaning as indicated apply: (CONFIDENTIAL)

- (a) GOLDFISH Recall all SAC aircraft this mission.
- (b) GOLDFISH OSCAR Recall 40th AREFS.
- (c) GOLDFISH YANKEE Recall 307th AREFS.
- (d) GOLDFISH LIMA Recall 90th SRW (WX Scouts)
Lincoln/Shilling Refueling areas.
- (e) GOLDFISH NOVEMBER Recall 340th BW.

SECRET

ANNEX C
LSTTF OPORD 39-57
7 November 1957
11-4530-3

SECRET

(2) The recall words are further suffixed, as indicated, for the purpose of indicating a specific landing base:

(a) ALTUS	CHARLIE
(b) SCHILLING	FOXTROT
(c) ELLSWORTH	GOLF
(d) LOCKBOURNE	DELTA

q. Call Signs

(1) 240th BW	COWBELL	
(2) 307th AREFS	SEAMAN	
(3) 40th AREFS	HANDCUFF	
(4) 90th SRW	OUTCOME	
(5) 818th Adiv Control Room		DOVER

4. AIR REFUELING COMMUNICATIONS:

a. T-18 (airborne weather reports) and T-11 (air refueling reports) will be transmitted to the Tanker Task Force Control Room (DOVER Control - 311.0 mcs.) for relay to Eighth Air Force and 818th Air Division Task Force. Reports will be transmitted by UHF only. UHF contact will be made with the Task Force Control Room as soon as possible after refueling. CONFIDENTIAL

b. Air/Air refueling frequencies will be as outlined in SAC Manual 100-1, C/R Plan, ANN ZI ALFA, BRAVO, CHARLIE. (CONFIDENTIAL)

c. Rendezvous settings (APN-69, APN-12/76) will be as outlined in SAC Manual 100-1. UNCLASSIFIED

d. Off-load reports will be submitted to the task force control room by UHF as soon as possible. UNCLASSIFIED

e. The weather scout aircraft will use the unit tactical call sign for passing reports. The term "Weather Scout" will not be used in regards to airborne reports. CONFIDENTIAL

SECRET

ANNEX C
LSTTF OPORD 39-57
7 November 1957
11-4530-S

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

APPENDIX I

TO

ANNEX C

TO

OPERATIONS ORDER

NUMBER 39-57

AIR REFUELING COMMUNICATIONS RENDEZVOUS PROCEDURES

This Appendix consists of 2 pages.

APP I ANNEX C
LSTTF OPORD 39-57
7 November 1957
11-4530-S

1

SECRET

AIR REFUELING COMMUNICATIONS RENDEZVOUS PROCEDURES

SECRET

1ST INCREMENT

<u>UNIT</u>	<u>CELL</u>	<u>NR ACFT</u>	<u>RCVR TAC CALL</u>	<u>TANKER TAC CALL</u>	<u>PRIMARY REFUELING AREA</u>	<u>SECONDARY REFUELING AREA</u>	<u>SACM 100-1 C/R PLAN</u>
340BW	Red	3	Cowbell	Seaman	Fat Cat	Rainy Day	Ann ZI Alfa
340BW	Blue	3	Cowbell	Seaman	Fat Cat	Rainy Day	Ann ZI Bravo
340BW	Yellow	3	Cowbell	Seaman	Fat Cat	Rainy Day	Ann ZI Charlie
340BW	Orange	3	Cowbell	Seaman	Fat Cat	Rainy Day	Ann ZI Alfa

2ND INCREMENT

340BW	Gold	3	Cowbell	Handcuff	Club Room	Rainy Day	Ann ZI Alfa
340BW	Copper	3	Cowbell	Handcuff	Club Room	Rainy Day	Ann ZI Bravo
340BW	Silver	3	Cowbell	Handcuff	Club Room	Rainy Day	Ann ZI Charlie
340BW	Bronze	3	Cowbell	Handcuff	Club Room	Rainy Day	Ann ZI Alfa
340BW	Rust	3	Cowbell	Seaman	Club Room	Rainy Day	Ann ZI Bravo

3RD INCREMENT

340BW	Green	3	Cowbell	Seaman	Fat Cat	Rainy Day	Ann ZI Alfa
340BW	Black	3	Cowbell	Seaman	Fat Cat	Rainy Day	Ann ZI Bravo
340BW	White	3	Cowbell	Handcuff	Fat Cat	Rainy Day	Ann ZI Charlie
340BW	Amber	4	Cowbell	Handcuff	Fat Cat	Rainy Day	Ann ZI Alfa

SECRET

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

ANNEX D

TO

OPERATIONS ORDER

NUMBER 39-57

AIR REFUELING

This Annex consists of 2 pages.

ANNEX D
LSTTF OPORD 39-57
7 Nov 57
11-4530-S

1

SECRET

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

ANNEX D TO OPERATIONS ORDER 39-57AIR REFUELING

1. CONCEPT: Air refueling support is required for the 340th Bombardment Wing in the accomplishment of a combined rotation and USCM. (SECRET)

2. TACTICS: Tactics will be in accordance with SAC Manual 55-10, dated 1 July 1957. (UNCLASSIFIED)

3. AIR REFUELING AREAS:

a. Primary (First and Third Increments) (CONFIDENTIAL)

(1) FAT CAT.

(a) Orbit Point	44° 19' N	90° 54' W
(b) Key Rendezvous	45° 22' N	90° 13' W
(c) Refueling Track	024° True	
(d) Base Altitude	15,000 feet	
(e) Off-load	32,000 pounds	

(2) CLUB ROOM (Second Increment) (CONFIDENTIAL)

(a) Orbit Point	41° 43' N	99° 59' W
(b) Key Rendezvous	42° 53' N	100° 00' W
(c) Refueling Track	359° True	
(d) Base Altitude	15,000 feet	
(e) Off-load	30,000 pounds	

b. Secondary (All Increments) (CONFIDENTIAL)

(1) RAINY DAY

ANNEX D
LSTTF OPORD 39-57
7 Nov 57
11-4530-8

SECRET

SECRET

- (a) Orbit Point 42° 41' N 95° 19' W
- (b) Key Rendezvous 43° 51' N 95° 19' W
- (c) Refueling Track 360° True
- (d) Base Altitude 15,000 feet
- (e) Off-load
 - 1. Increments 1 and 3 - 36,000 pounds
 - 2. Increment 2 - 30,000 pounds

c. Areas and off-loads will remain the same for any make-up increments on the following day.

4. COMMUNICATIONS: Air refueling communications and rendezvous equipment settings will be in accordance with SAC Manual 100-1. Refer to Annex C for definite communication directions for each cell and increment. (CONFIDENTIAL)

5. WEATHER SCOUTS - 90th Strategic Reconnaissance Wing.

a. The weather scout aircraft will be in the refueling area in sufficient time to evaluate both primary and alternate areas. They will submit a T-18 report at least two (2) hours in advance of the first tanker takeoff time of each increment and remain in the refueling area until all of that increments receivers have passed. In event weather necessitates a change in refueling rendezvous points, the weather scout will make recommendations for moving the area as established in the Tactical Doctrine. The final decision concerning the air refueling area to be utilized will be made by the

ANNEX D
LSTTF OPORD 39-57
7 Nov 57
11-4530-S

SECRET

SECRET

Tanker Task Force Commander. Route for the weather scout will be determined by the Commander on advice of the staff weather officer. Route tracks will be confirmed by direct telephone communications, forty-eight (48) hours before weather scout takeoff times. (UNCLASSIFIED)

b. Weather Scout aircraft of the 21st Air Division (90th Strategic Reconnaissance Wing) will operate from home station in support of this operation.

c. A weather scout will be assigned to scout the (U) weather for each increment of aircraft. Three (3) increments are the basic requirement; and therefore, three (3) separate weather scouts are required on the first day. If any aircraft and/or cells are delayed, a fourth weather scout will be required on the make-up day.

d. Weather Scout Area Responsibility and Approximate Takeoff Times. (CONFIDENTIAL)

(1) Aircraft #1-Increment #1-Approx T/O 28/1000Z

(a) Scout-Primary FAT CAT

Secondary RAINY DAY

(2) Aircraft #2-Increment #2-Approx T/O 28/1300Z

(a) Scout-Primary CLUB ROOM

Secondary RAINY DAY

(3) Aircraft #3-Increment #3-Approx T/O 28/2200Z

(a) Scout-Primary FAT CAT

Secondary RAINY DAY

ANNEX D
LSTTF OPORD 39-57
7 Nov 57
11-4530-S

SECRET

SECRET

(4) Aircraft #4-Make-up increments, Approx T/O 29/0900Z

(a) Scout-FATCAT, CLUB ROOM and RAINY DAY

6. RENDEZVOUS. APN 69/11 is the primary method for rendezvous.

However, APN-12/76 will be used if possible for back-up.

(CONFIDENTIAL)

ANNEX D
LSTTF OPORD 39-57
7 Nov 57
11-4530-S

SECRET

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

ANNEX E

TO

OPERATIONS ORDER

NUMBER 39-57

REPORTS

(When this Annex is detached from the Operations Order, classification of SECRET may be downgraded to CONFIDENTIAL, in accordance with Air Force Regulation 205-1, 3 January 1956, as amended)

This Annex consists of 3 pages.

ANNEX E
LSTTF OPORD 39-57
7 November 57
11-4530-S

SECRET

SECRET

LINCOLN-SCHILLING TANKER TASK FORCE
Lincoln Air Force Base, Nebraska

ANNEX E TO OPERATIONS ORDER 39-57

REPORTS

1. Reporting procedures contained in SAC Manual 55-8, 55-8M and 55-8T are applicable. (CONFIDENTIAL)
2. Reports will be submitted within timeliness criteria as required by SAC Manual 55-8 and sub-manuals as revised. (CONFIDENTIAL)
3. When information is not available within the outlined time periods, paragraph 6c, SAC Manual 55-8 will be complied with. (CONFIDENTIAL)
4. Classification and precedence will be as specified in individual reports instructions. (CONFIDENTIAL)
5. The following reports will be submitted:
 - a. Distribution A:
 - (1) T-2, T-10, T-11, T-15, T-17, T-18, T-72 and T-81.
 - (2) Reports required by paragraph 6a(1) SAC Manual 55-8.
 - b. Distribution B:
 - (1) T-27
6. Each organization assigned this Task Force will submit hourly aircraft status reports to this headquarters commencing at E+3

ANNEX E
LSTTF OPOD 39-57
7 November 57
11-4530-S

SECRET

SECRET

7. T-11 and T-18 reports will be submitted to Tanker Task Force Headquarters Control Room, call sign "DOVER CONTROL".
(CONFIDENTIAL)

8. Every effort will be made by tanker leaders to submit off-load reports via UHF to DOVER CONTROL as soon as possible. This report will include: (CONFIDENTIAL)

- a. Tactical call sign of each tanker.
- b. Tactical call sign of each receiver.
- c. Amount of fuel off-loaded.
- d. Reason for off-loading less than briefed amount if

applicable.

EXAMPLE: "SEAMAN 13 to ADAMS 26

20,500 pounds

Boom leak."

9. All reports will be submitted by Task Force Headquarters after receiving necessary information from supporting tanker units - Supporting units will relay information as expeditiously as possible via SOCS. (UNCLASSIFIED)

ANNEX E
LSTTF OPORD 39-57
7 November 57
11-4530-S

SECRET

Headquarters
 618TH AIR DIVISION
 United States Air Force
 Lincoln Air Force Base, Nebraska

307DCT

19 December 1957

SUBJECT: (UNCLASSIFIED) Final Mission Report (M-27)

TO: CINCOSAC 40th AREFS
 8th AF (16)

1. This report is submitted by the Lincoln-Schilling Tanker Task Force Commander and has been completely coordinated with the task force units, 307 AREFS and 40 AREFS. This report is intended to meet the M-27 requirement for TTF, 307 AREFS and 40 AREFS. (UNCLASSIFIED)

2. The mission of the task force was to furnish air refueling support to the 340th Bomb Wing, Whiteman AFB in the execution of a unit USCM. (SECRET)

3. Personnel and administrative support were excellent. (UNCLASSIFIED)

4. Operations and Training

a. The mission was 100 percent successful. One tanker (40th AREFS) failed to provide briefed offload due to a feathered engine during refueling, however, sufficient fuel was offloaded to insure the success of the receiver's mission. (SECRET)

b. The airborne commander requirement as outlined in Eighth Air Force Manual 55-1 for a prestrike refueling is not considered necessary. Rendezvous times and offloads are scheduled before take-off and require no specific airborne decisions. Cell leaders are well qualified and can easily cover this requirement. (SECRET)

c. Weather scout reports were not received for the first days operations. The present system of OO messages does not appear adequately meet the requirement. The second day, an agreement was reached between 8AF, CADF, 90SRW, and TTF to control the reports as follows: the T-18 Report would be called into a local GCI site and in turn they were to do two (2) things with this report. First make a direct collect phone call to the 8AF Control Room. Second, the report was relayed GCI site to site by long line through our tower facility to Tanker Task Force. This system worked extremely well and reports were received in a steady flow on the second day of the mission. (SECRET)

d. Tanker Task Force was not advised of strip tanker requirement for the 340EW round robin aircraft (increment 2) until the actual date of the requirement. This precluded proper planning and when the action was received, it necessitated a crew and aircraft being rescheduled. The crew and A/C had been scheduled as a primary in support of the primary mission. (SECRET)

SECRET

818AD, LAFB, SURJ: Final Mission Report (M-27)
307DCT

5. Logistics support was excellent. (UNCLASSIFIED)
6. Intelligence - No comment. (UNCLASSIFIED)
7. Security - Normal, no problems encountered. (UNCLASSIFIED)
8. Recommendations.
 - a. Airborne commander requirement in a separate aircraft be eliminated for pre-strike refueling operations. (SECRET)
 - b. A new procedure processing T-11 and T-18 reports be considered. It is highly recommended that the GCI site system be employed as much as possible in this consideration. (SECRET)
 - c. Request that when a strip requirement is essential during a mission, it be considered in initial planning and allocated. Specifically recommend that the strip requirement be levied against a non-participating unit. (SECRET)
9. The classification of SECRET is assigned this letter because unit capabilities are shown herein and disclosure of this information to unauthorized persons could result in serious damage to the nation. (UNCLASSIFIED)

FOR THE COMMANDER:

Copies furnished:
307th BW
818ADIV (DC)

/s/t/Harvey R. Elliott
HARVEY R. ELLIOTT
Captain, USAF
Assistant Adjutant

SECRET

Headquarters
816TH AIR DIVISION
United States Air Force
Lincoln Air Force Base, Nebraska

29 November 1957

C

SUBJECT: "Pace Setter" Missions

TO: Commander, 98th Bombardment Wing (M), Lincoln Air Force
Base, Nebraska
Commander, 307th Bombardment Wing (M), Lincoln Air Force
Base, Nebraska

1. Performance of the 98th and 307th Bombardment Wings on "Pace Setter" missions has not shown the desired progress. I believe that squadron and Wing Commanders and staffs have given considerable thought and work to this matter but that a commensurate return has not been realized.

2. I desire that a system of individual crew briefings and critiques for wing commanders and senior staff officers be adopted for all future "Pace Setter" missions. Our goal is to get to the top as soon as possible on this or any other type of competitive mission. By making each crew member realize that his commanders and senior staff officers know the record and the trend of his performance, and by conducting formal but personalized meetings for crew members to present their state of preparation, mission difficulties, and recommendations, we can hope to achieve the required performance more quickly. Therefore, I want you to take the following action in connection with "Pace Setter" missions, starting with "Pace Setter X."

a. Establish a panel of the wing commander, deputy wing commander and wing directors of operations and materiel to receive and evaluate crew briefings and critiques from all crews scheduled on "Pace Setter" missions. The squadron commander, operations officer, and squadron observer should be required to attend the briefings and critiques by their crews. A maximum of two (2) crews may appear together before the panel in order to save time.

b. Prepare and maintain, for use by the panel, records of past performances on "Pace Setter" missions by each crew. A separate folder for each crew is suggested, and it should summarize the points earned by the crew on all scored items for each mission, as well as the reasons for aborts, unreliable results, and major difficulties. In addition, simple graphs of performance in bombing, navigation, gunnery and ECM should be included.

c. Use other available crew records in the panel meetings to review the overall performance and progress of individual crews. Past aborts, unreliability, serious regression in any area, and equipment malfunctions, as well as adequate preparation for future missions, must be given particular emphasis.

C, Fg 816ADIV, Subject: "Face Setter" Missions

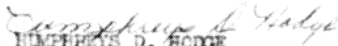
3. The commanders and staff should obtain from these meetings a valid picture of weak areas in the wing effort and also a quick review of each crew's past record and state of preparation. From the standpoint of the crews, they should leave the meetings knowing exactly where they stand, what is expected of them, and when they may expect to appear before the same panel again.

4. Members of my staff and I will attend the wing commander's panel briefings and critiques from time to time. It is requested that you keep the Division Director of Operations informed of your wing's schedule for all such meetings.

Copies furnished:
DC
DE

/s/FERRY M HOUGHTON, II
Colonel, USAF
Commander

CERTIFIED TRUE COPY:


HUMPHREYS D. HODGE
2nd Lt., USAF

30

307th CONFIDENTIAL Bombardment Wing



CREW FLIMSY

— 8th AIR FORCE —

PACESETTER X 7C-2419

CONFIDENTIAL

Page	89	OF	100
CCW			

12-5023-c

PAGESETTER X SCHEDULE ALL TIMES "ZULU"											CONFIDENTIAL	
a/c	Cell Position	Crew No	A/cft.	Call Sign	A/cft Appearance	Station Time	Pre T.O. Briefing	Start Engines	Taxi	North T.O.	HHCL Time	
BROOKS	1	S-08			Dec 1400	2100	2325	0035	0045	0100	0410	
CRUOK	2	L-06				2200	2325	0035	0046	0110	0420	
BLUMBERGER	3	L-16				2200	2325	0035	0055	0120	0430	
KOJUSI	4	L-03				2200	2345	005	0115	0130	0440	
BAGGS	5	L-11				2200	2355	0115	0125	0140	0450	
WIMS	6	L-14				2200	2355	0125	0135	0150	0500	
TRUDEAU	7	R-15				2200	2305	0135	0145	0150	0510	
HOFMAN	8	L-39				2200	2305	0145	0155	0150	0520	
GUY	9	L-40				2200	2305	0155	0205	0140	0530	
PATERSON	10	L-41				2200	2345	0205	0215	0230	0540	
ARBS	11	R-31				2240	2305	0215	0225	0240	0550	
BATH	12	R-49				2320	2305	0225	235	0250	0600	
ROUHERY	13	R-51				2300	0125	0235	0245	0230	0610	
GOLEY	14	R-50				2400	0125	0245	0255	0310	0620	
GEIKER	15	L-66				2400	0125	0255	0305	0320	0630	
WHEELER	16	L-69V				2400	0125	0305	0315	0330	0640	
KOHLSCHEEN	17	S-71				0040	0205	0315	0325	0340	0650	
RILLY	18	R-74				0040	0205	0325	0335	0350	0700	

CONFIDENTIAL

CONFIDENTIAL

FACESETTER X SCHEDULE (CONTINUED)										ALL TIMES "ZULU"	CONFIDENTIAL
A/C	Cell Position	Crew No	Acft.	Call Sign	Acft Acceptance	Station Time	Pre T.O. Briefing	Start Engines	Taxi	North T.O.	HHCL Time
WICKENSIE	19	R-80			8 Dec 1400	0040	0205	0335	0345	0400	0710
DODGE	20	R-75				0040	0205	0345	0355	0410	0720
BERNARDSEN	21	R-83				0040	0205	0355	0405	0420	0730
DANCE	#1 spare					2200	2325	as needed		0201 - if not used	
BURKETT	#2 spare					2200	2325	as needed		0151 - if not used	
											02
WASSERINI	#3 spare	R-53				2240	0005	as needed		0311 - if not used	
MITCHELL	#4 spare	R-55				2240	0005	as needed		0301 - if not used	
MYERS	#5 spare	R-79				2400	0125	as needed		0421 - if not used	
FURFORD	#6 spare	R-82				2400	0125	as needed		0411 - if not used	

CONFIDENTIAL

CONFIDENTIAL

CONFIDENTIAL

Headquarters
 307th Bombardment Wing, Medium
 United States Air Force
 Lincoln Air Force Base, Nebraska

PACESETTER X - CREW FLIMSY

1. MISSION REQUIREMENTS: (CONFIDENTIAL)

- a. 1 Direct radar RBS record run. (U)
- b. 1 Offset radar record run at Mach .81 with Hi Jinks and IBDA. (U)
- c. 1 Offset radar RBS record run on a 2B target. (C)
- d. 1 Record grid celestial navigation mission. (U)
- e. 1 Gunnery fire out. (U)
- f. 1 ECM "Big Snow Run". (C)
- g. 1 ECM "Little Snow Run" (C)
- h. 1 ECM "Big Photo Record Run" (Phase V A/C only). (C)
- i. 1 Radar monitored approach. (U)
- j. Take off and landing. (U)
- k. 1 GCA. (U)

2. ROUTE AND CLEARANCE REPORTING POINTS:

a. Mission Outline: Primary route and reporting points are Lincoln AFB to 10 Mi W Hastings to 3950N 9740W to Fall City (st Nav) to 8 Mi W Algona Iowa, 4612N 9255W (T.P.) to 12 Mi S Hancock, Mich. to 4722N 8440W to 4740N 7940W (end Nav) Mattawa Ont. to Lac De Coup (RHCP) Ont. to Mont Laurier (IP), Ont. to Montreal (TGT) to Stratton, Me. to Eastport, N.B. to 4400N 6700W (St Gunnery) to 4330N 6838W (end Gunnery) to Portland Me. (PIP) to Manchester (IP) to Springfield, (TGT) to 4121N 7617W (Oppose site) to Youngstown (PIP) to New Philadelphia (IP) to Columbus (TGT) to Kokomo, Ind. to Peoria Ill to 10 Mi S Ottumwa, Iowa to Lincoln. (CONFIDENTIAL)

b. Altitude Separation:	<u>Odd Slots</u>	<u>Even Slots</u>
L/O to T.P.	29000	31000
TP to Springfield	33000	35000
Springfield to Columbus	35000	37000
Springfield to Lincoln	37000	39000

CONFIDENTIAL

CONFIDENTIAL

c. Highest terrain enroute is Mt. Washington, N.H.
6288' 4416N 7118W

d. Danger areas that must be avoided:

R-197	30,000'	Continual	Camp Riley, Kan.
R-187	50,000'	"	Grand Marias, Minn.
PC-4	Unlimited	"	4605N 7725W
PC-5	"	"	5 Mi N Montreal
R-397	50,000'	"	De Blois Me.
R-109	Unlimited	"	Wright-Patterson, Ohio

The route does not cross any of these areas. Caution should be taken to avoid getting off course and flying over these areas.

e. Form 175 Clearance - All crews will file an individual clearance with the following remarks indicated: (U)

(1) Pacesetter X Hotel Adams Slot #_____. (C)

(2) "Big Photo" (Adams No) Sweep Jam and Spot Jam (Phase V only) S Band Alley Cat (Zulu Time) Sweep Jam VHF Band Papa (Zulu Time) IP. (C)

(3) MARSAM between Pacesetter aircraft. (U)

3. Tactics: Each crew will pre-compute bombing and celestial data for the take off slot just ahead and be prepared to move up in the bomber stream. (C)

a. Bombing:

(1) Three (3) RBS runs will be accomplished as outlined below:

(a) Montreal RBS (direct)

1. Pre IP - Lac De Coups (46-59N 76-29W)

2. IP - Mont Laurier (46-33N 7531W) Ele 800' VAR 15W

3. Target "B" Bravo
a. 45-28-16.2 N
73-34-01.2 W

b. Elevation 71 feet

c. Aiming Point - top of S.E. corner of Verdun Industrial Building. (IIA)

Grid coordinates #
HF G VT4
True Course 129° Dist 104 NM

CONFIDENTIAL

CONFIDENTIAL

(b) Springfield RBS (off set)

1. Pre IP Portland, Me.
2. IP Manchester, N.H. (43-59N 71-28W)
 - a. 200 ft. VAR 14°W
3. Target "G" GOLF
 - a. 42-08-26.1 N
72-34-54.5 W
 - b. Elevation 284 ft.
 - c. Aiming Point - north corner of Tower on
E side of U.S. Armory Building

Grid coordinates
H 9.6 V 9.1
True course 224° Dist 73 NM
- d. Off set aiming points

- 1 OAP #1
Mt Lizzie Island in Quabbin Reservoir
Elevation 894 feet

Offset components
N - 85,420 feet
E - 78,550 feet
H 18.7 V 19.2
- 2 OAP #2
center of highway bridge
south Springfield to Agawam
Elevation 250 feet

Offset components
S-9383 feet
W-286 feet

(c) Columbus RBS (off set)

1. Pre IP Youngstown, Ohio
2. IP New Philadelphia (40-31N 81-27W)
 - a. Elevation 895 VAR 13W
3. Target

CONFIDENTIAL

CONFIDENTIAL

(2) Method of Bombing: Radar with no visual assistance.
(UNCLASSIFIED)

(3) GPI procedures will be utilized on all bomb runs and 0-15 photography will be taken of the directed GPI points.
(UNCLASSIFIED)

(4) Hi Jinks maneuvers to the right will be performed at the Columbus Target using standard procedures. ECM aircraft crews will not make the Hi Jinks maneuvers. Crews are reminded that charts should be used to obtain max banks wing tanks on. (UNCLASSIFIED)

(5) Bombing Tables: Mark VI tables will be used with 2000' height of burst. (UNCLASSIFIED)

(6) Celestial Heading Checks will be made for each bomb run heading and the BNS heading unit will be corrected for any deviation found. Specific instructions for this action will be discussed in observers specialized briefing.

(7) Bombing Photography: 0-15 and 0-23, Focal Setting F.8 (XXX Film)

(a) Normal photography procedures on Montreal and Springfield runs.

(b) IBDA procedure - Columbus run.

1. After Bomb-release

- a. 1 off set out
- b. Expiration of ATF +15 Sec.
- c. Aux PPI - IN
- d. Function switch - Nav
- e. Range Mark - Range Mark
- f. Range 40 NM
- g. Tune for optimum presentation

b. Navigation:

(1) Grid entry will be at Fall City, Nebraska.

(2) It is recommended that at least one (1), three (3) or four (4) star fix be taken on the leg to the turning point and the turning point made good within ten (10) miles.

CONFIDENTIAL

6

CONFIDENTIAL

(3) On the final leg at least two (2), three (3) or four (4) star fixes be used. The last fix be planned to give ample time to plot and correct into destination. A twenty (20) minutes pad has proved to be a good tolerance.

(4) Final correction must be made, GCI site must be notified and acknowledged five (5) minutes prior to ETA.

(5) It is recommended that WWV be tuned in on radio and the navigation leg be flown by this time.

(6) HO 249 Stars that can be used during the celestial navigation leg.

a. Dubhe, Regulus, Procyon, Betelgeuse, Aldebaran, Capella, Kochab, Arcturus, Spica, Vega, and Pollux.

b. Individual cell position will govern the stars you use.

(7) Celestial grid scoring system (see Communications (Para 6)).

a. 0-15 scoring: ten (10) minutes prior to ETA, the 0-15 camera will be turned on, one every fourth scan. The camera clock will be set, or the clock error recorded on the Photo log. After final alteration has been made and the ETA has been given to the A/C, the radar will be tuned for best possible photography. Normal procedures for scoring at ETA will be used. Flooding the scope at expiration of ETA has been proven to be a very good method if counter reading is hard to read.

(8) Aircraft scoring on Columbus RBS, to insure adequate spacing, each aircraft will announce on Columbus RBS frequency his time over Youngstown, Ohio and his ETA to Columbus Target.

CONFIDENTIAL

7

CONFIDENTIAL

GUNNERY PROCEDURES

1. System preflight will be in accordance with current handbook of operating instructions and 8th AF Reg 136-11, dated 9 Aug 57. Load will be full combat load training ammunition, 1000 rounds.
2. Firing will be conducted over the Criehaven - Machias - Seal Island Gunnery Range (W 102). The first aircraft in the bomber stream will contact Dow Tower and furnish ETA to Enter Range. Other aircraft in the stream will monitor Dow Tower and maintain ten (10) minute separation plus or minus 2 minutes. Last aircraft in the stream will call Dow Tower and inform them when leaving the range.
3. Radar surveillance of surface area will be maintained while firing. Visual surveillance will be made if possible. Firing may commence after rolling out on course in the range provided radar surveillance indicates it is safe to do so, and will cease when departing the range. Systems will not be fired with inoperative gunlaying radars. Systems will be returned to search between burst to insure that no other aircraft are in the firing area. If another aircraft is detected on gunnery radar, firing may be continued if a safety angle of 30 degrees can be maintained between aircraft and line of fire.
4. 8AF Form 236 will be accomplished in triplicate by each copilot and will be turned in at debriefing. Copies of these will be sent to 8AF and are the basis of scoring. Crews will complete the form down to and including section III, and copilot will sign his name at the bottom.
5. Three (3) fire power fuses will be available in flight; the regular spare, an extra spare taped to the fire-safe switch and the one in place. When ammo is torqued in, one round will be chambered in each gun, turret safe switch in safe, and fire power fuse and cap taped to MD-4 panel. Turret safe switch must be in fire position before take-off. Fire power fuse will be put in place prior to reaching the gunnery range. Care must be taken when inserting fuse that fire safe-switch is off and fuse cap is used to insert fuse.
6. Special care should be taken to limit burst length to not more than five (5) seconds. Burst longer than five (5) seconds tend to over-head the guns and cause jamming.

CONFIDENTIAL

8

CONFIDENTIAL

5. ECM

a. Requirements:

(1) Bomber aircraft will accomplish one Little Snow Run against GCI site of "OPOSE".

(2) Capsule aircraft will accomplish a Big Photo Record Run concurrently with a Little Snow Run against GCI site of "OPOSE". (UNCLASSIFIED)

b. Equipment:

(1) All aircraft will have a minimum of two low "S" band transmitters installed and operational. These transmitters will be pre-set and pre-flighted by A&E squadron personnel.

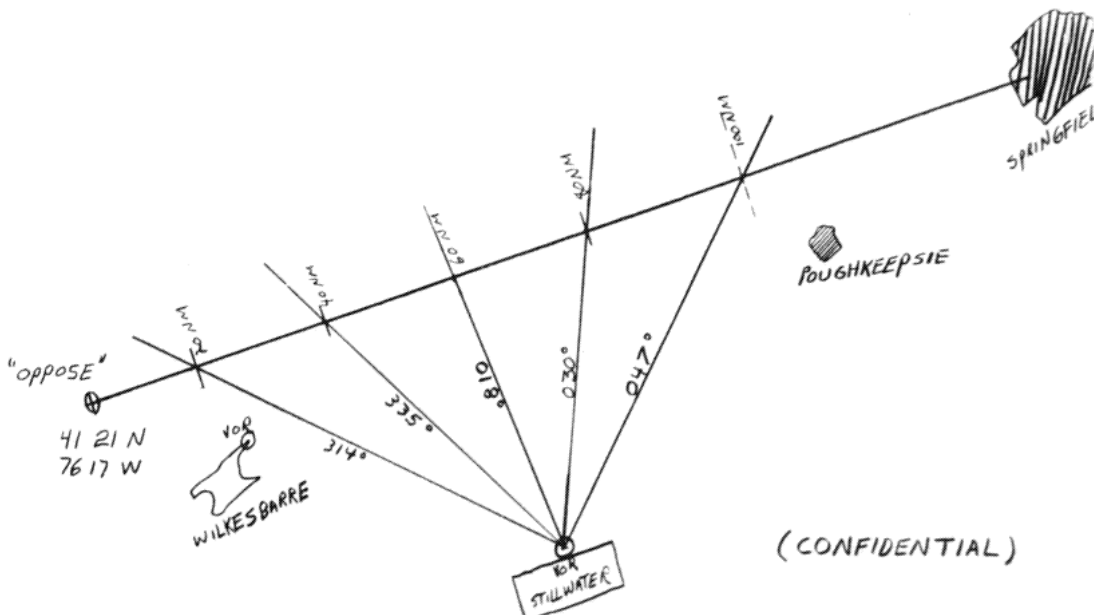
c. Sequence of Activity:

(1) All ALT-6B and ALT-8B transmitters will be turned to standby position after take off prior to start of Nav Leg.

(2) GCI site of "OPOSE" will be contacted 100 NM out with following information: "THIS IS PACESETTER AIRCRAFT ADAMS _____, CREW _____ EQUIPMENT CHARLIE. (CONFIDENTIAL)

(3) Normal position calls will be accomplished at IP, position 1, 2, and 3. Transmitters will be turned off at position 3 and site will be advised that equipment is going "DELTA BLACK". Area will not be requested.

(4) Capsule aircraft will accomplish a Big Photo Record Run against the vertical lower beam in conjunction with the Little Snow Run. Additional equipment call in "ECHO". (CONF)



BEARINGS TO STILLWATER VOR ARE MAG BEARINGS

CONFIDENTIAL 9

CONFIDENTIAL

6. Communications

a. CAA Reporting: First and last aircraft in the bomber stream will make all CAA/ADIZ/CADIZ reports for the stream. First words of each CAA Report will be "ADAMS () - PACESETTER X MISSION". GCI common, 364.2 mcs will be monitored by all aircraft while overflying Canada. (UNCLASSIFIED)

b. IFF: All aircraft will squawk II enroute except for special procedures during GCI scoring of Nav leg and ECM runs against GCI sites. (CONFIDENTIAL)

c. Channelization:

(1) UHF - 307th Bomb Wing UHF channelization dated 15 October 1957 applies except as noted below.

<u>CHANNEL</u>	<u>FREQ</u>	<u>USE</u>
7	384.6	Montreal RBS
8	258.2	Springfield RBS
9	356.8	Columbus RBS
13	290.2	RED SKIN secondary
14	281.4	RED SKIN alternate (CONFIDENTIAL)

(2) HF channelization dated 15 November 1957 applies. (UNCLASSIFIED)

d. Code Words and Call Signs:

Recall word.....TALL CORN
 Collective Call, all SAC aircraft.....SKYKING
 Collective Call, all SAC Control Rooms..SKYBIRD
 (CONFIDENTIAL)

e. General:

(1) Current KAC-1 will be used for authentication. (CONFIDENTIAL)

(2) HF back-up for RBS sites is 5710.5 kc/s. (CONFIDENTIAL)

(3) VHF back-up for RBS sites is 133.6 mcs. (UNCLASSIFIED)

(4) HF will not be used for GCI communications. (CONFIDENTIAL)

CONFIDENTIAL

CONFIDENTIAL

(5) HF Strike Reports will not be made. (CONFIDENTIAL)

(6) Emergency procedures will be as outlined in ACP's 130, 135 and current SFID. (UNCLASSIFIED)

(7) SAC monitoring procedure ALFA. (CONFIDENTIAL)

(a) All aircraft will monitor prescribed HF channels at 05:08-25:28-45:48 minutes past the hour for possible transmission of FOXTROT or REPLY TYPE messages. Channels to be monitored have been assigned by slot number for each portion of the route. Check your slot assignment against HF monitor change points indicated on route map.

Slot #	HF MONITORING ASSIGNMENTS			
	1st Leg Ch #	2nd Leg Ch #	3rd Leg Ch #	4th Leg Ch #
1-6-11-16-21	7	14	18	18
2-7-12-17	14	18	14	14
3-8-13-18	18	19	19	7
4-9-14-19	19	18	18	19
5-10-15-20	18	14	14	7

(CONFIDENTIAL)

1. FOXTROT messages to aircraft in flight will be addressed to "SKYKING". (CONFIDENTIAL)
2. RECEIPT TYPE messages to aircraft in flight will be addressed to "ADAMS ()". (C)
3. Aircraft commanders will verify authentication of all messages received in accordance with KAC-1. If authentication is not correct aircraft will not comply.
4. HF control stations are Loring and Offutt.
5. Interplane UHF will be as used to relay any action messages to other aircraft in the stream.

CONFIDENTIAL

//

CONFIDENTIAL

(B) Dow AFB Tower will be contacted by 1st & last acft for clearance on and off the Gunnery Range. (UNCLASSIFIED)

f. Navigation Leg Scoring: (CONFIDENTIAL)

(1) Navigation leg will be scored by GCI site, call sign "RED SKIN" using following procedures:

- (a) Individual aircraft will make initial contact with "RED SKIN" GCI site on UHF channel 10, 364.2 mcs approximately 200 NM from Nav Leg termination point. At this time, "RED SKIN" will advise aircraft of IFF mode setting to use. Aircraft will use verbal identifier "FACESETTER" and give position, altitude, true course and ETA to termination point. The first aircraft will report as first aircraft and last aircraft as last aircraft.
- (b) Aircraft will contact "RED SKIN" GCI site 10 minutes prior to ETA and receive instructions concerning which channel to switch to for final controller.
- (c) Aircraft will contact GCI site not later than five minutes prior to ETA on assigned frequency, giving final track and ETA.
- (d) Final contact will be made with the GCI site 30 seconds prior to ETA and make verbal count down from five seconds, four seconds, three seconds, two seconds, one second, HaCK.

CONFIDENTIAL

12

CONFIDENTIAL

IFF to standby. This constitutes termination of navigation leg for which the GCI site will score.

(e) No time hack will be given to aircrews by the GCI site.

7. Reports:

a. In the event a diversion becomes necessary the following reports are the direct responsibility of the aircraft commander and will be submitted through the Control Room at the diversion base.

- (1) Contact Adams Control ASAP with status.
- (2) B-17 landing at other than briefed base.
- (3) M-15 arrival report.
- (4) M-17 delay report.

b. Combat (B-21) reports will be submitted in accordance with SAC Reg 105-2.

c. Crews will report unusual sightings, fighters, and/or anything else that should necessarily be reported. Flash type information will be reported to Intelligence immediately upon landing. If a report is to be made in flight it will be submitted in accordance with JANAP 146C.

8. Emergency Considerations:

a. Take-off - any aircraft that has not started take-off roll four (4) minutes after scheduled take-off time will abort and clear runway via the west exit of the center taxi way.

b. Diversion - When diversion is necessary due to weather or air abort crews will obtain an individual clearance immediately and if at all possible clear the stream by +2000 feet.

c. Enroute Emergency airfields:

Schilling AFB	Westover AFB
Forbes AFB	Plattsburg AFB
Selfridge AFB	Lockbourne AFB
Loring AFB	

CONFIDENTIAL

13

CONFIDENTIAL

d. Fuel Consideration:

(1) The following amounts of fuel, and optimum altitude over Lincoln, are required to reach the indicated alternate bases and have 12,000 lbs over the alternate (60K headwind, optimum altitude, 73, and with wing tanks).

<u>Base</u>	<u>Dist</u>	<u>TC</u>	<u>Fuel Req</u>
Offutt	42NM	67°	13,050#
Forbes	124	157°	15,370#
Schilling	130	198°	15,500#
Whiteman	196	131°	16,790#
Ellsworth	314	306°	19,400#

e. Weather Minimums: For take-off and landing will be in accordance with AFR 60-16.

9. Special Instructions for Diverting Aircraft:

a. In accordance with 8AF message DMM5A 42112 dated 21 Nov 57, any remaining ammo will be counted and downloaded at the station where an aircraft lands.

b. In order that this Wing may have necessary info on gunnery fire out and malfunctions, bomb Nav system malfunctions and other difficulties it is necessary that forms 190 be returned to this station. Therefore it is the responsibility of the aircraft commander to bring with him when returning, all maintenance forms 190 pertaining to the gunnery system, BNS or any others that may be required by malfunctions.

10. Spare Crews:

a. Manned crews will attend the pre-takeoff briefing for the slot for which they are scheduled either as a primary or secondary aircraft.

11. Flying Safety: Flying Safety is your business, my business, our business. Temper it with good judgement and we all will be safe.

WIN PACESETTER X

CONFIDENTIAL

14

~~CONFIDENTIAL~~

INSTRUCTIONS FOR LANDING AT DIVERSION BASE

1. The ranking officer will be Task Force Commander and be responsible for all activity at the diversion base.
2. Ask, through tower, for munitions personnel to meet aircraft and count ammo, state "This is a Pacesetter aircraft".
3. Send B-17, M-15 and M-17 as required.
4. Task Force Commander calls Lincoln Control Room for further instructions before releasing crews to quarters.
5. Leave all film in the aircraft and request guards.
6. When aircraft are directed to return, the Task Force Commander will get clearance approval for all aircraft from Lincoln Control Room. Stragglers will obtain their own clearance in the same manner.

~~CONFIDENTIAL~~

15

MISSION FLIGHT PLAN		POD. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS		
		FACESETTER X		301RW	B-47E	ONE				
ACFT BASIC		POUNDS	BOMBS		POUNDS			RUNWAY		
CREW		1120	AMMO		630			PRESSURE ALT	LENGTH	AIR TEMP
OIL		394	WATER AUG					CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
ATO			STATIC		189306	NR FULL ATO REQUIRED		TAKE-OFF DISTANCE		TAKE-OFF SPEED
RACK			START ENGINES AND TAXI FUEL ALLOWANCE		3000	NR EMPTY ATO REQUIRED		CRITICAL WIND COMPONENT		
EXT TANKS WEIGHT (EMPTY)		1560	TOTAL FUEL		103000	ATO FIRING SPEED		1ST LEG	2ND LEG	3D LEG
MISCELLANEOUS		56	TAKE-OFF GROSS		186306					
CHAFF										
OPERATING		85676								

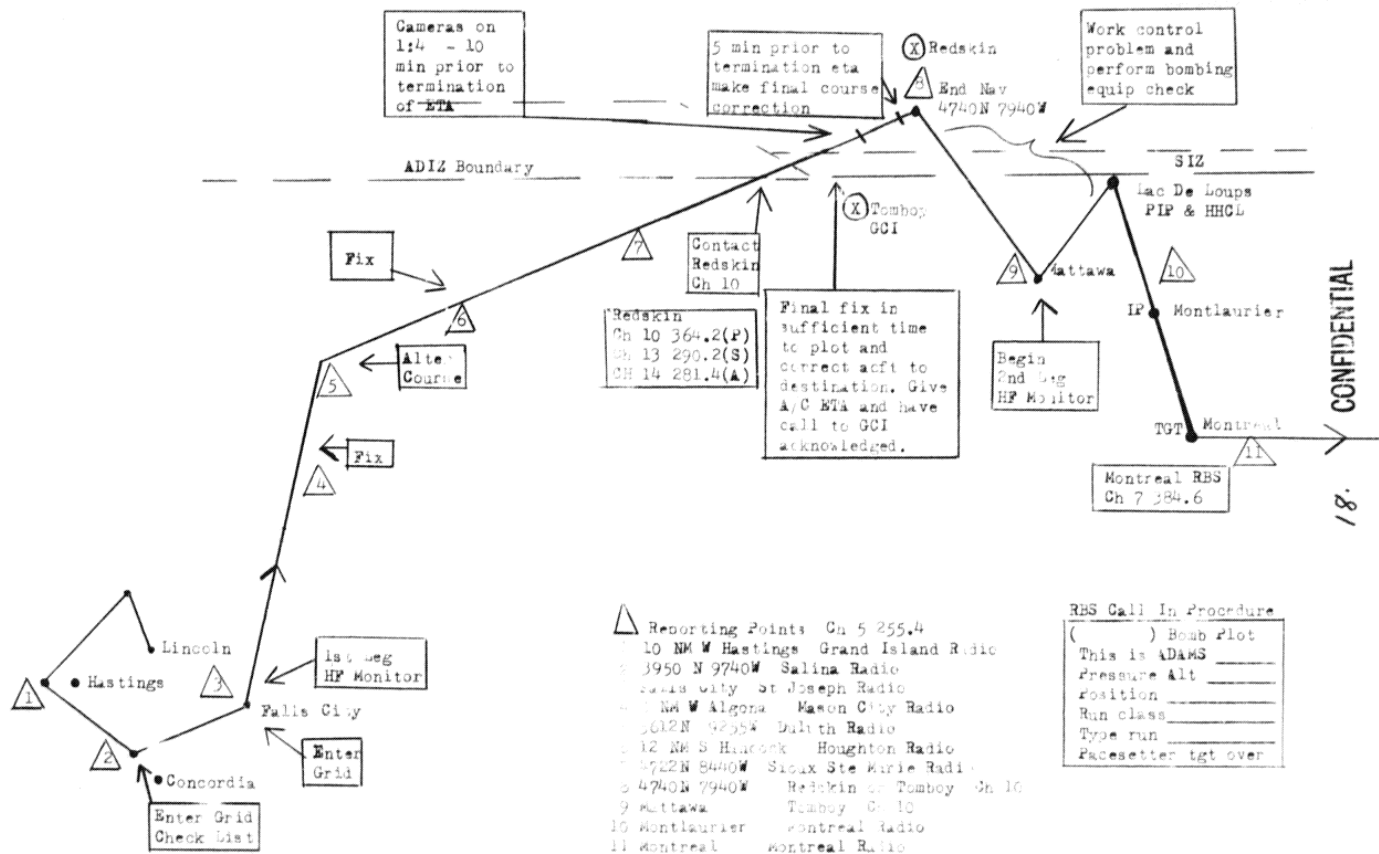
PRE-FLIGHT PLAN																
FROM	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
LINCOLN															103000	186306
SETTO											10	1:03			4800	4800
											70	1:03	10		98200	184506
											90	1:02				
10M W/ HSTWGS	CL	237	280/50		-10		-33	96%	360	320	100	1	112			
			+6								71	1	63		10100	10110
3950N 9740W	CL	126	+5		-10		29-31	96%	375	425	171	:31	175		88100	174406
START NAV			275/60								96	:13	92		2800	2800
FALL CITY	CR	082	-2		-9			73	425	478	287	:44	267		85300	171606
TURN POINT											388	:49	348		10100	10100
4612N 9255W	CR	018	+3		-7						635	1:33	615		75200	161306
END NAV											553	1:08	482		12200	12200
4740N 7940W	CL	079	-2		+3		33-35				480	2:41	1097		63000	149306
MATTHWA											95	:13	92		2420	2420
4619N 7840W	CR	160	+7		+12						445	2:54	1189		60300	146806
HAC DE COU											105	:13	92		2360	2360
4659N 7629W	CR	060	-4		+13						472	3:07	1381		58220	144526
MOUNT LAURIE 2 IP			265/70								53	:07	49		1110	1110
4632N 7531W	CR	128	+6		+15						468	2:11	1430		57100	148716
TGT. B											105	:13	92		2300	2300
MONTREAL	CR	128	+6		+16						468	3:27	1522		54910	141116
EASTPORT	CR	095	+2		+17						490	4:01	1763		48910	135216
ST GUNNEY											66	:10	70		1610	1610
4400N 6700W	CR	187	+9		+21						405	4:17	1833		47300	132606
END GUNNEY											81	:13	92		2100	2100
4330N 6836W	CR	248	+9		+19						360	4:24	1925		45200	131506
PORTLAND	PIP	CR	2								355	20:57	572017		2060	2060
															43140	129446

16.

MISSION FLIGHT PLAN - CONTINUATION SHEET															
FROM	FLY COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING GROSS WT
PORTLAND PIP			265/20												43140 127446
MANCHESTER IP	CR	230	+5		+16		33-35	.73	425	365	78 113 92	2145 450 2109	41100 127406		2040 2040
SPRINGFIELD	CR	224	+6		+14		✓	✓			82 113 92	2227 5:03 2201	39100 127406		2000 2000
OPPOSE SITE			✓								172 124 170	2399 5:27 2371	3850 3650		2000 2000
4121N 6712W	CR	255	+2		+12		35-37				198 34 241	2597 6:01 2612	30450 116756		5000 5000
PIP			✓								53 107 49	2656 16:08 2661	29470 115776		30450 116756
YOUNGSTOWN	CR	266	0		+7		✓	✓			77 41 78	2727 10:19 2739	27910 114216		980 980
IP			275/60						181	467	32 54 384	3054 7:13 3129	20260 106566		1560 1560
NEW PHILADELPHIA	CR	224	+6		+3		✓	✓			32 54 384	3379 8:07 3507	12860 99166		7400 7400
COLUMBUS	CR	240	+4		+2		✓	✓	✓		28 26 28	8:27			12860 99166
PEORIA	CL	275	0		-2		37-39	.73	425						
HAFB	CR	275	0		-7		✓	✓	✓						
LET DOBL/LAND															

17.

CONFIDENTIAL



- △ Reporting Points Ch 5 255.4
- 1 10 NM W Hastings Grand Island Radio
 - 2 3950 N 9740W Salina Radio
 - 3 Falls City St Joseph Radio
 - 4 10 NM W Algona Mason City Radio
 - 5 3612N 9758W Duluth Radio
 - 6 12 NM S Hancock Houghton Radio
 - 7 5722N 8440W Sioux Ste Marie Radio
 - 8 4740N 7940W Redskin or Tomboy Ch 10
 - 9 Mattawa Tomboy Ch 10
 - 10 Montclairier Montreal Radio
 - 11 Montreal Montreal Radio

RBS Call In Procedure

() Bomb Plot

This is ADAMS _____

Pressure Alt _____

Position _____

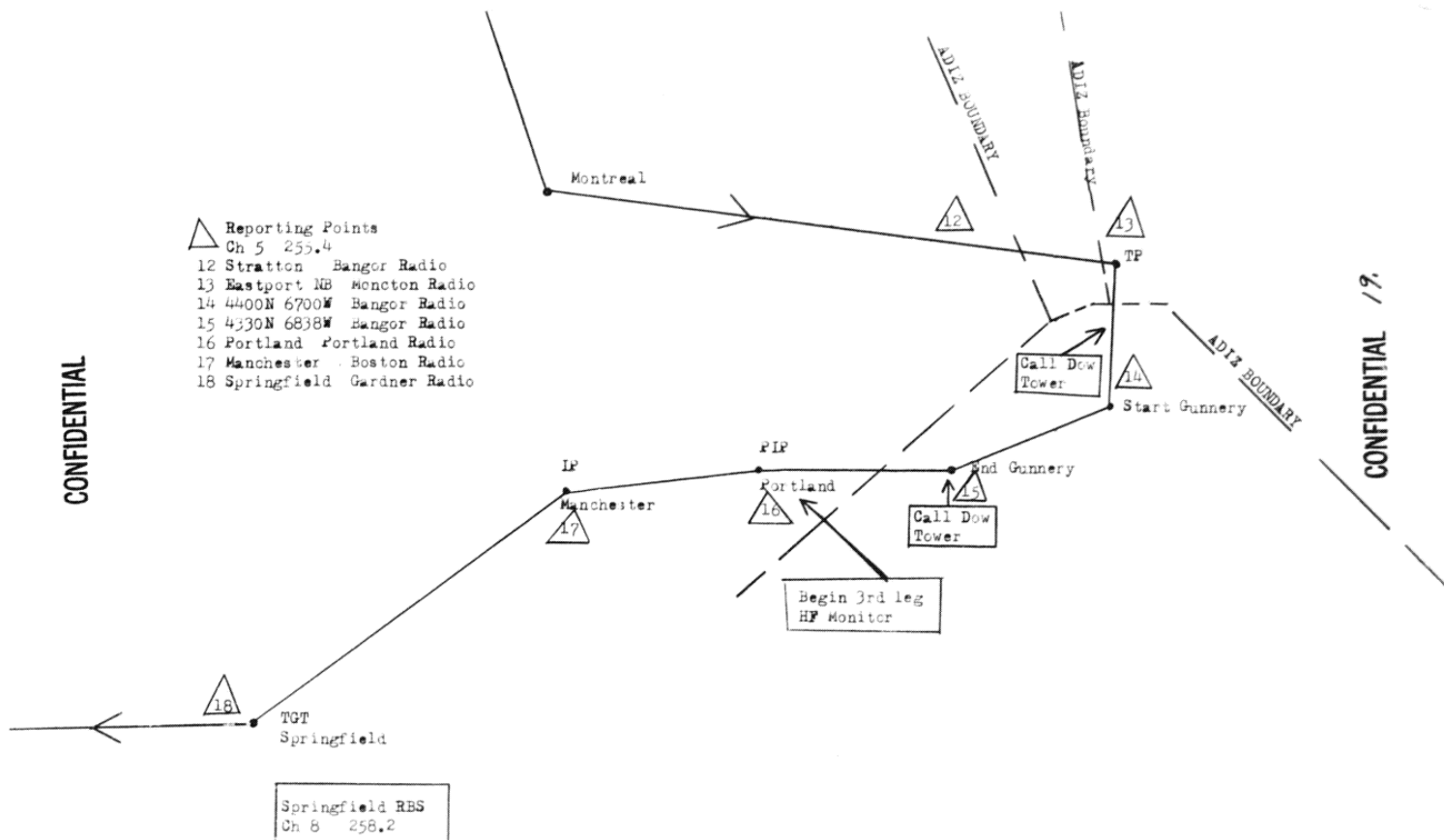
Run class _____

Type run _____

Facesetter tgt over

CONFIDENTIAL

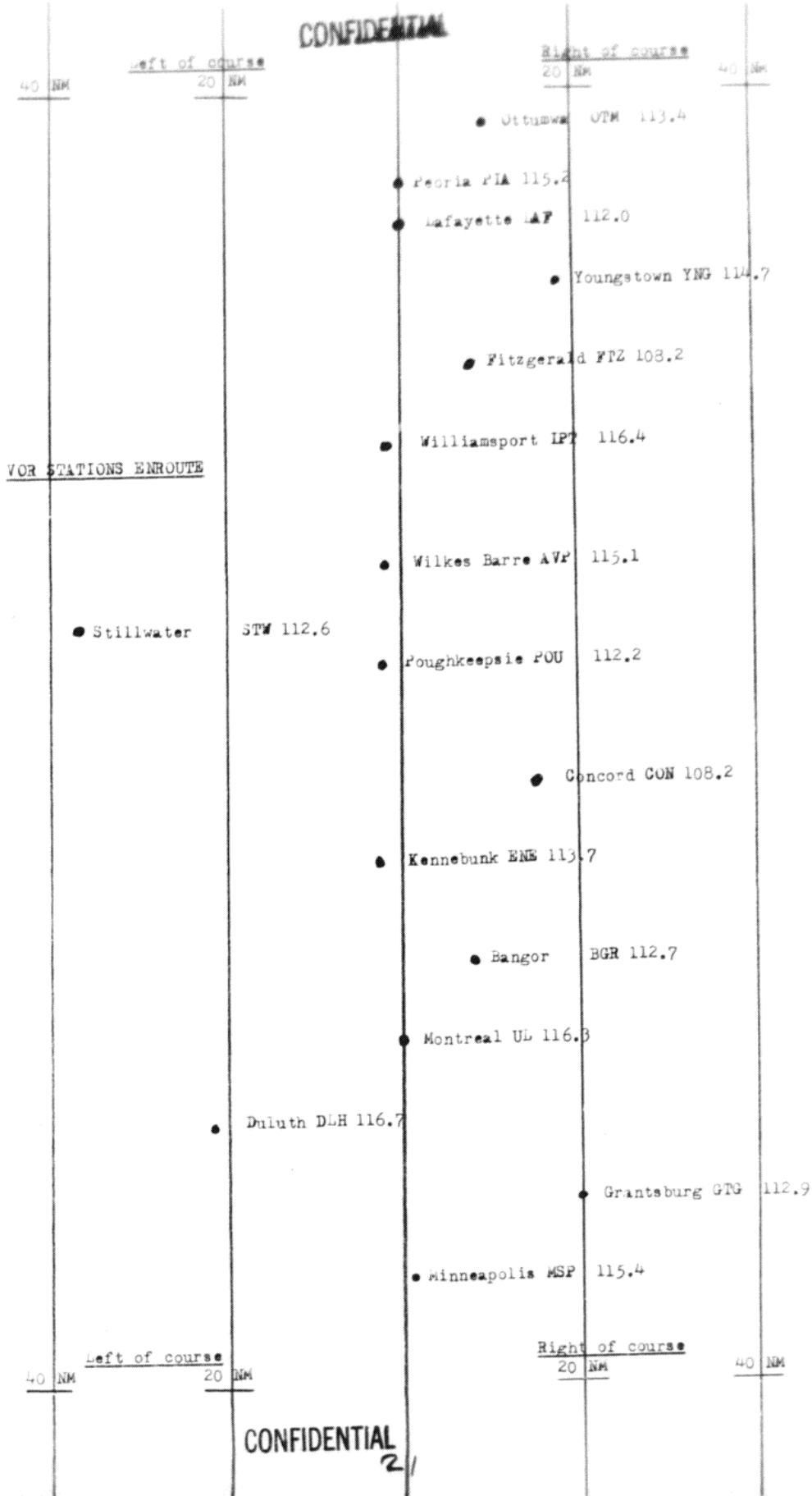
- △ Reporting Points
- Ch 5 255.4
- 12 Stratton Bangor Radio
- 13 Eastport NB Moncton Radio
- 14 4400N 6700W Bangor Radio
- 15 4330N 6838W Bangor Radio
- 16 Portland Portland Radio
- 17 Manchester Boston Radio
- 18 Springfield Gardner Radio



Springfield RBS
Ch 8 258.2

CONFIDENTIAL / 9

CONFIDENTIAL



CONFIDENTIAL

21

SECRET

- COPY -

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

307 DO

19 December 1957

SUBJECT: (UNCLASSIFIED) Final Mission Summary

TO: Commander
Eighth Air Force
ATTN: Office Director of Training
Westover Air Force Base, Massachusetts

1. In accordance with Paragraph 12, Annex F, Operations Plan "Pace Setter", 19 April 1957, the Final Mission Summary Report is inclosed herewith. (UNCLASSIFIED)

2. This correspondence does not contain classified information. The classification of SECRET will be cancelled upon removal of inclosures. (UNCLASSIFIED)

FOR THE COMMANDER:

4 Incls:	HARVEY R. ELLIOTT
1. Summary of Unit Results	Captain USAF
(S) (lcy)	Assistant Adjutant
2. Summary of Indiv. Crew Accomp.	
(S) (lcy)	
3. Summary of Outstanding Crews	
(S) (lcy)	
4. Remarks (S) (lcy)	

SECRET

75-2556

SECRET

SUMMARY OF MISSION RESULTS
307th Bombardment Wing (M)

Call Sign: Adams
 Mission: Pace Setter X
 Date: 10 December 1957
 a. Inclosure 1-SUMMARY OF UNIT RESULTS

	Tgt. 1	Tgt. 2	Tgt. 3	All Tgts.
Runs Scheduled	20/1	20/1	20/1	60/3
Runs Scored	20/1	15/1	19/1	58/3
CEP	3150	1400	2570	1400
CEA	3162	1852	2729	2581
GROSS ERRORS	3	2	2	7
GROSS ERROR RATE	85%	89.4%	89.4%	87.9%
Reliability Factor	70%	89.4%	63.1%	74.1%
Aborts	0/0	1/0	1/0	2/0
Abort Rate	100%/100%	95%/100%	95%/100%	96.6%/100%

SECRET

SECRET

SUMMARY OF MISSION RESULTS
307th Bombardment Wing (M)

Call Sign: Adams
 Mission: Pace Setter X
 Date: 10 December 1957
 Inclosure 2: Summary of Individual Crew Accomplishments

<u>Crew No.</u>	<u>Navigator</u>	<u>1st Tgt</u>	<u>2nd Tgt</u>	<u>3rd Tgt</u>	<u>CEA</u>
S-08	Schisler	3600	770	700	1690
L-06	Biaett	3320	800	2170	2096
L-12	Kretchmer	3070	470	2370	1970
L-03	Flynn	320	2300	3370	1996
L-11	Evans	2120	1150	420	1230
R-15	WILSON	6400	A	A	6400
N-24	Pierson	5550	500	9800	4233
L-39	Allen	3150	5800	3750	4233
L-40	Fliger	4200	1470	2970	2880
L-41	Samuels	2720	1950	6350	3673
R-31	McFarling	3450	8470	2570	4830
R-51	Merrill	920	750	300	656
R-50	Peak	1670	1050	650	1123
R-55	Kington	3370	2200	1900	2490
L-66	Handel	2000	850	3650	2166
L-69V	Crorey	1580	2070	4370	2673
S-71	Walrath	3350	1700	1650	2256
R-74	Meyer	7120	1400	4170	4230
R-80	Whitehurst	900	1720	1500	1340
L-75	Short	2800	200	970	1326
R-81	Roelle	4800	1350	3600	3256

Incl #2

SECRET

SECRETSUMMARY OF MISSION RESULTS
307th Bombardment Wing (M)

Call Sign: Adams
 Mission: Pace Setter X
 Date: 10 Dec 1957
 Inclosure 3: Summary of Outstanding Crews

<u>Crew No.</u>	<u>Last Name</u>	<u>First Name</u>	<u>MI</u>	<u>Rank</u>
L-75	Dodge	Hale	A	Capt
	Lawson	William	E III	1/Lt
	Short	Oleah	E	Capt
R-80	Mckenzie	Richard	W	Capt
	Martin	Samuel	E	2/Lt
	Whitehurst	James	W	1/Lt
R-50	Coley	Ray	H	Capt
	Goyer	Sidney	C	1/Lt
	Peak	Niles	(IRMI)	1/Lt
R-51	Houghtby	James	K	Capt
	Sutton	Thomas	E	1/Lt
	Merrell	Alfred	L	1/Lt
L-11	Biggs	George	J	Maj
	Paller	Leroy		1/Lt
	Evans	James	A	Capt

Incl #3

SECRET

SECRETSUMMARY OF MISSION RESULTS
307th Bombardment Wing (M)

Call Sign: Adams
Mission: Pace Setter X
Date: 10 Dec 1957
Inclosure 4: Remarks

Line 1, Incl. 2.

1. Crew S-08, Unrel. Montreal: Navigator error in final synchronization caused by abrupt wind shear.

Line 6, Incl. 2.

2. Crew R-15, Gross Error Montreal: Abort Springfield; Abort Columbus: Materiel failure in BNS

Line 7, Incl. 2.

3. Crew N-24, Gross Error Montreal: Synchronization error attributed to winds.

Gross Error Columbus * Crew procedure error attributed to coordination

Loss of film due to maintenance personnel error in loading.

Line 8, Incl 2

4. Crew L-39, gross error Springfield -- attributed to crew procedure error in failure to use final offset.

Unrel. Columbus - Navigator error in synchronization

Line 9, Incl. 2

5. Crew L-40, Unrel. Montreal - navigator error in synchronization due to wind shear.

Line 10, Incl. 2

6. Crew L-41, Gross Error Columbus - Navigator error in synchronization and switching procedures.

Line 11, Incl 2

7. Crew R-31, Gross Error Springfield - Navigator procedure error in jamming evasion.

Loss of film attributed to maintenance personnel error in loading magazine.

Line 15, Incl. 2

8. Crew L-66, Unrel Columbus - Synchronization error assumed on this run. Film showed a good run.

Line 16, Incl. 2

9. Crew L-69V, Unrel. Columbus - Navigator synch. error assumed since the film showed an excellent run.

Line 18, Incl. 2

10. Crew R-74, Gross Error Montreal - Navigator Synch. error.

Incl #4

SECRET

SECRET

Unrel. Columbus - Synch. error

Line 21, Incl 2

11. Crew R-81, Unrel. Montreal and Columbus attributed to navigator error in synch.

Note: Numerous synchronization errors on the Montreal complex were directly attributable to an abrupt wind shear of over 170K velocity at bomb release.

THE PRECEDING MATERIAL IS A CERTIFIED TRUE COPY OF THE ORIGINAL DOCUMENT.

Michael A. King

MICHAEL A. KING
1st Lt., USAF
OIC, DOIOE

SECRET

PGM 014
FMOC002
FM BOSTON AIRCOM BOSTON - JRBEC BOSTON BOSTON BOSTON
NO BOSTON 79
Y 241640Z DEC 79-1
FM COMNAV 9
TO BOSTON/COMNAV 010

BOSTON/COMNAV 010

32

BT
/O C X F I S P N T I A L/ CS 46785 SUBJECT: (UNCL) PAGE SIXTY A.
THE FINAL STANDINGS FOR PAGE SIXTY A ARE AS FOLLOWS:

UNIT	STANDING	TOTAL NUMBER POINTS
40BW	FIRST	750.0
210BW	SECOND	747.5
93BW	THIRD	676.3
99BW	FOURTH	672.4
26BW	FIFTH	654.3
42BW	SIXTH	651.8
340BW	SEVENTH	649.7
330BW	EIGHTH	645.6
100BW	NINTH	534.6
907BW	TENTH	573.9
908BW	ELEVENTH	447.5

THIS MESSAGE TRANSMITTED TO QUEBEC.

BT
24/1700Z DEC 79BFO

CERTIFIED TRUE COPY:

Ralph D. Hodoe
RALPHREYS D. HODOE
2nd Lt., USAF

CONFIDENTIAL

FOIA 106
 ICA161K
 OO RJJDDO
 DE RJJEEC 498
 O 102143Z
 FM COMAF 2
 TO COMAINDV B18
 BT

CONFIDENTIAL

33

/C O N F I D E N T I A L/DO 44749 SUBJECT: FLYING HOUR ALLOCATION 2D QTR
 FY 58. THE FOLLOWING ARE THE ALLOCATED HOURS REMAINING FOR DEC, AS SUB-
 STANTIATED BY HOURS REPORTED FLOWN IN 1-AP-A1 REPORTS FOR OCT AND NOV:

UNIT	TYPE	HOURS
98BW	B-47E	1144 (ONE ONE FOUR FOUR)
98AKG	KC-97	499 (FOUR NINE NINE)
307BW	B-47E	1370 (ONE THREE SEVEN ZERO)
307AKG	KC-97	541 (FIVE FOUR ONE)
98BW	TE-47	21 (TWO ONE)
307BW	TE-47	36 (THREE SIX)
B18 ABE	C-47	206 (TWO ZERO SIX)
	B-25	163 (ONE SIX THREE)

BT
 10/2224Z DEC RJJEEC

CERTIFIED TRUE COPY:

Thompson
 MURPHY'S D. HODGE
 2nd Lt., USAF

RJEPFO 295
 O 132204Z
 FM COMAF B
 TO COMAINDIV 918
 BT

/C O N F I D E N T I A L/DO 45392 SUBJECT: (UNCL) FLYING HOUR ALLOCATION
 PROGRAM 3D AND 4TH QTR FY 53. REF S&P UNCLASSIFIED MESSAGE DO 63979
 DATED 13 DEC 57, SAME SUBJECT. THE FOLLOWING IS YOUR FLYING HOUR ALLOCATION
 FOR THE UNIT, TYPE AIRCRAFT, AND PERIOD INDICATED:

UNIT	TYPE ACFT	3D QTR HRS	4TH QTR HRS	TOTAL
98BW	B-47E	4383	4467	8850
98BW	TE-47B	98	24	122
98AREFS	KC-97	1683	1976	3659
307BW	B-47E	4380	4470	8850
307BW	TE-47B	98	24	122
307AREFS	KC-97	1693	2036	3729
818ABG	B-25	420	420	840
	C-47	540	540	1080
	T-33	280	280	560
	C-54	ZERO	180	180

34

BT
 13/2226Z DEC RJEPFO

CERTIFIED TRUE COPY:

Murphreys D. Hodge
 MURPHREYS D. HODGE
 2nd Lt., USAF

SECRET

FROM: COMDRADIV 818 LINCOLN AFB NEBR
TO: COMDRAP 8 WESTOVER AFB MASS
/ SECRET/DO 12-1337. Subject: (UNCLASSIFIED) Flying hour Allocation Program
3d and 4th Quarter FY 58. UNSIG DO 45392. Confidential, same subject dated
13 Dec 57. This Hq has reviewed the flying time allocation with respect to
our message DO 10-1053-C, Subject: (UNCLASSIFIED) Flying Hour Allocation
Program Last Half FY-58 and FY-59, dated 15 Oct 57, and our present capabi-
lity to support the hours allocated in your message. As a result of this
review, it is concluded that this Hq will have serious difficulty in meeting
the B-47 allocated hours. Two programs, which were not known at the time
and which were not considered in the computations outlined in our message,
will degrade our overall capability to support the allocation. First, Re-
flex Program reduces the already austere crew availability to the point that
crew availability will be the limiting factor in obtaining flying time. For
instance, it is immediately apparent that the tie-up of fifteen crews to
support approximately forty Reflex sorties during a given month where norma-
lly these fifteen crews would support approximately eighty sorties will re-
duce our capability to man sorties. The second program, Pop-Up, has an in-
direct effect by reducing the average sortie length and consequently total
flying time. A third factor, which was mentioned in our message, is loss
of crew personnel to early discharges. The effect of this program still
cannot be determined because of the uncertainty of the individuals concerned.
However, some crew regression is expected which further reduces our overall
crew availability. In view of this, it is believed that the present flying
hour allocation of the remainder of FY 58 is too high and it is recommended

SECRET

CRW-1

that your HQ review this matter with the purpose of establishing allocations more in consonance with operations requirements and capability. Pending a more detailed analysis of the effect of these factors, it is the general consensus within this command that the tactical wings will accomplish about 1300 hours per month for the third quarter 1958.

DOUGLAS W. CONLAK, Colonel, USAF

30 Dec 1957

CERTIFIED TRUE COPY:

Humphreys D. Hodge
HUMPHREYS D. HODGE
2nd Lt., USAF

SECRET

307th

Bombardment Wing



37

OPERATIONS ORDER

REFLEX ACTION

96 — 57

— SPECIAL HANDLING REQUIRED
NOT RELEASABLE TO FOREIGN NATIONALS 12-5167-5

SECRET

TABLE OF CONTENTS

BASIC ORDER

ANNEX A - INTELLIGENCE

ANNEX B - AIR OPERATIONS

APP 1 - ROUTE PHOTOGRAPH

APP 2 - NAVIGATION AND BOMBING

ATTACH 1 - FLIGHT PLANS

ATTACH 2 - FUEL RESERVES

ATTACH 3 - AIR REFUELING

ATTACH 4 - FLYING SAFETY

ANNEX C - COMMUNICATIONS

ANNEX D - ADMINISTRATION AND LOGISTICS

APP 1 - ROTATION OF PERSONNEL

ATTACH A - REFLEX ACTION

PERSONNEL LISTING

ATTACH C - PLANNED

ROTATION OF KEY PERSONNEL

APP 2 - AIRCRAFT ARRIVAL SCHEDULE

APP 3 - TOOLS, EQUIPMENT, FLY AWAY KITS, ENGINE REQUIREMENTS

APP 4 - SUPPLY SUPPORT

ANNEX E - ADMINISTRATION AND LOGISTICS (818ABG)

APP 1 - PERSONNEL COMMITMENTS

APP 2 - ROTATION OF PERSONNEL

APP 4 - FLY AWAY KITS

307th Bm Wg
TABLE OF CONTENTS
OPS ORD 96-57
13 Dec 1957

SECRET

78-2435

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
 Lincoln Air Force Base, Nebraska
 13 December 1957

OPERATIONS ORDER 96-57TASK ORGANIZATIONS:

370th Bomb Squadron	Lt Col Raleigh Smith
371st Bomb Squadron	Lt Col Jesse Stay
372nd Bomb Squadron	Lt Col William Miller
307th Air Refueling Squadron	Lt Col Oliver E. Fowler
307th Headquarters Squadron	Major Charles A. Fries
307th A&E Maintenance Squadron	Lt Col Ralph Smith
307th Field Maintenance Squadron	Lt Col Lyle Cochran
307th Periodic Maintenance Squadron	Lt Col Rudelle Webb

1. GENERAL SITUATION: A requirement exists to improve SAC strike potential at forward area bases. UNCLASSIFIED NICKNAME for over-all operation is "REFLEX ACTION". Unclassified nicknames for each reflex area are designated in paragraph 3X(2). This operations order is effective upon receipt and until cancelled by Headquarters, Eighth Air Force. (S)

a. Intelligence: See Annex A. (U)

b. Friendly Forces:

(1) Those forces listed in 8AF Operations Order 96-57. (U)

(2) 818th Air Division will provide overall supervision of this operations order. (U)

(3) 818th Air Base Group will support this operation as required. (U)

(4) 1911-2 AACS Detachment will provide support as required. (U)

307th Bm Wg
 OPS ORD 96-57
 13 Dec 1957

7S-2435

SECRET

SECRET

(5) Detachment 21, 5th Weather Group, will provide planning information and briefings as required in support of this operation. (Unclassified)

(6) 98th Bomb Wing. (Unclassified)

2. MISSION: To maintain five (5) B-47 aircraft and crews on alert at Greenham Common, and to derive the maximum training benefits from all aspects of the scheduled rotation. (Secret)

3. TASKS FOR SUBORDINATE UNITS:

a. 370th, 371st and 372nd Bomb Squadrons:

(1) Rotate B-47 aircraft and crews to Greenham Common in accordance with the schedules contained in Annex B. (Secret)

(2) Rotate support personnel to Greenham Common in accordance with schedules contained herein. (Secret)

(3) Obtain maximum 50-8 training accomplishments during deployment and redeployment flights. (Unclassified)

(4) Insure thorough preparation of deploying aircrew members, to include all items listed in the aircrew deployment checklist contained in Annex B. (Unclassified)

(5) Furnish weather scout aircraft as directed. (Unclassified)

(6) Accomplish other tasks as outlined herein. (Unclassified)

b. 307th Air Refueling Squadron:

(1) Provide ZI air refueling support for deploying B-47's of the 98th and 307th Bomb Wings when deployment routes via Thule are utilized. (S)

c. 307th Headquarters Squadron:

(1) Provide support personnel in accordance with the rotation schedule contained in Annex D. (Unclassified)

307th Bm Wg
OPS ORD 96-57
13 Dec 1957

SECRET

7S-2435

SECRET

(2) Assist in the processing of support personnel to the extent required in this operation. (Unclassified)

d. 307th A&E Maintenance Squadron:

(1) Support "Reflex Action" as outlined herein. (Unclassified)

e. 307th Field Maintenance Squadron:

(1) Support "Reflex Action" as outlined herein. (Unclassified)

f. 307th Periodic Maintenance Squadron:

(1) Support "Reflex Action" as outlined herein. (Unclassified)

g. General Instructions:

(1) Planning factors:

(a) SAC Manual 55-12, 7th Air Division Supplement Number 1 thereto, and Eighth AF Manual 55-1 will apply when not in conflict with this operations order. (Unclassified)

(b) Aircraft and crews will maintain alert status at Greenham Common in accordance with EWP directives of 7th Air Division Reflex Action OP's. (Secret)

(c) Units participating in "Reflex Action" will be responsible for normal SIC Reg 50-F training. See Eighth AF Ops Ord 96-57, paragraph 2, (1) (c) for method of computing number of aircraft for PSCM. (Unclassified)

(d) Rotational TDY period:

1 B-47 aircraft approximately 8 days. (Secret)

2 Combat crews approximately 15 days. (Secret)

3 Supervisory and support personnel approximately 90 days.

To maintain continuity of operation, approximately one-third of support personnel will be rotated 30, 60 and 90 days after initial deployment. (Secret)

307th Bm Wg
OFS ORD 96-57
1 Dec 1957

73-241

SECRET

SECRET

4 Bomb bay configuration of B-47 aircraft will be in accordance with SAC Message DOOPO T.S. 0098, 21 February 1957, as amended. (Secret)

(2) Unclassified Nicknames: The following unclassified nicknames will be used when referring to a particular "Reflex" area, air traffic control and 55-8 movement reports: (Secret)

UK REFLEX GREENHAM COMMON - "WILD CAT BRAVO"

UK REFLEX FAIRFORD - "WILD CAT ALPHA"

FEASE REFLEX - "WHITE OAK"

PLATTSBURGH REFLEX - "NORTH CLIFF"

LORING REFLEX - "SADDLE CREEK"

(3) Deployment Schedule (B-47)

See Annex B, paragraph 4. (Unclassified)

(4) Redeployment Schedule (B-47)

See Annex B, paragraph 4. e. (Unclassified)

(5) Routes: See Annex B, Appendix 2, attachment 2. (Unclassified)

(6) Air Refueling:

DEPLOYMENT

Primary Route: 820th Air Division (Plattsburgh) tankers will provide primary refueling support. 4060th Air Refueling Wing (Dow) will support deployments as directed by Headquarters 8th Air Force. (Secret)

Alternate Route: (Via Thule)

1st Refueling: 307th Air Refueling Squadron will provide refueling support for 98th and 307th Bomb Wings using alternate route. (Secret)

307th Bm Wg
OPS ORD 96-57
13 Dec 1957

SECRET

78-2435

SECRET

2nd Refueling: 4083rd Strategic Wing
will provide refueling support for 8th Air Force units

REDEPLOYMENT

Primary Route: 4082nd Strategic Wing (Goose) will provide primary air refueling support for redeployment from the United Kingdom. (Secret)

(7) Weather:

(a) Weather support will be in accordance with message 3WWOP 50031-K-57, Subject: Alert Forces and Reflex Weather procedures. (U)

(b) Detachment 21, 5th Weather Group will provide the entire forecast to point of first intended landing.

(8) Air Traffic Control: The instructions contained herein supersede paragraph 3, Annex A, Eighth AF Manual 55-1, as amended.

(a) Altitude reservation flight plans will be prepared in Standard Format on SAC Form 121 in accordance with SAC Reg 55-3 and AF Manual 55-12. Altitude reservation flight plans will utilize Category 3 for deployment, redeployment, and air refueling operations. (Unclassified)

(b) One copy of each altitude reservation request will be provided 8AF Headquarters, Attention: DOX-3, by ZIPPO message. (U)

(c) Units will provide the 7th Air Division with redeployment altitude reservation requests sufficiently in advance to assure processing in accordance with SAC Reg 55-3. (Unclassified)

(d) Routes/altitudes/timing to and from alternate refueling

307th Em Wg
OFS ORD 96-57
13 Dec 1957

78-2437

SECRET

SECRET

areas will be included in the remarks section of the altitude reservation request, however, air traffic control agencies will not be requested to approve the alternate routing until determination of route to be utilized is made. (Unclassified)

(e) In order to reduce air traffic clearance/control problems during this operation, it is mandatory that all units comply with the standard altitude reservation flight plan aircraft call signs for position reporting purposes. To permit ready identification, aircraft call signs will consist of the following elements in the order listed: aircraft tactical call sign, mission nickname, and cell designator.

EXAMPLE: "ADAMS 10, REFLEX ACTION, RED 3." (Unclassified)

(9) Canada Overflight: Provisions of SAC Reg 55-18, as amended, apply to this operation. (Unclassified)

(10) Responsibilities:

(a) EWP Task Force Commander of each "REFLEX" base is designated as the "REFLEX" Task Force Commander for that particular base. (S)

(b) TDY support personnel deployed to the "REFLEX" bases for this operation will be integrated into the Task Force Commander's organization and will be responsible to the "REFLEX" Task Force Commander. (Unclassified)

(c) After replacement aircraft and crews arrive at a "REFLEX" base and have been placed on alert status, "REFLEX" Task Force Commander will release redeploying aircraft and crews to numbered Air Force to which aircraft are assigned and redeploy in accordance with their execution order. (Secret)

307th Bm Wg
OPS ORD 96-57
13 Dec 1957

SECRET

7S-2435

SECRET

(11) Reports:

Reports will be submitted in accordance with paragraph 3x

(12) Eighth Air Force Operations Order 96-57, "REFLEX ACTION". (U)

4. ADMINISTRATIVE AND LOGISTICAL INSTRUCTIONS: See Annex D and E. (U)5. COMMAND AND COMMUNICATIONS:a. Communications: As prescribed in Annex C.b. Command: Normal.READ
Colonel, USAF
CommanderANNEXES:

- A - Intelligence
- B - Air Operations
- C - Communications
- D - Administration and Logistics
- E - Administration and Logistics 818ABG

DISTRIBUTION:

- 5 Copies CINCSAC
- 5 Copies COMDR 8AF
- 5 Copies COMDR 16AF
- 5 Copies COMDR 7ADIV
- 4 Copies COMDR 818ADIV
- 2 Copies COMDR 820ADIV
- 2 Copies COMDR 4060AIRFLWG
- 2 Copies COMDR 4081STRATWG
- 2 Copies COMDR 4082STRATWG
- 2 Copies COMDR 4083STRATWG
- 6 Copies COMDR 818ABG
- 8 Copies COMDR 3909ABG
- 1 Copy COMDR DET 21 5TH WX GP

OFFICIAL:

A. E. Aenbacher
A. E. AENCHBACHER
Lt Colonel, USAF
Director of Operations

307th Em Wg
OPS ORD 96-57
13 Dec 1957**SECRET**

7S-2435

HEADQUARTERS, 307th COMBAT WING, MEDICAL
Lincoln Air Force Base, Nebraska
13 December 1957

ANNEX

TO

OPERATIONS OFFICE

NUMBER 1000

INTelligence

This Annex contains the following:

307th Bn Wg
OPS ORD 96-57
13 Dec 1957

HEADQUARTERS 307th BOMBARDING GROUP, F-105B
 Lincoln Air Force Base, Nebraska
 13 December 1957

ANNEX A TO 307TH BOMB WING OPERATIONAL ORDER 75 57 - 13 Dec 1957

1. INTELLIGENCE SUMMARY: Although the intelligence situation is contained in Section I-V, Volume 1, Headquarters 307th Bomb Wing Intelligence Planning Guide, dated 1 March 1956, as amended; a 1st Intelligence Brief (25), dated 20 January 1956, as amended and current issues of SAC Consolidated Order of Battle (Plan, Air and Radar), it is felt that the nature of this operation warrants a restatement of portions of the information contained therein for immediate use as necessary. (C)

a. Comments on Fighter Order of Battle:

(1) It is estimated that the Fresco is now the standard day fighter in the Soviet fighter fleet, with the conversion to this aircraft from the Fagot being virtually complete. There is evidence that production of frescos has ceased and conversion to Farmers is well under way. (C)

(2) It is estimated that 550 Flashlights and 700 Fresco D's and E's were in the Soviet Air Forces' operational units as of 1 November 1957. Concentration of Flashlights and Fresco D's and E's with AI capability are estimated to exist in the Tactical Air Armies and PVO units in the Baltic Sea area. The Polish Air Force is estimated to have 30 Fresco A's, B's and C's as well as 20 Fresco D's. This AI capability is growing constantly and, as production permits, it is estimated that most fighter regiments will possess at least one squadron of all-weather fighters. (C)

b. Fighter Air Craft Characteristics: (S)

(1) Fresco D Soviet AI Fighter:

Climb to 40,000'

Ext Fuel
4.5 mins.

307th BOMB WING
 OPS ORD 96-57
 13 Dec 1957

75-2435

Combat range 1240 NM
 Combat ceiling 57,600'
 Basic Speed at 50,000' 560 kts.

Radar Characteristics (S)

Frequency: 9260-9420 MCS
 PRF: 1900-2100 PPS
 Sweep rates: 180-360 recorded
 (repetitive cycles 0-8
 scans w/ 16 sec. interval)
 PW: .5 microseconds
 Search range: 7 NM
 Track range: 5 NM
 Beam width: 6.8 degrees - 12.3 degrees

(2) Farmer Twin-Engine Single Place Day Fighter: (S)

Span: 32' Overall length: 43.5'
 Combat speed at 50,000' 640 kts (Mach 1.25 or
 710 kts at 35,000')
 Combat ceiling 61,400'
 Combat range w/o ext fuel 525 NM
 Combat range w/ext fuel 1245 NM
 Time to 40,000' 2.6 min
 Time to 50,000' 3.6 min
 Combat ceiling
 (5 min fuel & ammo) 64,000'

(3) Flashlight Twin-Engine Two-Place All Weather Fighter: (S)

Span: 36' Length: 50.7'

307th Bn Wg
 OPS ORD 96-57
 13 Dec 1957

78-2435

Max speed at 35,000	100 knots at 1000 ft
Combat speed at 50,000	100 knots
Combat ceiling	50,000
Time to 40,000	10 min
Estimated A range	4,000 miles 20,000 miles

NOTE: Flashlight C is now coming into operational units.
it has a Mach 1 capability at 50,000.

c. Fighter Tactics:

1) The only practical mode of attack by Soviet fighter against a zero altitude aircraft is a pursuit curve type, resulting in tail or rear quarter approach and subsequent "bring round" maneuver.

2) If at altitude, it is believed Soviet fighters will employ what is best described as unconventional attacks which could be of several types: (C)

(a) Pincer attack resulting in a "share and hounds game". In this case two or more fighters, either under COM control or on their own sighting or on their own after visual sighting, will approach the target aircraft from both sides. This will be a sort of slipping movement to get out of the target's cone of fire, and will finally result in flying close formation with the target. Once the fighter aircraft have attained the relative positions described above, the following action can result: (C)

1. From this position either fighter can count to force the bomber into a course of action such as turning to envelop one of the interceptors in his cone of fire. In this case, the engaged fighter can peel off while his buddy presses the attack. (C)

2. One or both fighters could gradually close the gap until a slight turn would place the target in a field of fire long enough for a short burst after which the fighter would turn down and away. (C)

3. One or both fighters could simulate a ramming to force a target into a sharp climb for a moment or two in order to avoid his assailant. Several of these would result in a reduction of speed. Such a maneuver could also be designed to force the aircraft into commitment which would make him more vulnerable to one or more of the attackers. (C)

(b) An attack from directly below or above conducted by one or more fighters. (C)

(c) Actual ramming. This type of attack could be made by one or more fighters. It is felt that the initial phase would involve an approach similar to that occurring in the "pincer-attack" described above. Once a suitable position has been attained it is believed that ramming of the tail section of the target would be attempted, using the armament package as the ram. (S)

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

(1) General.

(a) All information connected with the enemy's capability to interfere with the 307th Bombardment Wing Mission, to include fighter, guided missile, radar and flak defenses with emphasis on new weapons and tactics. (S)

(b) Information concerning enemy forces enroute to attack allied nations (C)

(2) Specific.

- (a) Time, location, altitude, weather, visibility and complete description of all encounters with enemy defenses. (S)
- (b) Time, location, altitude, weather, visibility and complete description of all unusual observations of military significance. (C)
- (c) Immediately report enemy forces enroute to allied targets. (C)
- (d) Complete details concerning friendly aircraft seen or heard downed in enemy territory. (C)
- (e) All possible information concerning defense systems and procedures which is necessary to plan counter action. (S)
- (f) Unusual conditions of electronic equipment operations encountered in flight which might indicate enemy countermeasures. (S)
- (g) Location of air facilities which are currently or potentially useable by the Soviet medium or heavy bombers. (S)

b. Means of Collecting EEI:

- (1) Interrogation of combat crews by Intelligence Officers and staff specialists. (U)
- (2) As directed by Intelligence collection Instructions, Headquarters USAF, 1 June 1954 and Eighth Air Force Intelligence Collection Procedures, 1 July 1955, as amended. (U)

c. Means of Reporting EEI: In all cases where collected essential elements of information are not transmitted as directed in SAC Manual 55-8 and existing regulations, this information should be forwarded on AF Form 112 as directed in Eighth Air Force Collection Procedures, 1 July 1955. (U)

(1) Flash or Hot News items obtained from crews landing at a post-strike base in the UK will be passed immediately via Umbrella to Director of Intelligence, 7th Air Division, Extension 329, High Wycombe. (U)

(2) Flash or Hot News will also be dispatched utilizing the M-12 Report in SAC Manual 55-8. This is required for those crews landing in the UK as well as those crews which land at a post-strike base outside of the UK. (U)

3. INTELLIGENCE ACTIVITIES:

a. Combat mission folders (CMF) have been assembled in three (3) copies at Lincoln in accordance with directives. They are labeled "Master", "Alert" and "Study" folders. The "Master" CMF will be maintained at Lincoln. The initial Reflex Action crews proceeding to Greenham Common will carry the "Alert" and "Study" CMF for the Reflex Action targets with them. These will be turned into the Reflex Action Intelligence Officer upon arrival. Thereafter, control, storage, issue and maintenance of the folders will be provided in the 7th Air Division's Reflex SOP's. Any required changes in CMF's will be made in three (3) copies and deploying Reflex crews will courier those copies for "Alert" and "Study" CMF's to the Reflex Intelligence Officer at Greenham Common or Reflex EWP Study Officer at Lincoln. They will make the necessary changes. (C)

(1) Initial study on Reflex targets will be conducted at Lincoln in accordance with SAC Regulation 50-11 and 8AF Regulation 50-4. Crews will be certified proficient on primary reflex targets prior to departure for Greenham Common. Crew members will receive further EWP mission preparation and target study at Greenham Common in accordance with 7ADIV Reflex SOP's. (C)

(2) A minimum of two (2) UMP's will be assembled on secondary Reflex targets. One will be maintained at Greenham Common. Initial couriering of this folder and any subsequent changes will be indicated in Paragraph 7a above. (U)

b. R & a materials, Intelligence EMP study brochures, M-14 grenades sufficient for a minimum of ten (10) crews will be couriered from Lincoln to Greenham Common by the initial crews. These materials will be stored with the Reflex Action Intelligence Officer and issued to crews as required in the WADIV Reflex SOP's. (C)

c. Chapter 1, Section III, Paragraph 19c, SAC Manual 55-12, pertaining to the minimum distance SAC aircraft will be operated from London in control of radar will be adhered to. (C)

d. Navigational materials (maps and charts) as required to accomplish training missions to and from Greenham will be furnished by the 42nd AFB.

e. Reporting Requirements:

(1) Any intelligence information acquired during the REFLEX mission will be reported immediately to the intelligence specialist who will forward it on AF Form 112, or in accordance with SAC Manual 55-12, when applicable. (U)

(2) CIRVIS Reports will be submitted when applicable. (U)

f. Reflex Action crews deploying to the UK will be required to make an RBS run of the London RBS site. (U)

(1) Film processing and scoring will be in accordance with WADIV Reflex Action SOP 95-2. (C)

42nd Bm Wg
ORD 96-57
13 Dec 1977

78-2435

g. On re-deployment from the UK, Reflex Action crews will be required to fly a training mission enroute to home base and 7ADIV Reflex Action SOP's 55-20 (Re-deployment Mission) and 50-3 (ZI Target Study) will apply. (U)

h. Crews will deploy with necessary target folders for both deployment and re-deployment missions. (U)

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
13 December 1957

ANNEX B

TO

OPERATIONS ORDER

NUMBER 96-57

AIR OPERATIONS

This Annex consists of 8 pages

307th Bm Wg
OPS ORD 96-57
13 Dec 57

75-2435

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
 Lincoln Air Force Base, Nebraska
 13 December 1957

SECRET

ANNEX B TO 307TH BOMB WING OPERATIONS ORDER 96-57 - AIR OPERATIONS

1. OPERATIONAL CONCEPT:

- a. Primary - Non stop deployment and re-deployment of B-47 aircraft of the 307th Bomb Wing to and from Greenham Common UK with Air Refueling as required. Five (5) aircraft and crews will deploy and redeploy weekly. (S)
- b. Secondary - Deployment and redeployment of B-47 aircraft and crews using enroute stops as required. (Secret)

2. PLANNING FACTORS:

a. Aborts - Deployment:

(1) This wing will provide necessary ground spares to insure five (5) aircraft airborne. Aircraft which cannot become airborne within four (4) hours of scheduled time will be rescheduled by Headquarters Eighth Air Force. (Secret)

(2) Aircraft failing to onload minimum required fuel will proceed to missed refueling alternate, ground refuel, and proceed to Greenham Common when cleared. (Secret)

(a) Conditions affecting the above.

1 If the need for major maintenance is evident, aircraft failing to refuel will return to home station, safety considerations and fuel permitting. If fuel or safety considerations will not permit return to home station, B-47 bases will be first priority for landing. (Unclass)

2 If maintenance difficulties are not evident, Goose AB will be utilized as first choice for missed refueling base. (Secret)

307th Bm Wg
 OPS ORD 96-57
 13 Dec 1957

78-2435

SECRET

b. Aborts - Re-deployment:**SECRET**

(1) Ground aborts will be rescheduled by Headquarters Eighth Air Force.

(2) Aircraft failing to onload minimum fuel will land at Goose AB, weather and fuel permitting. B-47 bases will receive next priority for missed refueling alternates. (Secret)

c. Non-Air Refueling B-47 Movement:

(1) If ground staging is required, takeoff times for deploying aircraft will be adjusted to make good scheduled arrival date and time at Greenham Common. This possibility makes it necessary to complete all possible preparation early enough to permit a twenty-four hour advancement of take-off schedules. (Secret)

(2) If ground staging is required on redeployment, aircraft will depart Greenham Common at approximately 1200Z. (Secret)

(3) Time on the ground at staging bases will be minimum required, consistent with crew rest requirements outlined in SAC Reg 62-19 and 8AF Supplement 1 thereto. (Unclassified)

d. Execution Orders: Separate execution orders will be received from Headquarters Eighth Air Force for the movement of each increment/wave of aircraft. Normally the execution order will be issued approximately twelve hours prior to the scheduled departure time. All aircraft will land at Greenham Common between 1100Z and 1300Z on each arrival day. (Secret)

e. Maximum 50-8 training will be scheduled on deployment and redeployment missions. A special accomplishment form for "Reflex Action" missions has been prepared and will be issued in sufficient quantity to record training received on each flight. Completed forms will be picked up at debrief-

307th Bm Wg
OPS ORD 96-57
13 Dec 1957

73-2435

SECRET

SECRET

ing at Greenham Common and returned with the flight commander of the next flight returning to Lincoln AFB. (Secret)

f. Reflex Action SAC Reg 50-8 Training Planned:DEPLOYMENT PHASEREDEPLOYMENT PHASE

1 Day Celestial W/Plop	1 Day celestial W/Plop
1 Grid Celestial	1 Rendezvous
1 Rendezvous, Night	1 Optional Wt 20 Min Contact
1 Mass Night	1 Big Snow (Sylvia)
1 Max Gross Wt Night	1 75% Fire Out
1 Little River	2 Formation over 30M'
1 Sud	1 Formation below 10M'
1 70% dispense out	1 Press Combat over 30M'
2 Formation over 30M'	1 Emer Drill
1 Emer Drill	1 Water Take off
1 Cell Tactic Mission Night	1 GCA
1 Water Take off	1 AB Radar App
1 GCA	2 Radar RBS - Mach .81 Hi Jinks
1 AB Radar Approach	1 Visual RBS Optional
1 Radar RBS	1 Radar Attack Camera Scored
1 Radar Attack-Camera Scored Fixed Angle	

307th Bm Wg
OPS ORD 96-57
13 Dec 1957

78-2435

SECRET

SECRET.

g. SAC Reg 50-8 night mass refueling credit will be given during deployment for five (5) aircraft refueling in two (2) calls. Refueling will be accomplished as follows:

- (1) Aircraft numbers One and Two will rendezvous at point "ANN".
- (2) Aircraft numbers Three, Four and Five will rendezvous at point BETTY.
- (3) Time separation between rendezvous times will be a maximum of twenty (20) minutes. (U)

h. All take offs from Lincoln AFB, enroute stops, and from Greenham Common will be with maximum internal/external fuel, consistent with critical field length for medium flow water alcohol thrust augmentation, runway temperature and pressure altitude. (U)

1. A Flight Commander and a Flight Navigator will be designated on orders for each flight of aircraft. They will be members of the same crew, and will be expected to function in their official capacities during the entire period of deployment. (U)

3. ROUTES: See Appendix 1. (U)

4. SCHEDULE:

a. Aircraft are scheduled to arrive at Greenham Common between 1100Z and 1300Z on the dates indicated. (S)

b. Departure, if air refueling is to be employed, will be approximately 0000Z the day of scheduled arrival. e.g. Aircraft scheduled to arrive at Greenham Common 8 Jan, will depart Lincoln at approximately 1800CST, 7 Jan. (S)

307th Bn Wg
Annex B OPS ORD 96-57
13 Dec 1957

7S-2435

SECRET

SECRET.

c. Departure, if air refueling is not to be employed, will be as executed by Headquarters Eighth Air Force. (U)

SQDN	JAN				FEB				MARI				APR			
	8	15	22	29	5	12	19	26	6	13	20	27	3	10	17	24
370th		X			X			X			X			X		
371st	*		X			X			X			X			X	
372nd	X			X			X			X			X			X

SQDN	MAY					JUN			
	1	6	13	20	27	3	10	17	24
370th	X			X			X		
371st		X			X			X	
372nd			X			X			X

*371st Bomb Squadron will have five (5) aircrews in place.

X Unit will provide five (5) aircraft and crews, to insure that five (5) aircraft are airborne, the tactical squadron involved will furnish two (2) ground spare aircraft. One (1) of the spare aircraft will be manned. (S)

307th Bm Wg
Annex B OPS ORD 96-57
13 Dec 1957

78-2435

SECRET

SECRET

e. Redeployment Schedule: Aircraft are scheduled to re-deploy to the ZI on the dates indicated. Departures are scheduled for 1300Z. (U)

SQDN	JAN			FEB				MAR				APR			
	16	23	30	6	13	20	27	7	14	21	28	4	11	18	25
370th		X			X			X			X			X	
371st			X			X			X			X			X
372nd	X			X			X			X			X		

SQDN	MAY					JUN				
	2	7	14	21	28	4	11	18	25	
370th		X			X			X		
371st			X			X			X	
372nd	X			X			X			

(X) Five (5) aircraft will redeploy to the ZI on dates indicated.

Departure is contingent upon release by Reflex Commander. (U)

5. AIR REFUELING: See Appendix 2, attachment 3. (U)

6. TIMING:

a. Rendezvous time as listed are intended to remain the same for all REFLEX missions. Take off times will be adjusted to make rendezvous times good. When deployment routes via Thule are employed, the first rendezvous time (*) will be established using latest metro winds to make good the rendezvous time scheduled for the second refueling area selected. (U)

b. Rendezvous Times: (S)

<u>Refueling Area</u>	<u>Time</u>
BIG BOY ANN	*
BIG BOY BETTY	*

307th Em Wg
Annex B OPS ORD 96-57
13 Dec 1957

7S-2435

SECRET

SECRET

<u>Refueling Area</u>	<u>Time</u>
RAINY DAY ANN	*
RAINY DAY BETTY	*
SNOW MAN ANN	0540Z
SNOW MAN BETTY	0600Z
ICEBOAT ANN	0550Z
ICE BOAT BETTY	0610Z
WHISK BROOM ANN	0400Z
WHISK BROOM BETTY	0420Z
FIGHTING FOX ANN	0450Z
FIGHTING FOX BETTY	0510Z
SPADE FLUSH ANN	1800Z
SUN DIAL ANN	1650Z
EASY CHAIR ANN	1720Z

7. FUEL RESERVE DECISION POINTS: See attachment 2, Appendix 2. (U)

8. MINIMUM AIR REFUELING ON LOADS: (S)

a. Deployment: (S)

WHISK BROOM	35000#
FIGHTING FOX	35000#
BIG BOY	30000#
SNOW MAN	33000#
ICE BOAT	31000#
RAINY DAY	30000#

307th Em Wg
Annex B OPS ORD 96-57
13 Dec 1957

7S-2435

SECRET

SECRETb. Redeployment:

SPADE FLUSH	35000#
SUN DIAL	33000#
EASY CHAIR	33000#

9. AIR CREW PREPARATION - CHECK LIST:

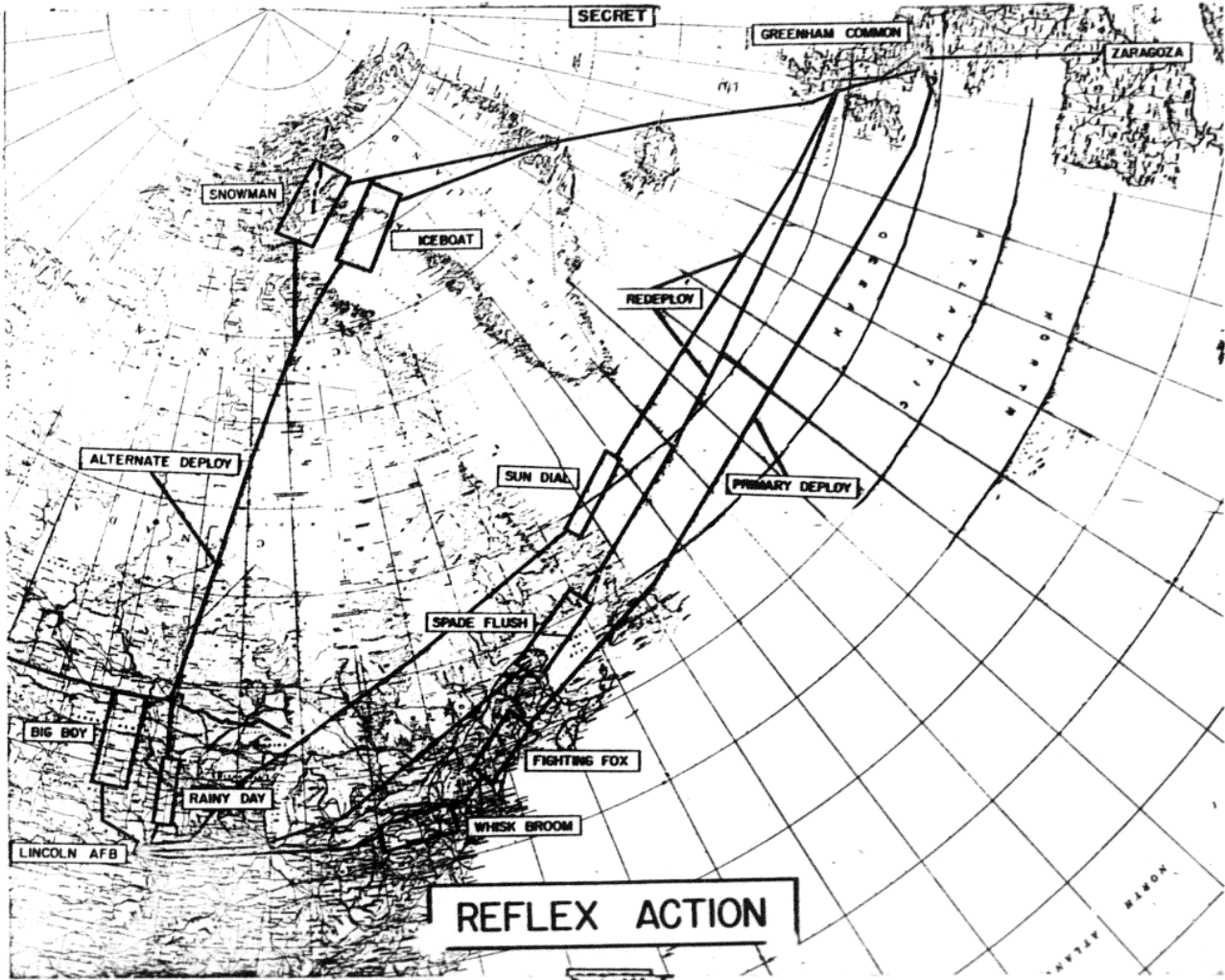
- a. Identification tags must include blood type and RH factor.
- b. Side arm with ammunition.
- c. Dosimeter.
- d. Geneva Convention card.
- e. Immunization record.
- f. Drivers license (Gov't).
- g. ZI target folders (RBS).
- h. Forward area target folders (RBS).
- i. Current letdown books.
- j. Link familiarization with selected bases.
- k. ~~Field~~ equipment.
- l. Mobility equipment.
- m. Personal affairs check.
- n. Sign out.

307th Bm Wg
Annex B OPS ORD 96-57
13 Dec 1957

7S-2435

SECRET

APPENDIX I TO ANNEX B TO OPS ORD 96-57, 13 Dec 57
26



APPENDIX I TO ANNEX B, OPS ORD 96-57

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
 Lincoln Air Force Base, Nebraska
 13 December 1957

APPENDIX 2 TO ANNEX B, OPERATIONS ORDER 96-57 - NAVIGATION AND BOMBING1. LAUNCHING:

a. The 307th Bombardment Wing will launch five (5) B-47's in two (2) cells. Cell spacing will be twenty (20) minutes between cells. The first two (2) aircraft will form RED Cell. The remaining aircraft will form WHITE Cell. (U)

2. GENERAL ROUTE OF FLIGHT: Specific details on routes are shown on attached Form 1's, and route overlay. (U)

a. General Route: Primary

RED Cell (Primary Refueling)

Lincoln Air Force Base

Beatrice, Nebraska

Streaton, Illinois

Cleveland VOR (Common Point)

4143N 7937W (Desc. Point)

4152N 7803W (Rendez Point - Whiskbroom - "ANN")

4205N 7501W (End A/R)

4400N 7201W (Common Point)

London Tgt Coca

Greenham Common UK (S)

RED Cell (Alternate Refueling)

Lincoln Air Force Base

307th Bm Wg
 APP 2 to ANNEX B
 OPS ORD 96-57
 13 Dec 1957

7S-2435

SECRET

SECRET

Cleveland VOR

4205N 7510W

Albany VOR (Common Point)

4400N 7201W (Desc. Point)

4442N 7047W (Rendz Point - Fighting Fox - "ANN")

4601N 6820W (End A/R)

Vuctouche N. B. (Common Point) (S)

WHITE Cell (Primary Refueling)

Lincoln Air Force Base

Beatrice, Nebraska

Streaton, Illinois

Cleveland VOR, Ohio

4113N 7930W (Desc. Point)

4122N 7758W (Rendz Point - Whiskbroom - Betty)

4135N 7507W (End A/R)

4400N 7201W (Common Point)

Greenham Common, UK (S)

WHITE CELL (Alternate Refueling)

Lincoln Air Force Base

Cleveland VOR, Ohio

Albany VOR, New York

4336N 7135W (Desc. Point)

4420N 7018W (Rendz Point Fighting Fox - "BETTY")

4537N 6754W (End A/R)

307th Em Wg
 APP 2 to ANNEX B
 OPS ORD 96-57
 13 Dec 1957

78-2435

SECRET

SECRET

Vuctouche, N.B. (Common Point)

Greenham Common, UK (S)

b. Attachment 1, Appendix 2 of this Annex contains the alternate routes and associated refueling areas. (U)

3. REFUELING INFORMATION: See SAC Manual 55-14/D and Reflex Action crew flimsy. (U)

4. CONTROL TIMES: Control points will be the Rendezvous Point. Control times are as listed in Annex "B", Paragraph 6. (U)

5. NAVIGATION REQUIREMENTS: All navigation legs will be flown in accordance with SAC Regulation 51-11. (U)

a. Requirements: See paragraph 2.f., Annex B.

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

c. Tactics: Convergence Grid procedures will be employed while flying grid on the following charts: JN 29, 30, 18, 19 and 20. USAF Grid procedures will be employed while flying grid on charts JN 7 and 4. Particular care should be utilized in transferring from JN 18 or 19 to JN 7 or 4. You must reset your counter and N-1 Compass. The recommended procedure for changing over is as listed below. (S)

(1) Re-set counter on a known return. NOTE: The Chart Grid overlay is numbered. (U)

(2) Take a heading check and re-set N-1 Compass and BNS heading units. (U)

NOTE: The convergence angle for a particular set of coordinates on JN

Charts 4, 5, 6, and 7, is the same as the longitude for that point. (U)

307th Bm Wg
APP 2 to ANNEX B
OPS ORD 96-57
13 Dec 1957

78-2435

SECRET

SECRET6. BOMBING:

a. Fuel permitting, Reflex Action Crews deploying to the UK will make a minimum of one (1) RBS run on London RBS Site. (S)

(1) Primary Route:

- (a) Pre IP - Taunton (51-01N 03-06W)
- (b) IP - Swanage (50-36N 01-59W)
- (c) Target - "C" Coco
- (d) Axis of attack - 062 degrees
- (e) Type Run - Offset (S)

(2) Alternate Route:

- (a) Pre-IP - Wallasey (53-25N 03-03W)
- (b) IP - Coventry (52-25N 01-31W)
- (c) Target - "C" Coco
- (d) Axis of Attack - 144 degrees
- (e) Type Run - Offset (S)

(3) Spacing for bomber stream separation will be as prescribed in the crew flimsy. (C)

b. Reflex Action Crews redeploying to the ZI will make RBS runs on Montreal or Omaha RBS sites.

(1) Primary Route:

(a) Crews in number one and number two positions of the formation will, after refueling, obtain ten (10) minute separation as prescribed in the crew flimsy, and make one run each on Montreal RBS Site. These crews may accomplish additional runs on arrival at Omaha RBS Site provided they do not interfere with other RBS activity. (U)

307th Bm Wg
APP 2 to ANNEX B
OPS ORD 96-57
13 Dec 1957

75-2435

SECRET

SECRET

(b) Crews in the No. 3, No. 4 and No. 5 positions of the formation will, after refueling, continue enroute and obtain ten (10) minute separation as prescribed in the crew flimsy, for one (1) run each on Omaha RBS Site. Additional runs may be accomplished provided there is no interference with other RBS activity. (U)

(2) Alternate Route:

(a) Crews redeploying to the ZI by the alternate route will obtain bomber stream separation as prescribed in the crew flimsy and make one run each on Omaha RBS site. Additional runs may be accomplished provided there is no interference with other RBS activity. (U)

(3) Montreal - Primary Route

- (a) Pre-IP - 47-53N 69-42W
- (b) IP - Quebec 46-49N 71-13W
- (c) Target - "B" Bravo
- (d) Axis of attack - 232 degrees
- (e) Type Run - Direct or Offset (C)

(4) Omaha - Primary & Alternate Routes

- (a) Pre-IP - Waterloo 42-30N 92-20W
- (b) IP - Perry 41-50N 94-05W
- (c) Target - "J" Juliet
- (d) Axis of Attack - 245 degrees
- (e) Type Run - Offset (C)

c. Target folders for London, Montreal and Omaha RBS site will be carried by all Reflex Action crews on deployment and redeployment. (C)

307th Bm Wg
APP 2 to ANNEX B
OPS ORD 96-57
13 Dec 1957

7S-2435

SECRET

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		Reflex		98Bw	B-47E			whiskbroom Ann
POUNDS				POUNDS		RUNWAY		
ACFT BASIC	82 500			BOSS				PRESSURE ALT
CREW	1 176			ARMO	473			LENGTH
OIL	394			WATER AUG	5 300			12 900
ATO				STATIC	204 500	NR FULL ATO REQUIRED		88°
RACE				START ENGINES AND TAXI FUEL ALLOWANCE	3 500	NR EMPT ATO REQUIRED		CRITICAL AIR TEMP
KEY TANKS	1 560			TAKE-OFF GROSS	201 000	ATO FINISH SPEED		CRITICAL FIELD LENGTH
EXHAUST (Pounds)				TOTAL FUEL	110 845			12 600
MISCELLANEOUS	652							TAKE-OFF DISTANCE
CHAFF& ECH	1 600							11 100
OPERATIONS	87 882							TAKE-OFF SPEED
								162
								CRITICAL WIND COMPONENT
								1ST LEG
								2ND LEG
								3D LEG

PRE-FLIGHT PLAN														
FROM	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. 2	S. S.	GND DIS	TIME	AIR DIS	ETA
ROUTE			DMPY				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS	
Lincoln APB, Nebr														
St Eng - Taxi											10	:03	10	
T.O.											10	:03	10	
T.P. Beatrice Nebr											26	:04	26	
40/16W 94/08W	c1	179			-10		98%	375	375		36	:07	36	
L.O.			+35								129	:19	118	9 800
40/30W 94/08W	c1	079			-9		28W	98%	375	410	165	:26	154	96 245
Streater Ill			+35								244	:31	224	7 000
41/07W 88/50W	cc	081			-6		29W	.73	434	469	409	:57	378	89 245
Cleveland VOR Ref II			+35								301	:39	278	8 300
41/22W 82/10W	cc	087			0		30.1W	.73	432	467	710	1:36	656	80 945
Orbit Point			+35								117	:15	108	3 160
41/43W 79/37W	cc	079			+5		30.5W	.73	430	465	827	1:51	764	77 785
St Descent			+35								7	:01	7	200
41/44W 79/28W	cc	083			+6		30.5W	.73	430	465	834	1:52	771	77 585
Rds			+20								63	:08	60	700
41/52W 78/03W	ds	084			+7		15W	.73	453	473	897	2:00	831	76 885
L.O. to contact			+20								47	:09	44	2 025
41/57W 77/01W	ar	084			+8		15W	.73	294	314	944	2:09	875	74 860
End Refuel			+20								80	:17	74	5 400
42/05W 75/14W	ar	084			+10		15W	.73	262	282	1024	2:26	949	69 460
ON LOAD														35 000
														104 460
														192 815
														800
42/05W 75/04W	acc	084			+10		15W	.73	262	282	8	:02	8	800
T.P. Albany VOR			+30								1032	2:28	957	103 360
42/50W 73-56	c1	054			+12						70	:09	65	3 480
L.O.			+30								1102	2:37	1 022	100 180
43/08W 73/18W	c1	047			+14		27.9W		378	408	1	:05	29	1 580
											1 33	2:4	1 051	98 600

SAC FORM 18 APR 54 IS FC 2728

MISS' FLIGHT PLAN - CONTINUATION SHEET																		
FROM	ROUTE	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN		
																PRED FUEL REMAINING	GROSS WT	
L.O.	43/08 73/18W																98600	186955
TP	44/00N 72/01W	CC	047	#35		#15		28.3M	.73	434	469	1211	2:53	1123		2300	2340	
TP	46/01N 68/20W	CC	052	#35		#19		29M	.73	433	468	1411	3:19	1308		96260	184615	
Vuctouche	46/29N 64/43W	CC	079	#35		#22		29.4M	.73	432	467	1564	3:39	1450		5840	5840	
TP	47/40N 58/00W	CC	076	#35		#26		30.3M	.73	430	465	1812	4:16	714		4370	4370	
Coast out	49/11N 53/33W	CC	063	#35		#29		30.2M	.73	429	464	2049	4:42	1900		86050	174405	
	50/12N 50/00W	CC	066	#35		#30		31.4M	.73	428	463	2200	5:22	2040		7800	7800	
	52/12N 40/00W	CC	073	#35		#30		32.8M	.73	428	462	2596	5:54	2406		285	285	
	52/55N 30/00W	CC	083	#35		#27		34M	.73	424	459	369	:48	340		78250	166605	
	52/30N 20/00W	CC	094	#35		:22		35.3M	.73	422	457	2955	6:42	2746		5320	5320	
Terminate Nav	51/05N 10/00W	CC	103	#35		#16		36.6M	.73	420	455	366	:48	338		72930	161265	
St. Mawgan VOR UK	50/27N 05/00W	CC	101	#35		#12		37.2M	.73	420	455	151	:20	140		3900	3900	
Keevil VOR UK	51/16N 02/11W	DS CR	066	#20		#10		38M	.73	420	455	2200	5:22	2040		69030	157385	
Greenham Common	51/24N 01/15W	DS CR	078	#20		#9		39M	.73	420	455	35	:06	34		9700	9700	
												380	:50	350		59330	147685	
												194	:26	179		8500	8500	
												3905	8:46	3613		50830	139185	
												118	:20	111		8000	8000	
												4023	2:06	3724		42830	131185	
												36	:06	34		7770	7770	
												4059	9:12	3758		35060	123415	
																3820	3820	
												4055	9:09	3745		31240	119595	
												36	:11	86		3800	3800	
L.O.		CL		0				15-39	084	310	448	4041	9:20	3631		23140	111495	
TP	43/20N 02/00W	CR	182	0		#9			.73	420	420	399	:57	399		7420	7420	
San Juro, Spain		CR	156	0		#10			.73	420	420	4540	10:17	4230		15720	104075	
												107	:15	107		1930	1930	
												4647	10:32	4337		13790	102145	

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS								
				98BW	B-47E			Whiskbroom Betty								
POUNDS				POUNDS		RUNWAY										
ACFT BASIC	82500			BOMBS	---	PRESSURE ALT 1580 LENGTH 12900 AIR TEMP 88°										
CREW	1176			AMMO	473	CRITICAL FIELD LENGTH 12600 CRITICAL AIR TEMP										
OIL	394			WATER AUG	5300	TAKE-OFF DISTANCE 11,100 TAKE-OFF SPEED 162										
ATO	--			STATIC	204500	CRITICAL WIND COMPONENT										
RACK	---			START ENGINES AND TAXI FUEL ALLOWANCE	3500	1ST LEG 2ND LEG 3D LEG										
EXT TANKS WEIGHT (Gross)	1560			TAKE-OFF GROSS	201000											
MISCELLANEOUS	652			ATO FIRING SPEED												
CHAFF ECM	1600															
OPERATING	87882	TOTAL FUEL	110845													
PRE-FLIGHT PLAN																
FROM	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
Lincoln AFB, Nebr.											ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
ROUTE			DRIFT				ALT	MACH							110 845	204 500
St Eng - Taxi											10	:03	10		4 800	10 100
T.O.											10	:03	10		106 045	194 400
T.P. Beatrice Nebr			0								26	:04	26			
40/16N 94/08W	CL	179			-10		98%	375	375		36	:07	36			
L.O.			/35								129	:19	118		9 800	9 800
40/30N 94/08W	CL	079			-9		28M	98%	375	410	165	:26	154		96 245	184 600
Streater, Ill			/35								244	:31	224		7 000	7 000
41/07N 88/50W	CC	081			-6		29M	.73	434	469	409	:57	378		89 245	177 600
R/F IP Cleveland VOR			/35								301	:39	278		8 300	8 300
41/22N 82/10W	CC	087			0		30.1M	.73	432	467	720	1:36	656		80 945	169 300
Orbit Point			/35								120	:16	111		3 400	3 400
41/13N 79/30W	CC	094			/5		30.5M	.73	430	465	840	1:52	787		77 545	165 900
RDE			/20								70	:09	60		700	700
41/22N 77/58W	DS	084			/7		15M		453	473	910	2:01	834		76 845	165 200
L.O. to Contact			/20								47	:09	44		2 025	2 025
41/28N 76/56W	AR	084			/8		15		294	314	957	2:10	878		74 820	163 175
End AR			/20								80	:17	74		5 400	5 400
41/34N 75/10W	AR	084			/9		15M		262	282	1037	2:27	952		69 420	157 775
On Load															35 000	35 000
															104 420	192 775
41/34N 75/00W	ACC	084			/11		15M				8	:02	8		800	800
Albany VOR			/30								1045	2:29	960		103 620	191 975
42/46N 73/48W	CL	036			/12				378	408	89	:13	83		4 400	4 400
L.O.			/30								1134	2:42	1043		99 220	187 500
42/55N 73/37W	CL	046			/13		27.9		378	408	12	:02	11		600	600
											1145	2:41	1054		97 560	186 915

SECRET

FROM L.O.		MISS FLIGHT PLAN - CONTINUATION SHEET										Whist Brook Betty		FUEL FLIGHT PLAN		
ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS			
42/55N 73/37W			f35								97	:12	90		2900	2900
TP 44/00 72/01W	CC	047	f35		f13		20.8	.73	434	469	1243	2:56	1144		95660	184015
TP 46/01N 68/20W	CC	052	f35		f19		20.8	.73	433	468	200	:26	185		5840	5840
Voctouche 46/20N 64/43W	CC	079	f35		f22		20.4	.73	432	467	153	:20	142		4370	4370
TP 47/40N 58/00W	CC	076	f35		f26		30.3M	.73	430	465	1596	3:42	1471		85450	173805
Coast Out 49/11N 53/33W	CC	063	f35		f29		30.9	.73	429	464	285	:37	264		7000	7000
50/12N 50/00W	CC	066	f35		f30						1881	4:19	1735		77650	166005
52/12N 40/00W	CC	073	f35		f30						200	:26	186		5320	5320
52/12N 30/00W	CC	083	f35		f27		30.9	.73	429	464	2081	4:45	1921		72330	160685
52/30N 20/00W	CC	094	f35		f22						151	:20	140		3900	3900
Terminate Nav 51/05N 10/00W	CC	103	f35		f16		32.4	.73	428	463	2232	5:05	2061		68130	156785
St Mawgan VOR UK 50/27N 05/00W	CC	101	f35		f12						396	:52	366		9700	9700
Keeyll VOR UK 51/16N 02/11W	DB CR	066	f20		f10		32.4	.73	428	462	2620	5:57	2427		58730	147085
Greenham Common 51/24N 01/15W	DB CR	078	f20		f9						369	:48	340		8500	8500
											366	:48	338		8000	8000
							32.3M	.73	422	457	3360	7:33	3105		42240	130585
											300	:50	350		7770	7770
							35.3M	.73	420	455	3743	8:23	3455		34460	122815
											194	:26	179		3820	3820
							37.2M	.73	420	455	3937	8:49	3634		50640	118995
											118	:20	111		3800	3800
								.56	330	350	4055	9:09	3745		26840	115195
											36	:06	34		1400	1400
											4091	9:15	3779		25440	113795
											4055	9:09	3745		26840	115195
L.O.	CL		0				15-39	98%	310	IAS	86	:11	86		3700	3700
TP 43/20N 02/00W	CR		0		f9			.73	420	420	4141	9:20	3831		25140	111495
San Juro, Spain Zaragoza	CR		0		f10			.73	420	420	399	:57	399		7420	7420
											4540	10:17	4230		15720	104075
											107	:15	107		1930	1930
											4647	10:32	4337		13790	102145

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS			
		96-57 "ReflexAction"		98BW	B-47E			"ANN" (Fighting Fox)			
POUNDS				POUNDS				RUNWAY			
ACFT BASIC	82 500			BOMBS				PRESSURE ALT	LENGTH	AIR TEMP	
CREW	1 176			AMMO	473			1580	12 900	88°	
OIL	394	FULL EXCEPT		WATER AUG	5 300			CRITICAL FIELD LENGTH		CRITICAL AIR TEMP	
ATO		EXTERNALS		STATIC	204 500	NR FULL ATO REQUIRED		12 600			
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	3 500	NR EMPTY ATO REQUIRED		TAKE-OFF DISTANCE		TAKE-OFF SPEED	
EXT TANKS WEIGHT (EMPTY)	1 560							11 100		162	
MISCELLANEOUS	652							CRITICAL WIND COMPONENT			
CHAFF/ECM	1 600			TOTAL FUEL	110 845	TAKE-OFF GROSS		201 000		ATO FIRING SPEED	
OPERATING	87 882							1ST LEG		2ND LEG	3RD LEG

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
Lincoln AFB, Nebr.												10	:03	10		110 845	500
TakeOff - Accel												10	:03	10		4 800	10 100
TP - Beatrice Nebr.				0								26	:04	26			
40/16W 96/44W	CL	179				-10		98%	375	375		36	:07	36			
Level Off				+35								129	:19	118		9 800	9 800
40/30N 96/08W	CL	079				-9		28M	98%	375	410	165	:26	154		96 245	184 600
Streater Ill.				+35								244	:31	224		7 000	7 000
41/07N 88/50W	CC	081				-6		29.1M	.73	434	469	409	:57	378		89 245	177 600
Cleveland VOR				+35								301	:39	278		8 300	8 300
41/22N 82/10W	CC	087				0		30M	.73	432	467	710	1:36	656		80 945	169 300
TP				+35								320	:41	296		8 450	8 450
42/05N 75/04W	CC	082				+7		31.3M	.73	430	465	1030	2:17	952		72 495	160 850
A/R IP Albany VOR				+35								70	:09	65		1 810	1 810
42/28N 79/56W	CC	054				+12		31.5M	.73	427	462	1100	2:26	1017		70 685	159 000
Orbit Pt				+35								109	:14	101		2 800	2 800
44/00N 72/01W	CC	047				+15		31.8M	.73	427	462	1209	2:40	1118		67 885	156 240
St Descent				+35								7	:01	7		200	200
44/01N 71/55W	CC	052				+17		31.8M	.73	426	461	1216	2:41	1125		67 685	156 040
RDZ				+20								63	:08	60		700	700
44/42N 70/47W	DS	051				+17		15M	-	453	473	1279	2:49	1185		66 985	155 340
L/O to Contact				+20								47	:09	44		2 025	2 025
45/12N 69/54W	AR	051				+18		15M	-	294	314	1326	2:58	1229		64 960	153 315
End Refueling				+20								80	:17	74		5 400	5 400
46/00N 68/23W	AR	051				+20		15M	-	262	282	1406	3:15	1303		59 560	147 915
ON LOAD																35 000	35 000
End Accel												8	:02	8		94 560	182 915
46/03N 68/12W	ACC	079				21		15M	-	-	-	14	3:17	1311		800	800
																93 760	182 115

"PANN" (Fighting Fox)		MILITARY FLIGHT PLAN - CONTINUATION SHEET											FUEL FLIGHT PLAN				
FROM	End Accel	FLY COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINS	GROSS WT
ROUTE				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS			
46/03N	68/12W			+30								102	:15	-94		93 760	182 115
Level Off		CL	079		+22			29.1M	-	378	408	1516	3:32	1405		5 060	5 060
46/22N	65/48W			+35								46	:06	42		88 700	177 055
Vuctouche		CC	081		+23			29.4M	.73	432	467	1562	3:38	1447		1 235	1 235
46/29N	64/43W			+35								285	:37	264		87 465	175 820
TP		CC	076		+26			30.3M	.73	430	465	1847	4:15	1711		7 800	7 800
47/40N	58/00W			+35								200	:26	186		79 665	168 020
Coast Out		CC	063		+29			30.9M	.73	429	464	2047	4:41	1897		5 320	5 320
49/11N	53/33W			+35								151	:20	140		74 345	162 700
50/12N	50/00W	CC	066		+30			31.4M	.73	428	463	2198	5:01	2037		3 900	3 900
52/12N	40/00W	CC	073		+30			32.8M	.73	428	462	396	:52	366		70 445	158 800
52/52N	30/00W	CC	083		+27			34M	.73	424	459	2594	5:53	2403		9 700	9 700
52/30N	20/00W	CC	094		+22			35.3M	.73	422	457	369	:48	340		60 745	149 100
Terminate NAV		CC	103		+16			36.6M	.73	420	455	2963	6:41	2743		8 500	8 500
51/05N	10/00W			+35								366	:48	338		52 245	140 600
St. Mawgan VOR, UK		CC	101		+12			37.2M	.73	420	455	3329	7:29	3081		8 000	8 000
50/27N	05/00W	CC	101		+12			37.2M	.73	420	455	380	:50	350		44 245	132 600
50/27N	05/00W	CC	101		+12			37.2M	.73	420	455	3709	8:19	3431		7 770	7 770
51/16N	02/11W	DS	066	+20	+10			15M	.56	330	350	194	:26	179		36 475	124 830
Greenham Common		DS	066	+20	+10			15M	.56	330	350	3903	8:45	3610		3 820	3 820
51/24N	01/15W	CR	078		+9			3M	-	345	365	118	:20	111		28 855	117 210
												4021	9:05	3721		1 400	1 400
												36	:06	34		27 455	115 810
												4057	9:11	3755			
Level Off		CL		0				39M	-	-	-	102	:17	102		6 200	6 200
TP		CR	182		+9			41.8M	.73	420	420	4159	9:28	3857		21 255	109 610
43/20N	02/00W											383	:55	383		6 960	6 960
San Juro, Spain		CR	156		+10			42M	.73	420	420	4542	10:23	4240		14 295	102 650
												107	:15	107		1 880	1 880
												4649	10:38	4347		12 415	100 770

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		96-57 "Reflex Action"		98BW	B-47E			"BETTY" (Fighting Fox)
POUNDS				POUNDS				RUNWAY
ACFT BASIC	82 500			BOMBS				PRESSURE ALT 1580 LENGTH 12,900 AIR TEMP 88°
CREW	1 176			AMMO	473			CRITICAL FIELD LENGTH 12,600 CRITICAL AIR TEMP
OIL	394	FULL EXCEPT EXTERNALS		WATER AUG	5 300			TAKE-OFF DISTANCE 11,100 TAKE-OFF SPEED 162
ATO				STATIC	204 500	HR FULL ATO REQUIRED		CRITICAL WIND COMPONENT
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	3 500	HR EMPTY ATO REQUIRED		1ST LEG 2ND LEG 3RD LEG
EXT TANKS WEIGHT (Empty)	1 560			TAKE-OFF GROSS	201 000	ATO FIRING SPEED		
MISCELLANEOUS	652							
CHAFF & ECM	1 600							
OPERATING	87 882	TOTAL FUEL	110 845					

PRE-FLIGHT PLAN														FUEL FLIGHT PLAN		
FROM	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
Lincoln AFB, Nebr.															110 845	204 500
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		4 800	10 100
St Eng - Taxi											10	:03	10		106 045	194 400
TakeOff - Accel											10	:03	10			
TP Beatrice Nebr.			0								26	:04	26			
40/16N 96/44W	CL	179			-10		98%	375	375		36	:07	36			
Level Off			+35								129	:19	118		9 800	9 800
40/30N 94/08W	CL	079			-9		28M	98%	375	410	165	:26	154		96 245	184 600
Streater Ill.			+35								244	:31	224		7 000	7 000
41/07N 88/50W	CC	081			-6		29.1M	.73	434	469	409	:57	378		89 245	177 600
*-ClevelandVOR			+35								301	:39	278		8 300	8 300
41/22N 82/10W	CC	087			0		30.1M	.73	432	467	710	1:36	656		80 945	169 300
TP			+35								320	:41	296		8 450	8 450
42/05N 75/04W	CC	082			+7		31.3M	.73	430	465	1030	2:17	952		72 495	160 850
Ref IP - Albany VOR			+35								70	:09	65		1 810	1 810
42/46N 73/48W	CC	054			+12		31.5M	.73	427	462	1100	2:26	1017		70 685	159 040
Orbit Pt			+35								110	:14	101		2 800	2 800
43/36N 71/36W	CC	062			+15		31.8M	.73	427	462	1210	2:40	1118		67 885	156 240
Descent			+35								7	:01	7		200	200
43/45N 71/28W	DS	052			+16		31.8M	.73	426	461	1217	2:41	1125		67 685	156 040
44/22N 70/20W	DS	052			+17		15M	-	453	473	63	:08	60		700	700
44/22N 70/20W			+20								1280	2:49	1185		66 985	155 340
44/22N 69/27W	AR	051			+18		15M	-	294	314	47	:09	44		2 025	2 025
45/22N 67/58W	AR	051			+20		15M	-	262	282	1327	2:58	1229		64 960	153 315
45/22N 67/58W			+20								80	:17	74		5 400	5 400
45/22N 67/58W											1407	3:15	1303		59 560	147 915
45/22N 67/58W															35 000	35 000
45/22N 67/58W															94 560	182 915
45/22N 67/58W											8	:02	8		800	800
45/22N 67/58W	ACC	067			+20		15M	-	-	-	715	3:17	1311		93 760	182 115

"BETTY" (Fighting Fox)												MISSION FLIGHT PLAN - CONTINUATION SHEET											
FROM/End Accel	FLY COND	r.c.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	WIND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN								
45/39N 67/45W			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT							
Level Off	CL	067	+30		+22		29.1M	-	378	408	102	:15	94		93 760	182 115							
46/17N 65/30W											1517	3:32	1405		5 060	5 060							
Vuctouche			+35								35	:05	33		970	970							
46/29N 64/43W	CC	069			+23		29.4M	.73	432	467	1552	3:37	1438		87 730	176 085							
TP			+35								285	:37	264		7800	7800							
47/40N 58/00W	CC	076			+26		30.3M	.73	430	465	1837	4:14	1702		79 930	168 285							
Coast Out			+35								200	:26	186		5320	5320							
49/11N 53/33W	CC	063			+29		30.9M	.73	429	464	2037	4:40	1888		74 610	162 965							
			+35								151	:20	140		3900	3900							
50/12N 50/00W	CC	066			+30		31.4M	.73	428	463	2188	5:00	2028		70 710	159 065							
			+35								396	:52	366		9700	9700							
52/12N 40/00W	CC	073			+30		32.8M	.73	427	462	2584	5:52	2394		61 010	149 365							
			+35								369	:48	340		8500	8500							
52/59N 30/00W	CC	083			+27		34.4M	.73	424	459	2953	6:40	2734		52 510	140 865							
			+35								366	:48	338		8000	8000							
52/30N 20/00W	CC	094			+22		35.3M	.73	422	457	3319	7:28	3072		44 510	132 865							
Terminate Nav.			+35								380	:50	350		7770	7770							
51/50N 10/00W	CC	103			+16		36.6M	.73	420	455	3699	8:18	3422		36 740	125 095							
St. Mawgan VOR			+35								194	:26	179		3820	3820							
50/27N 05/00W	CC	101			+12		37.2M	.73	420	455	3893	8:44	3601		32920	121 275							
Keevil (OMNI) U.K.	DS		+20								118	:20	111		3800	3800							
57/16N 02/11W	CR	066			+10		15.4M	.56	330	350	4011	9:04	3712		29 120	11 7475							
Greenham Common	DS		+20								36	:06	34		1400	1400							
51/24N 01/15W	CR	078			+9		3M	-	345	365	4047	9:10	3746		28 720	116 075							
Level Off	CL		0				39M				102	:17	102		6200	6200							
TP			0								4149	9:27	3848		22 500	109 875							
43/20N 02/00W	CR	182			+9		41.8M	.73	420	420	383	:55	383		6960	6960							
Sanjurojo Spain	CR	156			+10		42M	.73	420	420	4532	10:22	4221		15 540	102 915							
			0								107	:15	107		1880	1880							
											4639	10:37	4338		13 660	101 035							

ALTERNATE ROUTE - PRIMARY REFUELING - RED CELL

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS	PRIMARY Ref Areas	
		96-57 "REFLEX ACTION"			B-47E			Alternate Route		
ACFT BASIC		POUNDS		POUNDS				RUNWAY		
82500								PRESSURE ALT	AIR TEMP	
CREW		1176		BOMBS				1580	88°	
OIL		394		AMMO		630		LENGTH		
ATO				WATER AUG		5300		12900		
RACK				STATIC		204500		CRITICAL FIELD LENGTH	CRITICAL AIR TEMP	
EXT TANKS WEIGHT (Empty)		1560		START ENGINES AND TAXI FUEL ALLOWANCE		3500		12600		
MISCELLANEOUS		652		TAKE-OFF GROSS		201000		TAKE-OFF DISTANCE	TAKE-OFF SPEED	
CHAFF & ECM		1600		TOTAL FUEL		110688		11100	162	
OPERATING		87882						CRITICAL WIND COMPONENT		
								1ST LEG	2ND LEG	3D LEG

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
															PRED FUEL REMAINING	GROSS WT	
LINCOLN								88°				10	:03	10		110688	204500
SETTO								960				10	:03	10		4800	4800
FREMONT	CL	024		28C/50	017	-10			98%	375	385	33	:06	32		105888	194400
L/O	CL	300		28C/50	297	-11		28.0	98%	375	328	43	:09	42		105888	194400
44-06N 99-44W	CR	353		275/50	337	-141		28.5	.73	430	410	99	:18	113		9800	9800
RENDEZ PT												142	:27	155		96088	184600
45-16N 99-45W	DS	359		28C/50	353	-111		13.0	.73	450	440	129	:19	137		4350	4350
END AR												271	:46	292		91738	180250
47-27N 99-45W	CR	359		28C/50	353	-111		13.0		260	240	74	:10	75		1000	1000
ON LOAD												345	:56	367		90738	179250
ACC												130	:32	139		8000	8000
40												475	1:28	506		82738	171250
48-24N 97-41W	CL	056		280/0	051	-10		27.0	98%	375	410					30000	30000
1P COMMON POINT																112738	201250
49-14N 95-41W	CR	057		297/40	052	-8		27.5	.73	430	450	8	:02	8		700	700
START CONVERGENCE												483	1:30	114		112038	200550
ST CLB 51-56N 92-46W	CR	012		295/40	007	-4		29.0	.73	430	420	93	:14	87		5700	5700
STEP CLIMB												586	1:44	601		106338	194850
65-00N 88-05W	CC	016		29C/30	013	-		31.0	.73	428	428	94	:12	86		2900	2900
69-47N 83-45W	CC	020		29C/0	017	-		32.0	.73	425	425	687	1:56	687		103438	191950
REFUELING IP												470	1:07	480		15300	15300
73-43N 80-40W	CR	015		29C/30	012	-		33.0	.73	425	425	1157	3:03	1167		88138	176650
												500	1:11	506		15000	15000
												1656	4:14	1673		73138	161650
												305	:43	305		8400	8400
												1661	4:47	1978		64738	153250
												245	:35	245		6400	6400
												786	5:22	2223		58338	146850

MISSION FLIGHT PLAN - CONTINUATION SHEET																
FROM	ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
				DRIFT				ALT	MACH			ACC TIME	AIR DIS			
Refueling IP	7343N 8040W											2206				
Snowman Anne Orbit	Pt 7543N 7915W	CR	013	300/05	012			34.0	.73	425	425	134	130		58338	146850
RDV PT	7646N 7640W	DS	033	-1	032			13.0		450	450	70	70		3300	3300
END AR	7830N 7050W	CR	033	-1	032			13.0		260	260	2340	2353		55038	143550
ON LOAD												70	70		700	700
ACC												2410	2423		54338	142850
L/O	7816N 6300W	CL	097	300/10	096			31.0	98%	385	395	130	130		8000	8000
7512N 3635W		CR	126	0				32.5	.73	425	445	2540	2553		46338	134850
BEGIN COMMON RTE	7030N 2135W	CL	126	240/20	128			34.0		440		08	08		78338	166850
END GRID PROCEDURE	6532N 1339W	CR	154	245/30	158			35.5		430		2548	2561		77638	166150
COAST IN HEBRIDES	5658N 0731W	CL	162	260/50	168	+17		37.0		420	430	88	84		5400	5400
START DS	ISLE OF MAN	CR	152	+6	158	+13		38.0		425	440	2636	2645		72238	160750
GLOUCESTER		DS	144	+6	150	+11		38.5	.73	425	445	408	390		10600	10600
FAIRFORD		DS	136	+5	141	+10		20.0		450	485	3044	3035		61638	150150
GREENHAM COMMON		CR	125	+5	130	+9		20.0	.62	380	414	412	395		9200	9200
TO DIVERT FROM GREENHAM	COMMON TO ZARAGOZA SP											346	340		51738	140250
L/O	5004N 0127W	CL	184	0	184	+9	193	38.0	.73	420	420	3802	3770		43738	132250
COAST IN	4318N 0210W	CC	184	0	184	+9	193	40.0	.73	420	420	540	525		11500	11500
ZARA GOZA SP		CC	153	0	184	+8	192	40.0	.73	420	420	4342	4295		32238	120750
												106	189		3900	3900
												153	156		28338	116850
												164	156		3100	3100
												4702	4640		25238	113750
												16	15		300	300
												4718	4655		24938	113450
												31	28		800	800
												47	4683		24138	112650
												---	---		---	---
												4538	4484		28338	116850
												80	80		1600	1600
												4618	4564		26738	115250
												408	408		7900	7900
												5026	4972		18838	107350
												110	110		2000	2000
												5136	5082		16838	105350

ALTERNATE ROUTE - PRIMARY REFUELING - WHITE CELL

MISSION FLIGHT PLAN		O. G. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS		
	POUNDS				POUNDS			RUNWAY		
ACFT BASIC				BOMBS				PRESSURE ALT	LENGTH	AIR TEMP
CREW				AMMO				CRITICAL FIELD LENGTH		CRITICAL AIR TEMP
OIL				WATER AUG				TAKE-OFF DISTANCE		TAKE-OFF SPEED
ATO				STATIC		HR FULL ATO REQUIRED		CRITICAL WIND COMPONENT		
RACK				START ENGINES AND TAXI FUEL ALLOWANCE		HR EMPTY ATO REQUIRED		1ST LEG	2ND LEG	3RD LEG
EXT TANKS WEIGHT (GROSS)				TAKE-OFF GROSS		ATO FIRING SPEED				
MISCELLANEOUS										
CHAFF				TOTAL FUEL						
OPERATING										

PRE-FLIGHT PLAN														FUEL FLIGHT PLAN			
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS			
LINCOLN																112535	204500
SETTO												10	:03	10		4300	4300
FREMONT		CL	024	280/50 -7	017	-10		98 1/2	375	385		43	:09	47		105333	194480
L/O				280/50 -3								128	:23	150		9800	9800
42-30N 99-00W		CL	300		297	-11		98 1/2	375	328		171	:32	197		96088	184600
BIG BOY BETTY ORBIT				275/60 -8	342	-10						161	:23	165		4350	4350
PT 44-06N 99-03W		CR	350					.73	430	412		332	:55	362		91738	180250
RENZ PT				280/50 -6	353	-10						70	:09	67		1000	1000
45-16N 99-01W		DS	359							450	440	402	1:04	429		90738	179250
END A/R				280/50 -11	348	-10						130	:31	135		8000	8000
47-27N 99-00W		CR	359							260	248	532	1:35	564		82738	171250
ON LOAD																30000	30000
												.8	:02	8		112738	201250
ACC												540	1:37	573		700	700
L/O				280/50 -6	043	-10				375	405	93	:14	88		112038	200550
48-32N 97-03W		CL	049									633	1:51	660		5700	5700
COMMON POINT				295/40 -5	054	-8						70	:09	65		106338	194850
49-14N 95-41W		CR	059					.73	430	450		703	2:00	725		2900	2900
ST. CONVERGENCE GRID				295/40 -5	007	-4						470	1:07	480		103438	191950
St. 01b. 55-56N 92-46W		CR	012				29.0	.73	430	420		1173	3:07	1205		15300	15300
STEP CLIMB				290/20 -3	013	-		31.0	.73	423	428	506	1:11	506		88133	176650
65-00N 88-05W		CC	016									1675	4:15	1711		15000	15000
				290/20 -3	017	-						305	:13	305		73138	161650
66-00N 88-40W		CC	020				32.0	.73	425	425		1981	5:01	2016		3000	3000

ATTACHED COPY - PRIMARY REFUELING - WHITE CELL

FROM		MISSION FLIGHT PLAN - CONTINUATION SHEET											FUEL FLIGHT PLAN			
ROUTE	FLT COND	T.C.	WIND D/V	DRIFT	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
							ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS			
69-17N 83-15W			290/20												61738	153250
REPUELING IP			-3	012				.73	425	425	2245	5:35	245		6100	6100
73-13N 80-10W	CR	015									2226	5:36	2261		58338	146850
ORBIT POINT			300/05								121	:17	120		3300	3300
75-13N 97-15W	DS	010	-1	059				.73	430	430	2317	5:53	2381		55038	143550
RENZ POINT			300/05								70	:09	70		700	700
76-16N 76-10W	CR	033	-1	032					450	450	2417	6:02	2451		54338	142850
END A/R			300/05								130	:30	130		8000	8000
78-30N 70-50W	CR	033	-1	032					260	260	2547	6:32	581		46338	134850
ON LOAD															32000	32000
															78338	166850
											8	:02	8		700	700
ACC											2555	6:34	2589		77538	166150
L/O			300/10								88	:14	90		5400	5400
78-16N 63-00W	CL	102	0	102					375	385	2647	6:48	2679		72238	160750
			300/15								408	:54	386		10600	10600
75-12N 36-35W	CC	122	0	102				.73	430	445	3051	7:42	3065		61638	150150
BEGIN COMMON RT			240/20								382	:52	370		9900	9900
70-30N 21-35W	CC	126	+2	124			34	.73	425	440	3433	8:34	3435		51738	140250
			245/30								346	:48	340		8000	8000
65-32N 13-39W	CC	154	+4	158			35.5		425	430	3779	9:22	3775		43738	132250
			260/50								540	1:14	525		11500	11500
56-58N 07-31W	CC	162	+6	168	+17	185	37		420	430	4319	10:36	4300		32238	120750
			260/50								196	:27	187		3900	3900
ISLE OF MAN	CC	152	+6	158	+13	171	38			440	4515	11:03	4487		28338	116850
			260/50								164	:22	156		3100	3100
GLOUCESTER	DS	144	+6	150	+11	161	38.5	.73		445	4679	11:25	4643		25238	113750
			260/50								16	:02	15		300	300
FATRFORD	DS	136	+5	141	+10	151	15	.73		485	4695	11:27	4658		24938	113150
			260/50								33	:04	28		800	800
GREENHAM COMMON	CR	125	+5	130	+9	139	15	.62	380	444	4726	11:31	4686		24138	112650
TO DIVERT FROM GREENHAM COMMON TO ZARAGOZA SPAIN															28338	116850
L/O			0	184	+9	193	38				80	:11	80		1600	1600
50-04N 01-27W	CL	184	0	184	+9	193					4595	11:44	4567		26738	115250
											408	:58	408		7900	7900
43-18N 02-10W	CC	184	0	184	+9	193	40				5003	12:22	4975		18838	107350
											110	:16	110		2000	2000
ZARAGOZA SPAIN	CC	153	0	184	+8	192	40				5113	12:38	5085		16838	105350

ALTERNATE ROUTE - ALTERNATE REFUELING - REL CELL

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
ACFT BASIC	POUNDS			BOMBS				RUNWAY
CREW				AMMO				PRESSURE ALT
OIL				WATER AUG				LENGTH
ATO				STATIC		NR FULL ATO REQUIRED		AIR TEMP
RACK				START ENGINES AND TAXI FUEL ALLOWANCE		NR EMPTY ATO REQUIRED		CRITICAL FIELD LENGTH
EXT TANKS WEIGHT (EMPTY)				TAKE-OFF GROSS		ATO FIRING SPEED		CRITICAL AIR TEMP
MISCELLANEOUS				TOTAL FUEL				TAKE-OFF DISTANCE
CHAFF								TAKE-OFF SPEED
OPERATING								CRITICAL WIND COMPONENT
								1ST LEG
								2ND LEG
								3D LEG

PRE-FLIGHT PLAN

FROM	FLY COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINS	GROSS WT
LINCOLN																
SETTO											10	:03	10		4500	10,00
FREMONT	CL	021	280/50 -8	013				98%	345	351	26	:04	26			
LEVEL OFF			280/50								36	:07	36		4050	4050
42-38N 96-08W	CL	037	-7	030			13.0	98%	345	365	53	:10	52		101838	190350
ORBIT POINT			280/50								73	:10	70		2900	2900
42-41N 95-19W	CR	037	-7	030			13.0	.63	398	419	126	:21	122		98938	187450
RENDZ PT			280/50								70	:15	74		3000	3000
43-51N 95-19W	CR	360	-10	350			13.0	-	294	280	196	:36	196		95938	184450
END A/R			280/50								130	:30	132		8000	8000
46-01N 95-19W	CR	360	-11	349			13.0	-	260	248	326	:06	328		87938	176450
ON LOAD															25000	25000
															112938	201450
ACC											08	:02	08		700	700
L/O			280/50								334	:08	336		112238	200750
47-42N 95-30W	CL	355	-8	347			27.0	98%	335	360	101	:17	109		5850	5850
COMMON PT			290/40								435	:25	445		106388	194900
49-14N 95-41W	CR	355	-5	350			27.5	-	425	400	91	:14	98		3300	3300
ST. CONVERGENCE GRID			290/40								526	:39	543		103088	191600
56-56N 92-46W	CR	012	-6	006			29.0	-	425	420	470	:07	475		15100	15100
65-00N 88-09W	CC	015	-6	009			31.0	-	425	420	996	:16	1018		87988	176500
			290/40								506	:12	510		14700	14700
69-47N 83-45W	CC	203	-8	014			32.0	-	425	420	1502	:58	1528		73288	161800
REF I P			290/40								305	:43	310		8500	8500
72-12N 74-47W	CC	50	-5	01							1807	:44	1838		64788	153400
			290/40								234	:11	224		6000	6000
			-5	01			33.0	-	425	440	377	:12	372		58788	147300

ALTERNATE ROUTE - ALTERNATE REFUELING - WHITE CELL

MISSION FLIGHT PLAN - CONTINUATION														FEET		
FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	GROSS WT
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	
LINCOLN											10	:03	10		4800	10100
											10	:03	10		105888	194400
FREMONT	CL	021	280/50								26	:04	26			
L/O			-7	014				98%	345	351	36	:07	36			
42-28N 95-00W	CL	048	280/50				13.0	98%	345	373	18	:03	17		4050	4050
ORBIT PT			-6	042							54	:10	53		101838	190350
42-40N 94-38W	CR	048	275/50				13.0	63	398	428	90	:12	83		3400	3400
RENDZ PT			-6	042							144	:23	136		98438	186950
43-51N 94-38W	DS	360	280/50				13.0	-	294	288	70	:15	73		3000	3000
END A/R			-7	353							214	:38	209		95438	183950
46-01N 94-38W	CR	360	280/50						260	248	130	:30	132		8000	8000
			-11	349							344	1:08	341		87438	175950
ON LOAD															25000	25000
															112438	200950
ACC											8	:02	8		700	700
L/O											352	1:10	349		111738	200250
47-38N 95-08W	CL	347	280/50				27.0	98%	385	360	100	:19	109		5850	5850
			-8	339							452	1:29	458		105888	194400
49-14N 95-41W	CR	347	295/40				27.5	-	425	400	98	:15	106		3700	3700
STRT CONVERGENCE GRID			-5	342							550	1:44	564		102188	190700
56-66N 92-46W	CC	012	290/40				29.0	-	425	420	470	1:07	475		15100	15100
			-6	006							1020	2:51	1039		87088	175600
65-00N 88-05W	CC	015	290/40								506	1:12	510		14700	14700
			-6	009			31.0	-	425	420	1526	4:03	1549		72388	160900
69-47N 83-45W	CC	020	290/40				32.0	-	425	420	305	:43	310		8500	8500
REFUEL IP			-6	014							1831	4:46	1859		63888	152400
72-12N 74-47W	CC	050	290/40				33.0	-	425	445	230	:31	224		6000	6000
DESC POINT			-5	045							2061	5:17	2083		57888	146400
73-23N 67-50W		060	290/20				34.0	-	425	440	139	:49	135		3400	3400
RENDZ PT			-2	058							2200	5:36	2218		54488	143000
74-16N 65-10W		042	300/05				13.0	-	450	450	78	:10	78		700	700
END A/R			-1	041							2278	5:46	2296		53788	142300
75-42N 58-50W		046	300/05				13.0	-	260	260	130	:30	130		8000	8000
			-1	045							2408	6:16	2426		45788	134300
ON LOAD															32000	32000
															77788	166300
ACC											8	:02	8		700	700
L/O											2416	6:18	2434		77088	165600
7525N 52-35W	CL	100	300/15				31.5	98%	385	400	95	:14	90		5700	5700
			-1	099							2511	6:32	2524		71388	159900

MISSION FLIGHT PLAN - CONTINUATION SHEET																		
FROM 72-12N 74-17W	REF I P	FLT COND	T.C.	WIND D/V DRIFT	T.H.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN		
																PRED FUEL REMAINING	GROSS WT	
ORBIT																		
				290/20									132	:19	132		58788	147300
73-44N 69-10W				-3	042			33.5	.73	425	425	2169	5:31	2194		55388	143900	
RENDEZ PT				300/05								72	:10	72		700	700	
74-38N 66-15W				-1	041			13.0	-	450	450	2241	5:41	2266		54688	143200	
END A/R				300/05								128	:30	128		8000	8000	
76-06N 60-15W				-1	043			13.0	-	260	260	2369	6:11	2394		46688	25200	
ON LOAD																		
												8	:02	8		78688	167200	
ACC																		
												2377	6:13	2402		77988	166500	
I/O				300/15								106	:15	97		5600	5600	
75-50N 53-10W				0	102			31.0	98%	385	395	2483	6:28	2499		72388	160900	
73-02N 30-45W				300/15								406	:55	380		10300	10300	
				0	117			32.5	-	425	445	2889	7:23	2879		62088	150600	
70-30N 21-35W				240/20								230	:31	220		5700	5700	
				+2	134			33.5	-	425	440	3119	7:54	3092		56388	144900	
END GRID PROCED				245/30								346	:48	340		8300	8300	
65-35N 13-39W				+4	158			34.5		425	430	3465	8:42	3439		48088	136600	
COAST IN HERRIDGES				260/50								540	1:14	525		11900	11900	
56-58N 07-31W				+6	168	+17		36.5		425	430	4005	9:56	3904		36188	124700	
START DS																		
ISLE OF MAN				260/40								196	:27	189		4000	4000	
				+6	158	+13		37.0		425	440	4201	10:23	4153		32188	120700	
GLOUCESTER				260/50								164	:22	156		3250	3250	
				+6	150	+11		37.5	.73	425	445	4365	10:45	4309		28288	117450	
FAIRFORD				260/50								16	:02	15		300	300	
				+5	141	+10		15.0		450	485	4381	10:47	4324		28638	117150	
GREENHAM COMMON				260/50								31	:04	28		950	950	
				+5	130	+9		15.0	.62	380	414	4412	10:51	4352		27688	116200	
ISLE OF MAN																		
TO DIVERT FROM GREENHAM COMMON TO ZARAGOZA SPAIN												4201	10:23	4153		32188	120700	
												80	:11	80		1700	1700	
50-40N 01-27W				0	184	+9	193	37.5	.73	420	420	4281	10:34	4233		30488	119000	
COAST IN				0	184	+9	193	39.0	.73	420	420	408	:58	408		8200	8200	
43-18N 02-10W				0	184	+8	192	39.5	.73	420	420	4689	11:32	4641		22288	110800	
ZARAGOZA SPAIN				0	184	+8	192	39.5	.73	420	420	110	:16	110		2100	2100	
												4799	11:48	4751		20188	108700	

MISSION FLIGHT PLAN - CONTINUATION SHEET																
FROM	ROUTE	FLT COND	T.C.	WIND D/V	T.H.	M.H.	TEMP	IAS	T. A. S.	G. S.	GND ACC	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT			ALT	MACH			GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL	GROSS WT
L/O	75-25N 52-35W			300/15											71388	158900
	72-44N 30-15W	CC	116	0	116		32.5	-	425	440	404	7:55	390		10300	10300
				240/20							2915	7:27	2914		61088	149600
	70-30N 21-35W	CC	130	+2	132		33.5	-	425	430	218	7:30	3126		5400	5600
	END GRID PROCEDURES			245/30							3133	7:57	3126		5488	144000
	65-32N 13-39W	CR	154	+4	158		34.5	-		430	346	8:48	340		8300	8300
	COAST IN HEBRIDES	CL		260/50							3479	8:45	3466		47188	135700
	56-58N 07-31W	CR	162	+6	168	+17	36.5	-	425	430	540	1:14	525		11900	11900
	START DS										4019	9:59	3991		35288	123800
	ISLE OF MAN	CR	152	+6	158	+13	37.5	-	425	440	196	:27	189		3950	3950
											4215	10:26	4180		31338	119850
	GLOUCESTER	CR/DS	144	+6	150	+11	38.0	-	425	445	164	22	156		3200	3200
											4379	10:48	4336		28138	116650
	FATFORD	DS	136	+5	141	+10	15.0	-	450	485	16	:02	15		300	300
											4395	10:50	4351		27838	116350
	GREENHAM COMMON	CR	125	+5	130	+9	15.0	.62	380	414	31	:04	28		950	950
											4424	10:54	4379		26888	115400
	TO DIVERT FROM GREENHAM COMMON				ZARA GOZA SP						---	---	---		---	---
											4215	10:26	4180		31338	119850
	50-04N 01-27W	CC	184	0	184	+9 193	37.5	.73	420	420	80	11	80		1700	1700
	COAST IN										4295	10:37	4260		29638	118150
	43-18N 02-10W	CC	184	0	184	+9 193	39.0	.73	420	420	408	58	408		8200	8200
											4703	11:35	4668		21438	109950
	ZARA GOZA SP	CC	184	0	184	+8 192	39.5	.73	420	420	110	16	110		2100	2100
											4813	11:51	4778		19338	107850

MISSION FLIGHT PLAN		O. O. AND NICKNAME Reflex Action		UNIT	TYPE ACFT B-47E	WAVE	CELL CALL SIGN	REMARKS Primary (Spade Flush)									
ACFT BASIC	POUNDS 82500	Full- except Externals	BOMBS ----	AMMO 473	WATER AUG 5300	STATIC 194545	NR FULL ATO REQUIRED -- --	RUNWAY									
CREW	1176							PRESSURE ALT 1040	LENGTH 10000	AIR TEMP 71°F							
OIL	394							CRITICAL FIELD LENGTH 10,000		CRITICAL AIR TEMP 71°F							
ATO	---							TAKE-OFF DISTANCE 8700		TAKE-OFF SPEED 159							
RACK	---							CRITICAL WIND COMPONENT									
EXT TANKS WEIGHT (Empty)	1560							1ST LEG	2ND LEG	3RD LEG							
MISCELLANEOUS	652							TOTAL FUEL 100890									
CHAFF	1600							TAKE-OFF GROSS 192000									
OPERATING	87882							ATO FIRING SPEED -- --									
PRE-FLIGHT PLAN																	
FROM Greenham Common	FLT COND	T. C.	WIND D/V DRIFT	T. H.	VAR	M. H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GND DIS ACC GND DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL FLIGHT PLAN PRED FUEL REMAINING		GROSS WT
St. Eng, Taxi											10	:00	10		100890	194545	
T.O. & Acc											10	:01	10		8150	2450	
St. Climb Fairford							NACA				18	:03	18		95735	185090	
51/43N 01/47W	CR	325			+10		2L		360	160	28	:06	28		1060	1060	
T.P.			-25								124	:22	134		95675	184030	
53/20 03/52W	CL	323			+10			98%	375	350	152	:28	162		9130	9130	
L.O.			-25								06	:01	07		86545	174900	
53/25W 03/54W	CL	349			+11		29.5M	98%	375	350	158	:29	169		420	420	
T.P. Formating			-15								126	:19	131		86125	174480	
55/30N 04/38W	CR	349			+11		30M	.70	410	395	284	:48	300		4040	4040	
56/32N 15/00W	CR	278			+15		31.6M	.73	430	385	347	:54	388		82085	170740	
			-45								631	1:42	688		11100	11100	
56/40N 25/00W	CR	271			+21		32.9M	.73	428	383	631	1:42	688		70985	159340	
			-45								330	:52	370		9910	9910	
56/01N 35/00W	CR	263			+27		34.2M	.73	425	380	961	2:34	1058		61075	149430	
			-45								335	:53	376		9440	9440	
54/32N 45/00W	CR	256			+31		35.7M	.73	422	377	1296	3:27	1434		51635	139990	
Gander Adiz			-45								355	:57	398		9300	9300	
53/10N 51/04W	CR	249			+33		36.6M	.73	420	375	1651	4:24	1832		42335	130690	
Refuel IP			-45								231	:37	259		5700	5700	
51/09N 57/45W	CR	244			+32		37.7M	.73	420	375	1882	5:01	2091		36635	124990	
ORBIT			-45								275	:44	308		6410	6410	
50/31N 59/38W	CR	244			+30		37.8M	.73	420	375	2157	5:45	2399		30225	118580	
St Descent			-45								80	:13	89		1810	1810	
50/28N 59/59W	CR	243			+30		37.8M	.73	420	375	2237	5:58	2488		28415	116770	
RDZ			-45								15	:02	17		346	346	
50/03N 61/15W	DS	243			+29		37.8M	.73	420	375	2252	6:00	2505		28069	116424	
			-40								55	:08	60		700	700	
							19L		450	410	07	6:08	2565		27369	115724	

MISSION FLIGHT PLAN - CONTINUATION SHEET																	
FROM ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	C. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN		
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT	
50/00N 61/15W																	
L.O. to Contact			-35														
49/43N 62/09W	AR	240			+28		15M		290	259	2326	61:17	2609		27169	115724	
END AR			-10								68	0:18	78		5310	5330	
49/12N 63/40W	AR	240			+28		15M		260	220	2432	61:15	2587		38000	48000	
On Load															57824	115769	
St. Cl.			--								8	0:07	8		700	700	
49/02N 63/53W	ACC	251	--		+26		15M	98%	--	--	2422	61:37	2697		57114	115769	
L.O.			-10								86	0:15	96		4500	4500	
48/43N 65/55W	CL	251			+26		30.1M	98%	381	364	2508	61:22	2771		52511	115769	
Cadiz Montreal			-60								175	0:29	204		4360	4860	
47/37N 70/00W	CR	249			+23		30.9M	.73	422	362	2683	71:21	2975		47504	116007	
Port Huron			-60								194	0:39	696		1200	1200	
42/58N 82/24W	CR	242			+13		37.3M	.73	420	360	3277	91:00	3691		32250	206007	
* Juliet VOR			-30								270	0:45	316		6160	6160	
41/35N 88/13W	CR	252			+1		35.6M	.73	420	360	3517	91:47	4007		23850	115769	
Lincoln			-60								387	1:04	472		8600	8600	
40/51N 96/46W	CR	263			-5		40.1M	.73	420	360	3914	101:49	4400		17200	115769	
Des & Land												20					
												11:07					
Schilling			-60								454	1:17	542		1010	1010	
48/53N 97/39W	CR	248			-7		40.5M	.73	420	360	4011	111:00	4549		35740	115769	
Des & Land												11:22					
*Break-Up-Point																	

MISSION FLIGHT PLAN		O. O. AND NICKNAME		UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		Reflex Action			B-47E			(alternate) Sundia
ACFT BASIC	POUNDS	Full	Except	BOMBS	POUNDS			RUNWAY
CREW	1176	External		AMMO	473			PRESSURE ALT 10,000 LENGTH 10,000 AIR TEMP 71° F
OIL	394			WATER AUG	5300			CRITICAL FIELD LENGTH 10,000 CRITICAL AIR TEMP 71° F
ATO				STATIC	194,545	NR FULL ATO REQUIRED		TAKE-OFF DISTANCE 2700 TAKE-OFF SPEED 159
RACK				START ENGINES AND TAXI FUEL ALLOWANCE	2545	NR EMPTY ATO REQUIRED		CRITICAL WIND COMPONENT
EXT TANKS				TAKE-OFF GROSS	192,000	ATO FIRING SPEED		1ST LEG 2ND LEG 3D LEG
WEIGHT (Empty)	1560			TOTAL FUEL	100,890			
MISCELLANEOUS	652							
CHAFF & BOM	1000							
OPERATING	2788							

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D'V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
															PRED FUEL REMAINING	GROSS WT	
Greenham Common												ACC GND DIS	ACC TIME	ACC AIR DIS		100890	194545
St. Eng. Taxi												10	003	0		4155	9455
Take-Off & Acc.												10	003	0		95735	184090
St. Giles Patrford								NACA				18	003	18		1060	1060
51/41N 01/47W	GR		325			+10		M		160	160	28	006	28		95675	184030
T.P.				-25								124	022	124		9130	9130
53/20N 01/52W	OL		323			+10			98%	175	170	152	028	152		86545	174900
L.O.												08	001	07		420	420
51/21N 01/51W	OL		319			+10		29.4M				152	029	152		86125	174800
T.P. Forwarding				-15								126	019	126		4040	4040
55/40N 01/38W	GR		319			+11		30M	.70	410	390	28	048	28		82085	170740
57/08N 01/00W	GR		285			+15		31.6M	.73	430	385	362	056	362		11500	11500
57/50N 25/00W	GR		277			+21		32.9M	.73	428	383	327	051	327		9740	9740
57/44N 15/00W	GR		269			+28		34.2M	.73	425	380	328	052	328		60845	149200
56/54N 05/00W	GR		262			+33		35.4M	.73	422	377	327	051	327		9000	9000
Refuel I.P.				-45								94	015	105		51845	140200
56/44N 01/44W	GR		257			+35		35.9M	.73	420	375	328	052	328		8540	8540
Orbit				-45								80	015	89		43300	137660
56/02N 09/58W	GR		246			+35		36.1M	.73	420	375	328	052	328		38945	127300
St. Descent				-45								18	002	17		380	380
RD2				-45								55	008	55		1855	1855
55/34N 01/50W	GR		244			+35		36.1M	.73	420	375	1809	048	1809		1855	1855
L.O. to Contact				-35								55	008	55		700	700
55/34N 01/50W	GR		244			+35		35.9M		450	410	1864	056	1864		1855	1855
55/14N 02/52W	AR		242			+35		35.9M		294	250	39	009	39		2025	2025
								35.9M		294	250	1905	5105	2110		35840	124195

ION FLIGHT PLAN - CONTINUATION										ET						
FROM	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
ROUTE			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
OMAHA										RBS						
# 3 Acft Joliet VOR												9:45			26 315	114 670
Waterloo												:51	354		6 840	6 840
42/30N 92/20W															19 475	107 830
#2 Acft Joliet VOR												9:45			24 975	113 330
Waterloo												:41	284		5 500	5 500
42/30N 92/20W															19 475	107 830
#1 Acft Joliet VOR																
41/35N 88/13W											3547	9:04	3997		23 575	111 930
Waterloo											193	:31	214		4 100	4 100
42/30N 92/20W	GR										3740	9:35	4211		19 475	107 830
Perry											88	:14	97		1 770	1 770
41/50N 94/05W	GR										3828	9:49	4308		17 705	106 060
Target J Omaha											87	:14	97		1 770	1 770
41/16N 95/52W	GR										3915	10:03	4405		15 935	104 290
Lincoln											47	:07	52		935	935
40/54N 96/46W	GR										3962	10:10	4457		15 000	103 355

SECRET

MISSION FLIGHT PLAN		O. O. AND NICKNAME 8AF 600 96-		UNIT 307 AREAS	TYPE ACFT KC-97	WAVE	CELL CALL SIGN	REMARKS Big Boy - ANN
ACFT BASIC	PCUNDS	1	10,620	BOMBS	NIA			PRESSURE ALT
CREW (E) 300	1,200	2	5557	AMMO	NIA			LENGTH
OIL	1,470	3	5558	WATER AUG	NIA			AIR TEMP
ATO	NIA	4	10,620	STATIC	156,125	NR FULL ATO REQUIRED	NIA	CRITICAL FIELD LENGTH
RACK	NIA	EXT	NIA	START ENGINES AND TAXI FUEL ALLOWANCE	1.125	NR EMPTY ATO REQUIRED	NIA	CRITICAL AIR TEMP
EXT TANKS (RIGHT) (REV) NIA		DECK	30,000	TAKE-OFF GROSS	155,000	ATO FIRING SPEED	NIA	TAKE-OFF DISTANCE
MISCELLANEOUS	500	TOTAL FUEL	62,355					TAKE-OFF SPEED
CHAFF	NIA							CRITICAL WIND COMPONENT
OPERATING	92,770							1ST LEG
								2ND LEG
								3D LEG

PRE-FLIGHT PLAN																	
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
Lincoln - Big Boy	RTTO															26900	152000
Level Off	CR	341	200/20	-5	336	-10	326	4.0M		183	172	17	:06	18		440	440
41-22N 97-03W	CR	341	280/20	-5	336	-10	326	5.0M		224	214	21	:06	22		26466	154560
Schuller												33	:14	40		750	750
42-15N 97-50W	CR	323	220/20	-4	319	-11	308	11.0M		204	189	60	:19	65		20716	153810
Level Off												92	:33	105		476	476
44-06N 97-43W	CR	323	220/20	-5	318	-11	307	13.5M		240	218	133	:33	152		25240	153324
Orbit Point												226	:11	257		2375	2375
Orbit													:15			22865	150959
45-16N 97-45W	CR	360	280/20	-7/77	187	-12	341	13.5M		240	235	133	:18	72		3170	3170
Engine 3 Valve Point												226	:14	257		2500	2500
47-10N 99-45W	CR	360	280/20	-7	353	-12	341	13.5M		240	235	72	:18	72		19695	147739
End A/R												306	:44	329		2500	2500
Off load												115	:27	117		17195	145239
Lincoln AFE	Des. + hand											421	:11	446		1875	1875
																15320	143414
																3320	3320
																11940	140854
																	34324
																105710	105710
																4330	4330
																7610	101320
																1325	1325
																6285	109055
Alternate																	
Lincoln - Schilling	CR	198	280/20	+9	207	-10	197	9.5M		194	188	130	:42	136		1435	1435
												950	:18	959		4300	93570

SECRET

MISSION FLIGHT PLAN - CONTINUATION SHEET																	
FROM	ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
				DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GROSS WT
Lincoln - Big Boy	ROUTE Betty															262.51	155000
RTTO													:02			440	440
LEVEL OFF	CI	341		280/20 -5	336	-10	326	4.0M	183	172		17	:06	18		25811	154560
Schwylar	CR	341		280/20 -4	337	-10	327	5.0M	224	214		21	:06	22		753	950
42-21N 97-40W												28	:14	40		25061	159810
LEVEL OFF	CI	330		280/20 -4	326	-11	315	11.0M	204	191		58	:18	62		476	476
44-06N 99-02												94	:30	102		24385	153334
ORBIT POINT	CR	330		280/20 -5	325	-11	314	13.5M	240	220		126	:34	136		2250	2250
ORBIT	Q	360		280/30 -7 +7	353	-12	341	13.5M	240	232		220	1:06	238		23335	157024
45-16N 97-02W												—	:15	—		2840	2840
RENDEZVOUS	CR	360		280/20 -7	353	-12	341	13.5M	240	244		220	1:21	238		19495	148244
47-10N 97-02W												30	:18	72		2500	2500
END A/R	REF	360		280/20 -7	353	-12	341	13.0M	240	235		290	1:39	310		16995	145744
OFF Load												115	:27	117		1795	1795
Lincoln AFB	Des + hand	165		280/20 +2	173	-10	163	9.5M	197	210		405	2:06	427		15200	143949
Des + hand												795	:30	—		3380	3380
												795	4:28	794		11820	140569
ALTERNATE																	
Lincoln-Schilling	CR	198		280/30 +9	207	-10	177	9.5M	194	188		390	1:52	267		34979	34979
												795	3:58	744		105570	105570
												—	:30	—		4210	4210
												—	—	—		7610	101320
												—	—	—		1325	1325
												—	—	—		6285	100055
												130	:42	136		1485	1485
												925	5:10	930		4800	98570

SECRET

SECRET

FROM		MISSION FLIGHT PLAN - CONTINUATION										FEET			FUEL FLIGHT PLAN	
ROUTE	FLT COND	T.C.	WIND D/V	T.H.	VAR	M.H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	PRED FUEL REMAINING	GROSS WT
			DRIFT				ALT	MACH			ACC GND DIS	ACC TIME	ACC AIR DIS			
Lincoln															23456	153000
FROM Rainy Day - ANN															440	440
ROUTE															23016	154360
RTTO												17	18		750	750
41-02N 96-30W	CI	341	280/30 -5	336	-10	326	4.0M		183	172	17	17	18		22266	153810
LEVEL OFF															476	476
Schuyler	CR	341	280/30 -6	336	-10	326	5.0M		224	214	21	22	22		21790	153334
42-09N 96-05W	CI	047	280/30 -4	043	-8	035	11.0M		204	216	38	40	40		2125	2125
LEVEL OFF															19665	151214
42-40N 95-20W	CR	047	280/30 -6	041	-8	033	13.5M		240	257	60	58	58		900	900
ORBIT POINT															18765	150304
ORBIT															2450	2450
43-51N 95-20W	CR	360	280/30 -7	353	-8	345	13.5M		240	245	46	44	44		16315	147857
REARZONS POINT															1875	1875
45-45N 95-20W	CR	360	280/30 -7	353	-8	345	13.5M		240	235	70	72	72		14440	145984
END AIR	REF	360	280/30 -7	353	-8	345	13.0M		260	253	115	117	117		3380	3380
OFF Load															11060	104830
Lincoln AFB	CR	192	280/30 +9	201	-9	192	9.5M		197	194	300	305	305		3450	3450
Des. 8 Land											629	636	636		7610	101380
											629	636	636		1325	1325
															6285	10005
Alternate Lincoln-Schilling	CR	192	280/30 +9	201	-10	197	9.5M		192	186	130	134	134		1485	1485
											759	770	770		4800	98570

SECRET

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
 Lincoln Air Force Base, Nebraska
 13 December 1957

APPENDIX 2 TO ANNEX B, ATTACHMENT 2, OPERATIONS ORDER 96-57 - FUEL RESERVES1. DEPLOYMENT: (CONFIDENTIAL)a. Missed Refueling Area Reserve and NM Capability:

- (1) "Whisk Broom" - 77,000# - 2700NM W/15M#
- (2) "Fighting Fox" - 67,000# - 2325NM W/15M#
- (3) "Big Boy" - 90,500# - 3100 NM W/15M#
- (4) "Snow Man" - 53,500# - 1750NM W/15M#
- (5) "Rainy Day" - 92,500# - 3150NM W/15M#
- (6) "Ice Boat" - 55,200# - 1825NM W/15M# (C)

b. Missed Refueling Area Reserve and NM Capability with 10 Min Chase:

- (1) "Whisk Broom" - 73,300# - 2450NM W/15M#
- (2) "Fighting Fox" - 64,000# - 2100NM W/15M#
- (3) "Big Boy" - 86,500# - 2925NM W/15M#
- (4) "Snow Man" - 49,800# - 1600NM W/15M#
- (5) "Rainy Day" - 88,500# - 3000NM W/15M#
- (6) "Ice Boat" - 51,200# - 1650NM W/15M# (C)

c. Missed Refueling Alternates:

- (1) Lincoln Air Force Base, Nebraska
- (2) Goose Air Base, Labrador
- (3) Pease Air Force Base, N. H.
- (4) Loring Air Force Base, Maine
- (5) Thule Air Base, Greenland

307th Bm Wg
 ATT 2 to APP 2 to
 ANNEX B
 OPS ORD 96-57
 13 Dec 57

SECRET

78-2435

SECRET

(6) Harmon Air Base, Newfoundland

d. Fuel Reserve Over Alternates:

- (1) "Whisk Broom" - Lincoln 44,800#, Goose 47,800#
- (2) "Fighting Fox" - Lincoln 30,000#, Goose 47,300#
- (3) "Big Boy" - Lincoln 74,400#
- (4) "Rainy Day" - Lincoln 76,650#
- (5) "Snow Man" - Thule 43,900#, Goose 20,300#, Harmon 14,800#
- (6) "Ice Boat" - Thule 45,500#, Goose 17,700#, Harmon 11,700#

e. Fuel Decision Points - Level Off After Refueling and Fuel Load:

- (1) "Whisk Broom" - 96,800#
- (2) "Fighting Fox" - 89,300#
- (3) "Big Boy" - 113,000#
- (4) "Snow Man" - 79,300#
- (5) "Rainy Day" - 103,900#
- (6) "Ice Boat" - 75,900#

f. Fuel Reserve Over Destination:

- (1) "Whisk Broom" Ann - 26,040# Betty 25,440#
- (2) "Fighting Fox" Ann - 27,455# Betty 28,720#
- (3) "Big Boy", "Snow Man" - 24,415#
- (4) "Big Boy", "Ice Boat" - 28,295#
- (5) "Rainy Day", "Snow Man" - 24,865#
- (6) "Rainy Day", "Ice Boat" - 29,395#

g. Alternate and Fuel Reserve - San Jurjo (Zaragoza) Spain - 12,415# -

Lowest Fuel Reserve.

307th Bm Wg
ATT 2 to APP 2 to
ANNEX B
OPS ORD 96-57
13 Dec 57

SECRET

SECRET

(6) Harmon Air Base, Newfoundland

d. Fuel Reserve Over Alternates:

- (1) "Whisk Broom" - Lincoln 44,800#, Goose 47,800#
- (2) "Fighting Fox" - Lincoln 30,000#, Goose 47,300#
- (3) "Big Boy" - Lincoln 74,400#
- (4) "Rainy Day" - Lincoln 76,650#
- (5) "Snow Man" - Thule 43,900#, Goose 20,300#, Harmon 14,800#
- (6) "Ice Boat" - Thule 45,500#, Goose 17,700#, Harmon 11,700#

e. Fuel Decision Points - Level Off After Refueling and Fuel Load:

- (1) "Whisk Broom" - 96,800#
- (2) "Fighting Fox" - 89,300#
- (3) "Big Boy" - 113,000#
- (4) "Snow Man" - 79,300#
- (5) "Rainy Day" - 103,900#
- (6) "Ice Boat" - 75,900#

f. Fuel Reserve Over Destination:

- (1) "Whisk Broom" Ann - 26,040# Betty 25,440#
- (2) "Fighting Fox" Ann - 27,455# Betty 28,720#
- (3) "Big Boy", "Snow Man" - 24,415#
- (4) "Big Boy", "Ice Boat" - 28,295#
- (5) "Rainy Day", "Snow Man" - 24,865#
- (6) "Rainy Day", "Ice Boat" - 29,395#

g. Alternate and Fuel Reserve - San Jurjo (Zaragoza) Spain - 12,415# -

Lowest Fuel Reserve.

307th Bm Wg
ATT 2 to APP 2 to
ANNEX B
OPS ORD 96-57
13 Dec 57

SECRET

SECRET

(6) Harmon Air Base, Newfoundland

d. Fuel Reserve Over Alternates:

- (1) "Whisk Broom" - Lincoln 44,800#, Goose 47,800#
- (2) "Fighting Fox" - Lincoln 30,000#, Goose 47,300#
- (3) "Big Boy" - Lincoln 74,400#
- (4) "Rainy Day" - Lincoln 76,650#
- (5) "Snow Man" - Thule 43,900#, Goose 20,300#, Harmon 14,800#
- (6) "Ice Boat" - Thule 45,500#, Goose 17,700#, Harmon 11,700#

e. Fuel Decision Points - Level Off After Refueling and Fuel Load:

- (1) "Whisk Broom" - 96,800#
- (2) "Fighting Fox" - 89,300#
- (3) "Big Boy" - 113,000#
- (4) "Snow Man" - 79,300#
- (5) "Rainy Day" - 103,900#
- (6) "Ice Boat" - 75,900#

f. Fuel Reserve Over Destination:

- (1) "Whisk Broom" Ann - 26,040# Betty 25,440#
- (2) "Fighting Fox" Ann - 27,455# Betty 28,720#
- (3) "Big Boy", "Snow Man" - 24,415#
- (4) "Big Boy", "Ice Boat" - 28,295#
- (5) "Rainy Day", "Snow Man" - 24,865#
- (6) "Rainy Day", "Ice Boat" - 29,395#

g. Alternate and Fuel Reserve - San Jurjo (Zaragoza) Spain - 12,415# -

Lowest Fuel Reserve.

307th Bm Wg
ATT 2 to APP 2 to
ANNEX B
OPS ORD 96-57
13 Dec 57

SECRET

SECRET2. REDEPLOYMENT: (CONFIDENTIAL)a. Missed Refueling Area Reserve and NM Capability:

- (1) "Spade Flush" - 28,069# - 706NM W/15M Reserve
- (2) "Sun Dial" - 38,565# - 1200NM W/15M Reserve
- (3) "Easy Chair" - 33,995# - 925NM W/15M Reserve (C)

b. Missed Refueling Area Reserve With 10 Min Chase and NM Capability:

- (1) "Spade Flush" - 24,069# - 425NM W/15M Reserve
- (2) "Sun Dial" - 34,565# - 1000NM W/15 M Reserve
- (3) "Easy Chair" - 29,495# - 700NM W/15M Reserve (C)

c. Same as Paragraph 9c(1)(c) above.d. Fuel Reserve Over Alternates:

- (1) "Spade Flush" - Goose 19,919#, Loring 15,365#
- (2) "Sun Dial" - Goose 24,200#, Loring 15,365#
- (3) "Easy Chair" - Goose 22,280#, Loring 15,200# (C)

e. Fuel Decision Points - Level Off After Refueling and Fuel Load:

- (1) "Spade Flush" - 48,700#
- (2) "Sun Dial" - 57,500#
- (3) "Easy Chair" - 54,800# (C)

f. Fuel Reserve Over Destination:

- (1) "Spade Flush" - 17,294#
- (2) "Sun Dial" - 17,290#
- (3) "Easy Chair" - 15,730# (C)

g. Alternate and Lowest Fuel Reserve - Schilling Air Force Base,

Kansas - 14,070#. (C)

307th Bm Wg
ATT 2 to APP 2 to
ANNEX B
OFS ORD 96-57
13 Dec 57

SECRET

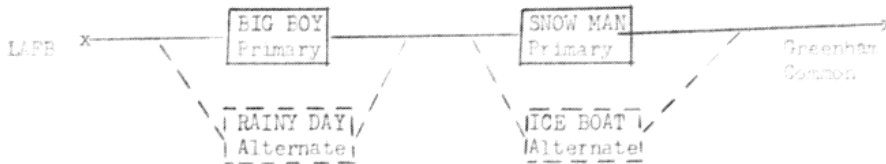
SECRET

ATTACHMENT 3 TO APPENDIX 2 ANNEX B, AIR REFUELING

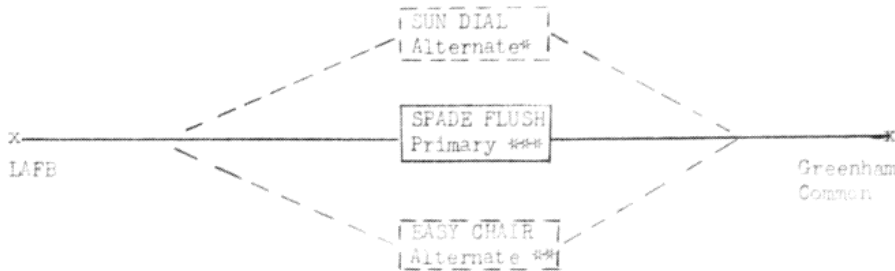
PRIMARY REFUELING ROUTE - DEPLOY



SECONDARY REFUELING ROUTE - DEPLOY



PRIMARY REFUELING ROUTE - REDEPLOY



* When supported by Goose tankers

** When supported by Harmon tankers

*** SPADE FLUSH has no alternate when supported by Dow or Plattsburgh tankers.

ATT 3 to APP 2 to
ANNEX B to 307th Em Wg
OFS ORD 96-57
13 Dec 1957

78-2435

SECRET

SECRET

ATTACHMENT 3 TO APPENDIX 2 ANNEX B, GROUND REFUELING ROUTES

1. DEPLOY:

a. Primary-Home station to Goose AB, land, ground refuel, thence to Greenham Common UK. (Secret)

b. Secondary-Home station to advanced ZI B-47/REFLEX stations, ground refuel, thence to Greenham Common UK. ZI B-47/REFLEX stations are: LORING AFB, PEASE AFB, and PLATTSBURGH AFB. (Secret)

2. REDEPLOY:

a. Primary Ground Refueling route - Greenham Common to Goose AB, refuel, thence to Lincoln AFB. (Secret)

b. Secondary Ground Refueling route - Greenham Common to ZI B-47 base, refuel, thence to Lincoln AFB. (Secret)

ATT 3 to APP 2 to
ANNEX B to 307th Em Wg
OPS ORD 96-57
13 Dec 1957

SECRET

7S-2435

SECRET

HEADQUARTERS, 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
13 December 1957

ATTACHMENT 4 TO APPENDIX 2 ANNEX B, FLYING SAFETY

1. Flight safety will take precedence throughout the mission.
(UNCLASSIFIED)
2. Crew members will be briefed on adequate alternates over the entire route with priority being given in the following sequence: (UNCLASSIFIED)
 - a. SAC bases.
 - b. AMC bases.
 - c. Air Force bases.
 - d. Other military bases.
 - e. Civilian airfields.
3. Critical field length will be computed on 100% percent of runway available, when water alcohol is utilized. (UNCLASSIFIED)
4. Crew members will be briefed on specific abort procedures to include: (UNCLASSIFIED)
 - a. Procedures to be followed in event of an abort following takeoff. (UNCLASSIFIED)
 - b. Procedures to be followed in event of an air abort prior to refueling. (UNCLASSIFIED)
5. Each sortie will be planned to insure a minimum fuel reserve of 12,000 pounds over the briefed primary weather and/or missed refueling alternate. (UNCLASSIFIED)
6. Primary crew members will review and become familiar with letdown/approach procedures for selected weather/emergency alternates. (UNCLASSIFIED)

Att 4 to App 2 to
Annex B to 307th BmWg
OPS ORD 96-57
13 Dec 1957

SECRET

SECRET

7. While airborne, flight service facilities will be utilized to the maximum extent possible in determining airfield status in event other than a briefed alternate is used. (UNCLASSIFIED)

8. Survival and emergency equipment will be checked for proper operating condition prior to departure. (UNCLASSIFIED)

9. All personnel aboard aircraft will be briefed on the terrain features over which the flight is intended to be flown. Briefing will include survival procedures to be followed in event of bailout in these areas.

10. All personnel aboard the aircraft will be instructed in the use of all survival equipment available. (UNCLASSIFIED)

11. All personnel aboard the aircraft will be briefed on all applicable emergency procedures to include bailout, crash-landing and ditching. (UNCLASSIFIED)

12. Radar observers will monitor all approaches and landings in accordance with the applicable regulation and SAC Observer's Manual. (UNCLASSIFIED)

13. All routes will be planned to avoid densely populated areas and in event W.R. weapons are carried, aircraft will avoid flying over city complexes.

14. Aircraft commanders will immediately initiate a direct telephone call to this headquarters in event they are involved in an aircraft accident/incident as defined in AFR 62-14. Immediately thereafter, the

Att 4 to App 2 to
Annex B to 307th BmWg
OPS ORD 96-57
13 Dec 1957

SECRET

SECRET

aircraft commander will dispatch an "Ops Immediate" message to CINCSAC, ~~WFFUTT~~ AFB describing in detail the occurrence, injuries and/or damages incurred, and action being taken. INFO copies will be forwarded to this Headquarters and the Commander, 8th Air Force, ATTN: Director of Safety. In event the aircraft is outside the continental United States, this message will be classified CONFIDENTIAL, with the last word of the text being RUUR. (CONFIDENTIAL)

SECRET

Att 4 to App 2 to
Annex B to 307th Bmwg
OPS ORD 96-57
13 Dec 1957

SECRET

HEADQUARTERS 307TH BOMB WING, MEDIUM
Lincoln Air Force Base, Nebraska
13 December 1957

ANNEX C

TO

OPERATIONS ORDER

NO. 96-57

COMMUNICATIONS

This Annex consists of 7 pages.

ANNEX C
307TH OPORD 96-57
13 Dec 57

73-2435

SECRET

SECRET

HEADQUARTERS, UNITED STATES DEPARTMENT OF DEFENSE
Dwight D. Eisenhower Air Force Base, Nebraska

ANNEX 2 TO SOUTH BOMBING OPERATIONS ORDER 96-12 - COMMUNICATIONS1. General

a. SAC and 7th Air Division CEIAs, applicable JANAF's and ACP's, SAC Manuals 55-8M, 55-12 and 7th Air Division Supplement thereto, Radio Facility Charts US, North Atlantic - East Canada and Europe, Supplementary Flight Information Documents North America and Europe and ICAO documents apply. (UNCLASSIFIED)

2. ADMINISTRATIVE COMMUNICATIONS

a. Point-to-point communications will be conducted over the following facilities in the priority listed. (UNCLASSIFIED)

(1) CCCC (for command and operational traffic only).

(2) SACOMNET

(3) AIRCOMNET

(4) Commercial Facilities:

a) TWX

(b) Long distance telephone

(5) Radioteletype and CW manual radio (to be used only in the event of failure or non-availability of landline).

b. Those on-call circuits allocated to support SAC (T-listings) and/or patch-through "on line" teletype circuits required in support of the operations will be activated by stations concerned or required to transmit operational traffic, however it will be the responsibility of control teams participating in this operation to insure necessary on-call

SECRET

e. The recall word for this mission is "DOWN TOWN". When used alone, all aircraft enroute to any mission will return to point of departure. The recall word, when suffixed with "INDIA" means all 307th Bomb Wing aircraft return to point of departure. When the above recall word(s) are suffixed by the word "WHISKEY" it will mean "This is a practice recall message only, continue mission". (CONFIDENTIAL)

(1) To divert aircraft to a specific landing base other than the point of departure, the recall word suffixed by an additional base or geographical call sign will be used.

Example: 307th Bomb Wing aircraft being recalled and diverted to Loring would receive the following message: "DOWNTOWN INDIA MAYPOLE". (CONFIDENTIAL)

(2) Diversion base or geographical location call signs are as listed in paragraph A200.7, SACCEL. Applicable enroute bases and geographical location call signs will be included in the crew filmsies. If diversion bases not listed in the SACCEL are needed, they will be suffixed to the clear. Clear text suffix transmissions will be made only to actual aircraft diversion on an emergency basis. (CONFIDENTIAL)

f. SAC Monitoring Procedure ALFA is prescribed. Aircraft will monitor HF radio enroute for possible terrain or other messages relayed through designated HF Control Stations. Crew Filmsies will contain a schedule of frequencies to be monitored on each aircraft. (CONFIDENTIAL)

g. Aircraft HF equipment will be inspected by maintenance personnel. Necessary "after maintenance" checks will be made using dummy loads in lieu of aircraft antenna. (CONFIDENTIAL)

SECRET

h. Separate crew Common and Alternate Plans will be prepared for deployment and redeployment. Details may vary, but not be limited to the following: (UNCLASSIFIED)

- (1) Aircraft readiness and diversion instructions.
- (2) Radio abort procedures.
- (3) Refueling communications procedures.
- (4) Intra-UEC communications.
- (5) Call sign of enroute GCI stations.
- (6) Primary and secondary enroute HF Control Stations.
- (7) HF radio frequencies to be monitored.
- (8) Enroute ocean station vessel call signs, frequencies, facilities and services.
- (9) U.K. entry/departure route communications procedures.
- (10) UHF and HF channelization for enroute and destination and diversion base communication requirements.
- (11) IFF procedures.

i. Each aircraft will deploy with RS-6, HF Survival radio.
(UNCLASSIFIED)

j. Aircraft commanders deploying via alternate route are required to obtain a sealed envelope describing routes, check points and identification maneuvers prescribed for Thule area. (CONFIDENTIAL)

k. Literal one-time pads (LOTP's) and Red Crystal- will be issued to the aircraft commander of each alert crew at Greenham Common.
(CONFIDENTIAL)

l. Authentication will be in accordance with KAC 1()/TSEC.
(CONFIDENTIAL)

SECRET

ANNEX C
30TH SPOFORD 94-57
13 Dec 57

75-2435

SECRET

m. USAF Pilot's Handbook, East US, West US, North Atlantic, East Canada and Europe will be carried aboard each aircraft. (CONFIDENTIAL)

n. Navigational aids will be in accordance with appropriate enroute Radio Facility Charts. (UNCLASSIFIED)

o. Communications security will be observed and no clear text transmissions will be made that would reveal unit designation, location, aircraft type or the nature of the mission. ACP 122(B) applies. (UNCLASSIFIED)

ANNEX C
307TH OPGORD 96-57
13 Dec 57

SECRET

7S-2435

SECRET

HEADQUARTERS TOWTH BOMBARDMENT WING, MEDIUM
11 GOLD AIR FORCE BASE, NEBRASKA

ANNEX D

TO

OPERATIONS ORDER

NUMBER 96-57

ADMINISTRATION AND LOGISTICS

This Annex consists of 39 Pages.

ANNEX D
BAF OPORD 96-57
78-2435
13 DEC 57

SECRET

SECRET

HEADQUARTERS 30TH BOMBARDMENT WING, MEDSON
LINCOLN AIR FORCE BASE, NEBRASKA

ANNEX D TO 30TH BOMB WING OPERATIONS ORDER 96-57ADMINISTRATION AND LOGISTICS1. GENERAL:

a. This annex prescribes the Administrative and Logistical instructions required for the accomplishment of an orderly and rapid deployment of personnel and materiel resources of the 30th Bombardment Wing in support of forces from other commands staging in compliance with Headquarters Eighth Air Force Operations Order 96-57, dated 25 November 1957. (U)

b. Personnel requirements, by Grade and AFSC, and equipment requirements by quantity, levied against the resources of the 816th Air Division as pertains to the 30th Bombardment Wing are listed in Tab A, APP 1, and Tab C, APP 3, this annex. (UNCLASSIFIED)

2. SUPPLY:

a. (1) Commands and agencies responsible for logistical support of bases through which elements of the 30th Bombardment Wing deploy will furnish supply and service support required to the extent available. (UNCLASSIFIED)

(2) Supply support at Lincoln Air Force Base, Nebraska, will be from Base Supply resources in accordance with SAC Regulation 05-12 and AFM 07-1 as amended. (UNCLASSIFIED)

(3) Flyaway Kit equipment support resources will be provided by the 30th Bombardment Wing and the 98th Bombardment Wing as directed by Eighth Air Force OPORD 96-57. (CONFIDENTIAL)

ANNEX D
30TH BOMB WING
13 Dec 57

SECRET

73-2435

SECRET

(4) The 30th Bomb Wing will provide support for the 30th Bomb Wing Engines, (4) ea into and 1 ea standby support of this operation. Regulations from the 30th Bomb Wing regarding the use of a standard kit will be provided.

(5) Six (6) each bomb bay configurations (B. Kit) to provide a 100% recycle capability will be deployed by the 30th Bomb Wing elements. This Kit will remain at Greenham Common for the duration of this Operation, unless otherwise directed, and there will be returned to the 30th Bomb Wing.

(6) Selected reusable items will be deployed by the 30th Bomb Wing.

(7) Repair Stock support will be provided by the 30th Bomb Wing deploying elements. (UNCLASSIFIED)

(8) ALC repairables, regardless of source from which replacement items were obtained will be processed in accordance with paragraph 4 of Section 7, Volume XVI, AFM 61-11. (UNCLASSIFIED)

(9) SAC Regulations 67-17, 67-25, and 67-13 will be complied with. (UNCLASSIFIED)

(10) A repair of equipment to be deployed and a method of property responsibility is prescribed in Appendix 1 of this document. Additions and deletions from this list will be made only with the approval authority of this Headquarters. (UNCLASSIFIED)

(11) Flight quarters will be provided for crews when applicable. The 618th or 390th Air Base Group Food Service Squadrons, as applicable, will provide flight quarters for all personnel. (UNCLASSIFIED)

(12) Headquarters SAC and Eighth Air Force will not be informational addressees of reports required by Volume XVI, AFM 61-11. (UNCLASSIFIED)

UNRECD
30TH OPORD 40-51
13 Dec 57

SECRET

78-2435

SECRET

1. The following procedures shall be used to ensure that the equipment is properly maintained and ready for use at all times.

2. The equipment shall be inspected and maintained in accordance with the manufacturer's instructions and the following procedures:

a. Indicate on the equipment log the date and time of inspection.

b. Report any deficiencies to the appropriate authority and have them corrected as soon as possible.

c. The appropriate unit commander or officer of the forward element shall be responsible for the equipment.

3. The equipment shall be stored in a secure and protected area and shall be protected from damage and theft.

4. The equipment shall be used in accordance with the manufacturer's instructions and the following procedures:

a. The equipment shall be used only by personnel who have been trained and qualified to use it.

b. The equipment shall be used in accordance with the manufacturer's instructions.

c. The equipment shall be used in accordance with the following procedures:

1. The equipment shall be used in accordance with the manufacturer's instructions.

SECRET

SECRET

operation will carry 1 each extra parachute and 1 each extra Mae West.

(UNCLASSIFIED)

(a) The extra equipment will be issued from the applicable Squadron P. E. Sections on hand receipts AF Form 1077. The P. E. Section will keep the original copy and give the signee the duplicate. The P. E. Section will also issue ten (10) pre-signed hand receipts to the signee which will be placed in the back of the aircraft form 161-1. The pre-typed hand receipts will include nomenclature, stock number, quantity, losing organization, and name of crew member equipment is issued to. (UNCLASSIFIED)

(b) Upon arrival at the forward base the original signee will sign the extra equipment over to the crew chief or recipient of the aircraft on hand receipts provided. (UNCLASSIFIED)

(c) Further accountability of the extra equipment will also be handled on hand receipts. Whenever the aircraft is turned over to another individual two copies of the hand receipt will be signed by the recipient. One copy will be kept by the recipient and the other copy will be kept by the losing individual. (UNCLASSIFIED)

(d) Upon return of the aircraft to the home station, the last crew member who signed for the extra equipment will be responsible for returning it to the proper P. E. Section. He will then be cleared from accountability. (UNCLASSIFIED)

3. ARMAMENT AND ELECTRONICS:

a. Each person will deploy with a gas mask (M7A1). Authorized weapons and the basic load of ammunition as prescribed in SAC Regulation 13b-9, will be deployed with initial personnel only. Weapons and

ANNEX D
307TH OPORD 96-50
13 Dec 55

SECRET

CS-2435

SECRET

SECRET

80

SECRET

(7) In addition the 370th Bombardment Squadron and the 307th Field Maintenance Squadron will each deploy one (1) Airman for the enroute team as scheduled. (UNCLASSIFIED)

d. Security Check:

(1) SAC aircraft commanders or designated representative, will perform a security check at all enroute and/or operating stations to insure that: (UNCLASSIFIED)

(a) Fuel, oil, and WAI fluid for servicing aircraft are not contaminated. (UNCLASSIFIED)

(b) Fuel and oil are of the grade specified by applicable T.O.'s. (UNCLASSIFIED)

(2) A clean, glass, paper, or metal container will be used to obtain a sample from each servicing unit. The sample will be given a thorough visual inspection for contamination before servicing each aircraft. (UNCLASS)

e. Tools and Equipment: All tools and equipment required to be furnished by the 307th Bomb Wing will be as indicated in Tab A, Appendix 3, this Annex. (UNCLASSIFIED)

f. Technical Representatives: Request for the services of Technical Representatives will be in accordance with SACR 66-4, as amended. (UNCLASS)

g. Maintenance Difficulties: Maintenance support required beyond the combined capability of the SAC and local forces at any point will be reported to Commander Eighth Air Force, Commander 7th Air Division, Commander forward base and home station by most expeditious means. (UNCLASSIFIED)

h. Policing: Aircraft commanders will insure compliance with T.O. O&J-31-17, concerning determination of policing status of parking areas,

ANNEX D
307TH OFORD 96-57
13 Dec 57

SECRET

/S-2435

SECRET

[Faint, mostly illegible text, possibly bleed-through from the reverse side of the page. Some words like "Under no circumstances" and "Unclassified" are faintly visible.]

SECRET

SECRET

(d) The provisions of T.O. 00-200-1, 1 Mar 55, and AFR 66-1, 27 Feb 56, will be strictly enforced. (Unclassified)

(3) The only exception to paragraph 1(1) and (2) above is ground support and/or ground powered equipment out of commission for parts. (Uncl)

(a) If necessary parts become available before departure from the forward base, these end items of equipment will be returned to an in commission servicable status. (Unclassified)

(b) If the necessary parts are not available before departure from the forward base, copies of all issue requests will be furnished to the appropriate responsible personnel at the forward base. These issue requests will be properly marked to indicate the end item out of commission for parts listed. These requests may then be used by the forward base to continue action to acquire the necessary parts. (Unclassified)

J. Maintenance Missions:

(1) Beginning 7 January 1958, one Bomb Squadron will deploy five (5) aircraft weekly to arrive in the UK, in accordance with the following schedule listed as Appendix 2, Annex D. (UNCLASSIFIED)

(2) Beginning 16 January 1958, one Bomb Squadron will redeploy their five (5) aircraft weekly to home station on the date the aircraft comes off of alert status. Normally, the aircraft will redeploy in accordance with the following schedule: (SECRET)

<u>DATE</u>	<u>WEDNESDAY</u>	<u>THURSDAY</u>	<u>FRIDAY</u>
16 Jan 58 thru 27 Feb 58		X	
7 Mar 58 thru 2 May 58			X
7 May 58 thru 25 Jun 58	X		

ANNEX D
307TH SFGORD 96-57
13 Dec 57

SECRET

78-2435

SECRET

(3) Maintenance personnel will be deployed to the forward bases and operating bases as indicated in appendix 2, which will allow staggered rotation of the maintenance task force will be in force to provide experienced and capable personnel to support the critical arrivals and departures at the forward bases. (UNCLASSIFIED)

(4) The Task Force Maintenance Sections will be organized and operated as nearly as possible in compliance with SAC 66 series manuals. All deviations from this operating order shall be made only due to reduced maintenance organization and/or special requirement of "Reflex Action" will be covered by detailed written maintenance SOP's and directives published by the Task Force Chief of Maintenance. Copies of all such SOP's and directives will be forwarded to Headquarters SAC, Attn: DMFR, numbered Air Force Headquarters exercising operational control, and parent numbered Air Force Headquarters upon publication. (UNCLASSIFIED)

(5) The "Reflex Action" maintenance section will be responsible for servicing and unscheduled maintenance only. All post flights, periodic inspections and scheduled maintenance or modification will be performed at Lincoln Air Force Base, Nebraska. Immediate action, safety of flight, and grounding ICR's will be accomplished at the base where the aircraft was physically located upon receipt of the T.O. Maintenance assistance will be requested, when necessary. Kits required will be furnished by the unit of assignment of the aircraft. (UNCLASSIFIED)

(6) Field and A&E Maintenance will provide the necessary specialist personnel and tools to ensure maintenance support to deploy 5-5-67 aircraft weekly from 16 Jan 58 thru 25 Jun 58. Field and A&E Maintenance by the "Reflex Action" maintenance section at the forward base will be limited to that necessary for direct support of the alert aircraft.

ANNEX D
30 TH GPCRD 90 57
13 Dec 57

SECRET

75-2435

SECRET

Field and A&E maintenance will not be required to maintain after duty specialist alert in the maintenance area. Specialist coverage during after normal duty hours will be provided by on base alert in the quantity required in each career field. (CONFIDENTIAL)

(1) All aircraft deployed to the forward base will meet the following conditions: (SECRET)

(a) Aircraft deploying to the UK must have 20 hours and ten (10) calendar days remaining to the next post flight (15 hours and 10 days for aircraft deploying to Z1). When necessary, this requirement can be waived only by the numbered Air Force Headquarters. (CONFIDENTIAL)

(b) All possible DD Form 781-3 discrepancies cleared. (UNCLASSIFIED)

(c) One spare drag and one spare approach chute stowed on board. (UNCLASSIFIED)

(d) Cargo racks to be installed for deployment of necessary supplies and equipment. (UNCLASSIFIED)

(e) Forward inflight insertion platform installed (if required). (UNCLASSIFIED)

(f) Hoist beam and wiring control for Mark VI Bomb Bay configuration stowed on board. (UNCLASSIFIED)

(g) Ammunition cans installed. (UNCLASSIFIED)

(h) O-15, O-25, K1 and K30 cameras and magazines installed. (UNCLASSIFIED)

(i) ECM Equipment will be loaded in accordance with the Unit EWP, utilizing division resources. EWP frequencies will be pre-set at

ANNEX D
307TH OPORD 96-57
13 Dec 57

SECRET

75-2135

SECRET

home station before aircraft deployment. (CONFIDENTIAL)

(j) Chaff inserts contained in chaffopper for initial deployment to reflex base. Inserts will be loaded with combat chaff at forward base and will remain at the forward base for subsequent use on later aircraft. As a back up, five (5) additional sets of chaff inserts will be prepositioned at the UK base (two (2) being provided by the 307th Bomb Wing). Combat chaff will be provided and loaded at the forward base. Training chaff will be provided by the home station as required. (SECRET)

(k) Weapons system functional check and flight circuit test accomplished not more than 48 hours prior to departure. (UNCLASSIFIED)

(l) If a gunnery training exercise is to be flown on the redeployment, training ammunition will be deployed in cans, from the home base. Twenty-five (25) sets of ammunition cans will be prepositioned at the UK base. These cans will be loaded with combat ammunition and installed in aircraft for the alert period. (CONFIDENTIAL)

(m) The following T50 equipment and/or squadron property will be aboard B-57D aircraft on deployment. (UNCLASSIFIED)

- 1 Covers - pilot, engine intake and exhaust, chaff, cooling air inlet and exhaust, tail current and lubricage hose. (UNCLASS)
- 2 Down locks - forward main and aft main landing gear, outrigger gear, bomb bay, forward landing gear door latches, ATO rack safety pins. (UNCLASSIFIED)
- 3 SPR panel. (UNCLASSIFIED)
- 4 Mounting and jacking pads. (UNCLASSIFIED)
- 5 Weight and balance books and slipstick. (UNCLASS)

APPROVED
307TH OPGRD 26-9
14 JUL 74

SECRET

75-4435

SECRET

- 5 Four foot step ladder. (UNCLASSIFIED)
- 7 Antenna wire, microphone and headset. (UNCLASSIFIED)
- 8 ATO wrench. (UNCLASSIFIED)
- 9 Hot gun rig. (UNCLASSIFIED)
- 10 Static ground wires. (UNCLASSIFIED)

Note: To ensure accountability of the above equipment hand receipts will be prepared in five (5) copies by each tactical squadron. Copy #1 signed by the aircraft commander, will be retained by the squadron deploying the aircraft. Copy #2 signed by the forward base flight line maintenance officer will be retained by the aircraft commander. Copy #3 signed by the aircraft commander on redeployment will be retained by forward base flight line maintenance officer. Copy #4 signed by home base tactical squadron will be retained by aircraft commander. Copy #5 will be filed with tactical squadron home base. (UNCLASSIFIED)

(8) All deploying AFSC (N7X0) personnel and all other maintenance personnel, including A&E will be qualified vehicle operators and possess valid operators permit covering tags and 1/2 ton trucks. Squadron commanders may exempt from this requirement those individuals who are too safety critical. A minimum of twenty percent of flight line maintenance personnel will possess valid operators permits covering the Colman. Tactical Squadron personnel deploying with valid operators permits will carry their own tags and forms. (UNCLASSIFIED)

(9) Individual tool kits will accompany deploying personnel. (UNCLASSIFIED)

(10) Maintenance and supply expeditor radio net will be provided

ANNEX D
 NORTH OPORE
 13 Dec 51

SECRET

13-113

SECRET

up the forward base and related to activities with existing SAC's relative. (UNCLASSIFIED)

(11) Required transportation will be furnished by the forward base. (UNCLASSIFIED)

(12) Munitions and ATO loading will be accomplished by aviation depot squadron with monitors provided by the "Reflex Action" maintenance section. (UNCLASSIFIED)

... accordance with SAC Regulation 66-33 and SAC Supplement to AFR 66-10 will be established by detailed SO's and/or line crew. Copies will be furnished to Headquarters SAC, with ... numbered Air Force Headquarters exercising operation control, and parent numbered Air Force Headquarters upon publication. (CONFIDENTIAL)

... magazines for 0-10, 0-20, 0-30, and 0-40 camera will be tested with film by the forward base. (UNCLASSIFIED)

(15) Chaff will be placed in the chaff inserts and delivered to the forward base supply personnel. (UNCLASSIFIED)

(16) Aircraft maintenance status and flow boards will be used as prescribed in SAM 66-13. (UNCLASSIFIED)

(17) Enroute maintenance support

... "Reflex Action" aircraft landing at Goose Air Base, ... the responsibility of the 408th STRAFWG. Maintenance will be restricted to safety of flight discrepancies. (SECRET)

(18) The enroute maintenance team will be in place at Goose Air Base no later than 6 January 1958. This team will train 408th SV

ANNEX 1
 408th STRAFWG
 13 Dec 57

SECRET

75-2435

SECRET

personnel to perform B-47 maintenance to the maximum extent. During deployment, all maintenance personnel for the enroute team will be under the direct control and supervision of the enroute Maintenance Team WFOFG. Upon arrival at Goose Air Base, this team will operate under the direct control of the 4082nd SW Chief of Maintenance. The 307th Bomb Wing personnel requirements will be as indicated in Tab B, Appendix I. (SECRET)

(c) Aircraft spares not to exceed minimum quantity enroute kit to prepare aircraft for safety of flight discrepancies will be provided and deployed to Goose Air Base by the 818th Air Division. Initial airlift of spares and the enroute team will be accomplished by the 818th Air Division subsequent airlift to provide rotation of the enroute team will be on an alternate basis between 802nd Air Division and the 818th Air Division. (UNCLASSIFIED)

(d) Engines will not be deployed to enroute bases. (UNCLASSIFIED)

(e) Tool kits will accompany all maintenance personnel. (UNCLASSIFIED)

(f) "Reflex Action" aircraft landing at other bases under 8AF control will be supported by base resources. Requirements beyond the capability of the bases will be reported by telephone to the Weapons Maintenance Division, Directorate of Materiel, Eighth Air Force. (CONFIDENTIAL)

9. TRANSPORTATION:

a. Cargo will be prepared for shipment in accordance with SACR 400-2, Section III, Chapter 7, MATS SCF Number 2 and 3, 818th Air Division Mobility Plan. Units returning from overseas to Lincoln Air Force Base

ANNEX D
307TH OPORD 96-57
13 Dec 57

75-24-5

SECRET

SECRET

will type the following statement on air cargo manifests: "Military equipment being returned to the United States for future use by United States Services." (UNCLASSIFIED)

b. Deploying personnel and their personal baggage being transported in support aircraft will be separated enroute. (UNCLASSIFIED)

c. Two Unit personnel will accompany each support aircraft carrying cargo for security purposes. (UNCLASSIFIED)

d. Baggage Maintenance personnel and their baggage may weigh as much as 310 pounds, per man. However, for planning purposes, administrative personnel weights will be 200 pounds per man (average), including baggage. Baggage weight will average 135 pounds and will include personal effects, tool kits, and other professional equipment. Transportation officers will insure that individuals do not possess excess personal baggage. Additional baggage allowances will not be shipped by surface means. (UNCLASSIFIED)

e. Travel of dependents and shipment of household goods are not authorized. (UNCLASSIFIED)

f. Air movement reports will be submitted in accordance with Chapter 6 of SACM 67-1, dated August 1956. (UNCLASSIFIED)

g. The number of personnel to be transported in unit aircraft is limited to four (4) persons. (UNCLASSIFIED)

h. Airlift will be provided as follows:

(1) MATS will provide support airlift from Lincoln Air Force Base to Greenham Common for 167 persons and 27 1/2 tons of cargo on 3 January 1958, for the 307th and 98th Bombardment Wings. Personnel with exception of B-47 crew members, will be rotated in accordance with

ANNEX B
SOUTH OPORD 96-57
13 Dec 57

SECRET

7S-2435

SECRET

and type the following statement on all cargo manifests: "Military equipment being returned to the United States for future use by United States Services." (UNCLASSIFIED)

b. Deploying personnel and their personal baggage being transported in support aircraft will be separated enroute. (UNCLASSIFIED)

c. Two Unit personnel will accompany each support aircraft carrying cargo for security purposes. (UNCLASSIFIED)

d. Baggage maintenance personnel and their baggage may weigh as much as 310 pounds, per man. However, for planning purposes, administrative personnel weights will be 200 pounds per man (average), including baggage. Baggage weight will average 135 pounds and will include personal effects, tool kits, and other professional equipment. Transportation officers will ensure that individuals do not possess excess personal baggage. Additional baggage allowances will not be shipped by surface means. (UNCLASSIFIED)

e. Travel of dependents and shipment of household goods are not authorized. (UNCLASSIFIED)

f. Air movement reports will be submitted in accordance with Chapter 6 of SACM 67-1, dated August 1956. (UNCLASSIFIED)

g. The number of personnel to be transported in unit aircraft is limited to four (4) persons. (UNCLASSIFIED)

h. Airlift will be provided as follows:

(1) MATS will provide support airlift from Lincoln Air Force Base to Greenham Common for 167 persons and 27.7 tons of cargo on 3 January 1958, for the 307th and 98th Bombardment Wings. Personnel with exception of B-47 crew members, will be rotated in accordance with

INDEX 5
 SOUTH OPORD 96-57
 13 Dec 57

SECRET

7S-2435

SECRET

will type the following statement on all cargo manifests: "Military equipment being returned to the United States for future use by United States Services." (UNCLASSIFIED)

b. Deploying personnel and their personal baggage being transported in support aircraft will be separated enroute. (UNCLASSIFIED)

c. Two Unit personnel will accompany each support aircraft carrying cargo for security purposes. (UNCLASSIFIED)

d. Baggage maintenance personnel and their baggage may weigh as much as 360 pounds, per man. However, for planning purposes, administrative personnel weight will be 300 pounds per man (average), including baggage. Baggage weight will average 135 pounds and will include personal effects, tool kits, and other professional equipment. Transportation officers will insure that individuals do not possess excess personal baggage. Additional baggage allowances will not be shipped by surface means. (UNCLASSIFIED)

e. Travel of dependents and shipment of household goods are not authorized. (UNCLASSIFIED)

f. Air movement reports will be submitted in accordance with Chapter 6 of SACM 67-1, dated August 1956. (UNCLASSIFIED)

g. The number of personnel to be transported in unit aircraft is limited to four (4) persons. (UNCLASSIFIED)

h. Airlift will be provided as follows:

(1) MATS will provide support airlift from Lincoln Air Force Base to Greenham Common for 167 persons and 27.7 tons of cargo on 3 January 1958, for the 307th and 98th Bombardment Wings. Personnel with exception of B-47 crew members, will be rotated in accordance with

REF: 5
 DATE OF RMD: 96-97
 13 Dec 57

SECRET

7S-2435

SECRET

and copy the following statement on air cargo manifests: "Military equipment being returned to the United States for future use by United States Services." (UNCLASSIFIED)

b. Deploying personnel and their personal baggage being transported in support aircraft will be separated enroute. (UNCLASSIFIED)

c. Two Unit personnel will accompany each support aircraft carrying cargo for security purposes. (UNCLASSIFIED)

d. Baggage maintenance personnel and their baggage may weigh as much as 310 pounds, per man. However, for planning purposes, administrative personnel weights will be 300 pounds per man (average), including baggage. Baggage weight will average 135 pounds and will include personal effects, tool kits, and other professional equipment. Transportation officers will insure that individuals do not possess excess personal baggage. Additional baggage allowances will not be shipped by surface means. (UNCLASSIFIED)

e. Travel of dependents and shipment of household goods are not authorized. (UNCLASSIFIED)

f. Air movement reports will be submitted in accordance with Chapter 6 of SACM 67-1, dated August 1956. (UNCLASSIFIED)

g. The number of personnel to be transported in unit aircraft is limited to four (4) persons. (UNCLASSIFIED)

h. Airlift will be provided as follows:

(1) MATS will provide support airlift from Lincoln Air Force Base to Greatham Common for 167 persons and 27 1/2 tons of cargo on 3 January 1958, for the 307th and 98th Bombardment Wings. Personnel with exception of B-47 crew members, will be rotated in accordance with

INDEX 5
SOUTH OXFORD 96-97
13 Dec 57

SECRET

7S-2435

SECRET

will type the following statement on air cargo manifests: "Military equipment being returned to the United States for future use by United States Services." (UNCLASSIFIED)

b. Deploying personnel and their personal baggage being transported in support aircraft will be separated enroute. (UNCLASSIFIED)

c. Two Unit personnel will accompany each support aircraft carrying cargo for security purposes. (UNCLASSIFIED)

d. Baggage maintenance personnel and their baggage may weigh as much as 360 pounds, per man. However, for planning purposes, administrative personnel weights will be 300 pounds per man (average), including baggage. Baggage weight will average 135 pounds and will include personal effects, tool kits, and other professional equipment. Transportation officers will ensure that individuals do not possess excess personal baggage. Additional baggage allowances will not be shipped by surface means. (UNCLASSIFIED)

e. Travel of dependents and shipment of household goods are not authorized. (UNCLASSIFIED)

f. Air movement reports will be submitted in accordance with Chapter 6 of SACM 67-1, dated August 1956. (UNCLASSIFIED)

g. The number of personnel to be transported in unit aircraft is limited to four (4) persons. (UNCLASSIFIED)

h. Airlift will be provided as follows:

(1) MATS will provide support airlift from Lincoln Air Force Base to Greenham Common for 167 persons and 27 1/2 tons of cargo on 5 January 1958, for the 307th and 98th Bombardment Wings. Personnel with exception of B-47 crew members, will be rotated in accordance with

NAEX 5
 307th OFORD 96-97
 13 Dec 57

SECRET

7S-2435

SECRET

will type the following statement on air cargo manifests: "Military equipment being returned to the United States for future use by United States Services." (UNCLASSIFIED)

b. Deploying personnel and their personal baggage being transported in support aircraft will be separated enroute. (UNCLASSIFIED)

c. Two Unit personnel will accompany each support aircraft carrying cargo for security purposes. (UNCLASSIFIED)

d. Baggage maintenance personnel and their baggage may weigh as much as 360 pounds, per man. However, for planning purposes, administrative personnel weights will be 200 pounds per man (average), including baggage. Baggage weight will average 135 pounds and will include personal effects, tool kits, and other professional equipment. Transportation officers will insure that individuals do not possess excess personal baggage. Additional baggage allowances will not be shipped by surface means. (UNCLASSIFIED)

e. Travel of dependents and shipment of household goods are not authorized. (UNCLASSIFIED)

f. Air movement reports will be submitted in accordance with Chapter 6 of SACM 67-1, dated August 1956. (UNCLASSIFIED)

g. The number of personnel to be transported in unit aircraft is limited to four (4) persons. (UNCLASSIFIED)

h. Airlift will be provided as follows:

(1) MATS will provide support airlift from Lincoln Air Force Base to Greenham Common for 167 persons and 27 1/2 tons of cargo on 3 January 1958, for the 307th and 98th Bombardment Wings. Personnel with exception of B-47 crew members, will be rotated in accordance with

INDEX 9
DISTRIBUTION 96-97
13 Dec 57

SECRET

7S-2435

SECRET

paragraph 7, of this Annex. (UNCLASSIFIED)

(2) Rotational airlift: MATS will provide support airlift from Lincoln Air Force Base to Greenham Common. After sufficient crew rest at Greenham Common, MATS will return rotating personnel to Lincoln AFB. Approximately 48 personnel will be rotated to Lincoln AFB each 30 days. Approximately 24 persons assigned to the 307th Bombardment Wing will be included as a part of Lincoln AFB scheduled for each 30 day rotation. Coordination between MATS and SAC will be effected so as to have Lincoln AFB departures on other than week ends. Aircraft generations for support airlift will not normally occur on week ends. (SECRET)

6. MEDICAL: (UNCLASSIFIED)

- a. Medical personnel will not be deployed. (UNCLASSIFIED)
- b. Units will be supported by local resources at the forward base.

(UNCLASSIFIED)

c. Immunization: Personnel involved in the movement will be immunized in accordance with AFR's 160-101, as amended, and 160-102, and SACR 160-1. (UNCLASSIFIED)

d. Hospitalization: Hospitalization and evacuation will be in accordance with procedures prevailing at enroute stations and at the destination. (UNCLASSIFIED)

(1) In an emergency and if necessary, the Task Force Surgeon, evacuation using available aircraft, may be effected if a qualified attendant is furnished to accompany the patient. (UNCLASSIFIED)

7. PERSONNEL: (UNCLASSIFIED)

ANNEX D
307TH BOMB 96-57
13 Dec 57

SECRET

75-2435

SECRET

Paragraph 4 of this Annex. (UNCLASSIFIED)

(2) Rotational airlift: MATS will provide support airlift from Lincoln Air Force Base to Greenham Common. After sufficient crew rest at Greenham Common, MATS will return rotating personnel to Lincoln AFB. Approximately 48 personnel will be rotated to Lincoln AFB each 30 days. Approximately 24 persons assigned to the 307th Bombardment Wing will be included as a part of Lincoln AFB scheduled for each 30 day rotation. Coordination between MATS and SAC will be effected so as to have Lincoln AFB departures on other than week ends. Aircraft generations for support airlift will not normally occur on week ends. (SECRET)

6. MEDICAL: (UNCLASSIFIED)

- a. Medical personnel will not be deployed. (UNCLASSIFIED)
- b. Units will be supported by local resources at the forward base. (UNCLASSIFIED)
- c. Immunization: Personnel involved in the movement will be immunized in accordance with AFM's 160-101, as amended, and 160-102, and SACR 160-1. (UNCLASSIFIED)
- d. Hospitalization: Hospitalization and evacuation will be in accordance with procedures prevailing at enroute stations and at the destination. (UNCLASSIFIED)
- e. In an emergency and if necessary, the Task Force Surgeon, evacuation using available aircraft, may be effected if a qualified attendant is furnished to accompany the patient. (UNCLASSIFIED)

7. PERSONNEL: (UNCLASSIFIED)

ANNEX 2
307TH CBW 28-07
13 Oct 57

SECRET

75-2435

SECRET

a. Deploying Personnel. Upon deployment, personnel as indicated in Tab A, Appendix 1, Annex D herein, will not be exceeded without prior approval of this Headquarters. (UNCLASSIFIED)

(1) Unit commanders concerned will identify and notify, at least 30 days before departure, as personnel scheduled to deploy. Deviation from this policy, with regard to each individual concerned will be made only with the concurrence of Eighth Air Force Commander. (UNCLASSIFIED)

b. Retainability. Personnel deploying will have sufficient retainability to insure retainability for duration of specified TDY. Personnel who will become eligible for separation under current directives after return from TDY must have sufficient service remaining to complete processing for separation. (UNCLASSIFIED)

c. Leave. Personnel on leave may be recalled if required to accompany this team. Recall will be left to the discretion of the organization commander concerned. (UNCLASSIFIED)

d. Exempted Personnel. Personnel in the following categories will not be deployed: (UNCLASSIFIED)

(1) Officers who have submitted resignation under AFR 36-12, as amended. (UNCLASSIFIED)

(2) Officers who have been recommended for elimination under AFRS 35-66, 36-2, as amended, or 36-70, as amended. (UNCLASSIFIED)

(3) Officers who have been nominated as principals or alternates for assignment to a service school, including USAFIT and pilot training.

ANNEX D
307TH OPORD 96-57
13 Dec 57

SECRET

73-2435

SECRET.

an exception to this ruling is made if it can be determined that personnel will be available for such assignment on the established reporting date.

(UNCLASSIFIED)

(4) Personnel undergoing investigation or awaiting trial by court-martial. (UNCLASSIFIED)

(5) Personnel tentatively qualified for aviation cadet training. Airmen who have successfully passed their physical examinations for flying and meet the maximum qualifications outlined in paragraphs 4a, through f, AFR 51-3, 25 Aug 55, are considered tentatively qualified. (UNCLASSIFIED)

(6) Airmen who have made application for OCS and meet the provisions of AFR 53-3, as amended. (UNCLASSIFIED)

(7) Personnel granted deferment under AFM 35-11, as amended. (UNCLASSIFIED)

(8) Personnel attending formal or technical training courses. Key personnel may be recalled from schools only upon approval of Headquarters SAC. Commanders who consider such withdrawal necessary to meet optional commitments will forward complete justification to the Headquarters in each case. (UNCLASSIFIED)

(9) Personnel undergoing training in B-4 cadre positions. (UNCLASSIFIED)

e. Security Risks. Personnel on whom action has been initiated under AFR 35-62 as security risks will not be deployed. (UNCLASSIFIED)

f. Uniforms. Personnel will conform to the uniform regulations to the European Theatre. (UNCLASSIFIED)

(1) Commanders may authorize the wearing of the suit, working,

ANNEX D
307TH OPORD 96-57
13 Dec 57

SECRET.

78-2435

SECRET.

and necessary for the performance of the assignment or mission. If any uniform is not suited, Enroute dress for this deployment will be suit, working, (UNCLASSIFIED)

g. Customs Briefing. Personnel will be briefed concerning the following

(1) Customs and courtesies of the country to which deployed. (UNCLASSIFIED)

(2) Prohibitions and penalties to illegal commercial and black-market activities. (UNCLASSIFIED)

h. Available Air Transport Trip Insurance. All persons traveling by MATS aircraft will be briefed on the availability and use of MATS Trip Insurance by the base personnel or passenger processing officer. (UNCLASSIFIED)

(1) MATS will furnish insurance applications to each base Commercial Transportation Officer. (UNCLASSIFIED)

(2) Insurance applications will be furnished the processing section by the Base Commercial Transportation Officer. (UNCLASSIFIED)

(3) Insurance applications will be furnished the processing section by the Base Commercial Transportation Officer. (UNCLASSIFIED)

(4) Trip Insurance policies afford coverage for round trip, if completed within one year. (UNCLASSIFIED)

(5) This trip insurance does not apply to personnel moving by MATS aircraft to forward bases for the outbound movement, therefore the commercial transportation officer will insure that MATS trip insurance applications are made available for those personnel returning

SECRET

by MATS aircraft from forward bases where these applications may not be available. (UNCLASSIFIED)

(6) Upon completion of personnel processing, all unused insurance applications will be returned to the Base Commercial Transportation Officer.

i. Passports and Visas. Passports and visas will be procured and processed when required in accordance with AFR 5-30, USAF Foreign Clearance Guide, AFR 34-61, and SACM 55-12, as amended.

j. Casualty Report. Personal affairs and casualty reporting will be in accordance with AFR's 30-11, as amended, and 34-43, and SACR's 30-3 and 34-8.

k. Personnel Records. For this directive, personnel records mean those records for which the Director of Personnel is responsible, such as; AF Form 11, Officer Military Record, AF Form 7, Airman Military Record, AF Form 612, Military Leave Record, organization morning reports, etc.

(1) Personnel records will not accompany rotating personnel. However, the Director of Personnel will include security clearance and length of TDY of each individual placed on orders.

1. In cases of individual TDY, paragraph 1c(2), Chapter 6, AFM 35-9, 1 Set 56, and paragraph 16b(3), Section B, Chapter 2, AFM 35-12, 1 May 56 will apply.

m. Units will deploy personnel by AFSC and skill level or higher as shown in Tab A, Appendix 1, this Annex. Total personnel (including air crews) involved will not exceed the quantity authorized by specific listing in this operations order.

n. TDY status of airmen will not in any way jeopardize opportunity

ANNEX D
307TH OPORD 96-57
13 Dec 57

SECRET

78-2435

SECRET

for promotion.

o. TDY augmentation personnel at overseas bases will not be assigned additional duties such as guard duty, KP, etc.

p. The pay section of the Wing consolidated unit personnel office will submit military pay orders on deploying personnel. MPO on initial deployment will be submitted to Base Finance on 20 December 1957. Monthly pay will be paid through finance facilities. Thereafter, MPOs will be submitted on the 20th of each month for subsequent persons deploying. Personnel will be paid 30 days per diem prior to departure from this base. Those persons deploying for 90 days will be paid additional 30 days per diem after 60 days.

q. Name of persons designated to subsequently support this rotation, will be submitted to the Base Personnel Officer on the 25th day of each month. (Example: Those persons deploying in February will be submitted on 25 Jan 58)

8. SECTION VIII - ADJUTANT

a. TDY Orders. Temporary duty orders will be issued in accordance with AFM 30-3 and AFM 30-3/SACSUP-1. CIPAP will be authorized. Orders will not be designated as group travel orders. Unless otherwise stated, orders will be unclassified regardless of the classification of this operation order.

b. Per Diem. (See Section VII, Paragraph p above)

c. TDY Orders will use the following statement verbatim for justification purposes:

ANNEX D
307TH OPORD 96-57
13 Dec 57

SECRET

7S-2435

SECRET

3. Forward to 3d Air Division, New York.

(1) Mail for crew personnel should not be forwarded due to the short duration of TDZ, but if necessary, address below will be utilized.

(a) Mail for combat crew personnel will carry the unit designation as follows:

"Reflex 'B'"

(b) A typical example of a combat crewman's address is:

Major John J. Doe
 Reflex "B"
 3909th AFBW
 APO 167, NY, NY

(2) Mail for augmentation support personnel will be addressed

as follows. A typical example follows:

M/Sgt John P. Henry
 Reflex "B"
 3909th Field Maint Sq.
 APO 167, NY, NY

(3) The requirements of paragraph 3, AFR 182-4 will not apply.

4. SECTION IV - COMBAT CREW - Not applicable to this Commander.

5. SECTION X - JUDGE ADVOCATE:

a. Court-Martial Jurisdiction. Personnel assigned or attached may at the discretion of the Commander 7th Air Division be retained under the jurisdiction of the 7th Air Division for Court-Martial purposes if:

- (1) Under investigation.
- (2) Pending trial by Court-Martial of review.
- (3) Required as a material witness in Court-Martial proceedings.

ATTN: D
 304TH SIGCOG 24-57
 13 Dec 71

SECRET

73-2-14

SECRET

2. Security Operations. The SAC Security Operations Agency (SOA) will determine the supervisory authority for units and aircraft at each phase in determining the supervisory authority for units and aircraft at each phase. The appropriate unit security officer will monitor unit security procedure during the movement to and from forward areas in accordance with this plan.

b. Using organizations will be responsible for the security of aircraft during normal duty hours and at such other times as they are in contact with or in the immediate vicinity of such priority elements. Security personnel will be responsible for the security of aircraft during all other periods.

c. Requirements for access to unit aircraft and equipment will be established by the Task Force Commander.

d. Security operations at enroute bases will be conducted as follows:

(1) The security of unit aircraft and equipment staging through non-SAC bases will normally be provided by the Air Police commander of the base and his associates for that station.

(2) The security of unit aircraft and equipment staging through SAC bases will be the responsibility of the host SAC base.

e. Air Police will be deployed as indicated in 818th Air Base Group operations plan.

f. Reference paragraph 830, Task Message 5529, dated 30 Sept 1967, "Security of Forward Areas for Protection of Airlift Aircraft", will apply.

g. Reference 830. Aircraft commanders are responsible for aircraft security at non-SAC bases.

SECRET
 13526
 13526

SECRET

SECRET

h. Appropriate SOP's at SAC bases will clearly indicate security responsibilities.

12. SECTION XII - MISCELLANEOUS

✓ a. Burial and Grave Registration. Burial and grave registration will be in accordance with existing directives of the theatre to which deployed. In the absence of theatre directives, AFR's 30-11, as amended, and 143-6, as amended, and AFM 143-1, will be followed.

✓ b. Regulations, Technical Orders, and other directives. Publications will be deployed as directed in AFM 5-4/SAC SUP-1. Such documents will be within the weight limitations set forth by Headquarters 8th Air Force.

✓ c. Insect Control. Aircraft, will carry at least two aerosol bombs. Aircraft will be completely sprayed 30 minutes before landing at the first stop after crossing the United States boundary.

d. To control rotation of support personnel and scheduling of MATS airlift, an IBM listing of support personnel for Greenham Common by task has been compiled. This listing assigns task numbers in accordance with Tab A, Appendix 1, this Annex. To keep the personnel listings current, operations immediate messages will be forwarded immediately following departure/arrival of aircraft transporting support personnel. These messages will carry RCS: 8AF-P5 Report of Support Personnel and will be directed to Headquarters Eighth Air Force, Attn: DML 3. Information copies will be forwarded to the "Reflex Action" detachment. The 818th Air Division will report departure only. The "Reflex Action" detachment will report arrivals only.

ANNEX D
307TH OPORD 96-57
13 Dec 57

SECRET

7S-2435

SECRETHEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, NebraskaAPPENDIX 1, ANNEX D, OPERATIONS ORDER 96-57ROTATION OF PERSONNEL

1. Personnel, other than flight crews, are to be rotated approximately every 90 days. (Confidential)
2. Flight crews will be rotated approximately every 15 days. (Confidential)
3. The "Reflex Action" Detachment Commander for Greeham Common will be selected by name. Original levy for this position has been placed on the 98th Bomb Wing. Subsequent levies will be divided between 310th and 307th Bomb Wings on an equitable basis. (Confidential)
4. MATS aircraft departure schedules for personnel will be published by separate communication, this Headquarters. (Uncl)
5. Personnel of the enroute maintenance team at Goose AB may rotate by tactical aircraft if specifically scheduled for ground refueling. If not by tactical aircraft, rotation schedule will be published at a later date. (Confidential)
6. Proposed subsequent levies of key maintenance and operations personnel by wing is included as TAB C, this Appendix. Said proposal has not been approved by higher Headquarters, and is submitted for planning purposes only. (Confidential)

APPENDIX 1
ANNEX D
307TH BOMB 96-57
13 Dec 57**SECRET**

7S-2435

SECRET

1. [Illegible]
 2. [Illegible]

TAB A. APPENDIX 1, ARMY P. REFLEX ACTION PERSONNEL LISTING (U)

TYPE	RANK	JOB TITLE	AGE
1116	MAJ	OPNS OFF	WHS
1525	CAPT	PLANS OFF	WHS
27150/70		Air Oper Spec	WHS
4316	MAJ	CHIEF INT	WHS
70250	A1C	Admin Spec	WHS
43151F	SSGT	Crew Chief	372
43151G	TSGT	Crew Chief	372
43151H	A1C	Asst Crew Chief	372
43151E	A2C	" " "	372
43151F	A1C	" " "	372
43151G	A2C	" " "	372
43151H	A1C	" " "	372
43151I	A3C	" " "	371
43151J	SSGT	" " "	371
43151K	A2C	" " "	371
43151L	A1C	" " "	371
43151M	A1C	" " "	372
43151N	A1C	" " "	372
43151O	SSGT	" " "	370
43151P	A1C	" " "	370
43151Q	A1C	" " "	370
43151R	A2C	" " "	370
43151S	A2C	" " "	370
43151T	A3C	" " "	370
43151U	A3C	" " "	370
43151V	A2C	" " "	371
43151W	A1C	" " "	371
43151X	A1C	" " "	371
43151Y	A3C	" " "	371
43151Z	A3C	" " "	371
43152A	A3C	" " "	371
43152B	SSGT	Acft Elec Sys Mech	372
43152C	A1C	" " " "	372
43152D	A2C	Inst Rprsm	372
43152E	A1C	Acft Elec Rprsm	372
43152F	A1C	Acft Elec Rprsm	372
43152G	A2C	Airframe Rprsm	372
43152H	1STLT	ACFT MAINT OFF	372
43152I	A1C	Acft Elec Rprsm	372
43152J	MSGT	Bomb Nav Sys Mech	372
43152K	A1C	Bomb Nav Sys Mech	372
43152L	A2C	Bomb Nav Sys Mech	372
43152M	TSGT	Acft Radio Maint Tech	372

APPENDIX 1
 ARMY P.
 13 Dec 57

SECRET

78-2135

SECRET

ARSC	RANK	JOB TITLE	ORGN
30153	SSGT	ECM Rprmn	A&E
30153	A2C	" "	A&E
323500	SSGT	Turret Sys Mech	A&E
46270	TSGT	Wpns Maint Supvr	A&E
46250	A2C	Wpns Mech	A&E

TAB A, APPENDIX 1
 ATTEN D
 13 Dec 57

7S-2435

SECRET

SECRET

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

TAB B, APPENDIX 1, ANNEX D, ENROUTE TEAM PERSONNEL LISTING (U)

<u>AFSC</u>	<u>RANK</u>	<u>JOB TITLE</u>	<u>ORGN</u>
42152	A2C		FM
43171E	MSGT		37C

TAB B, APPENDIX 1
ANNEX D
307TH OPORD 96-57
13 Dec 57

SECRET

7S-2435

SECRET

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

TAB C
APPENDIX 1, ANNEX D, PLANNED ROTATION OF KEY PERSONNEL (U)

AFSC	JOB TITLE	1	2	3	4	5	6	7	8	9	10	11	12
0066	COMMANDER	98	98	98	310	310	310	307	307	307			
70250	Admin/Sup	98	98	98	310	310	310	307	307	307			
1416	OPS OFF	307	307	310	310	310	98	98	98	307			
1416	PLNS OFF NAV	98	98	98	307	307	307	310	310	310			
1525	" " "	98	98	98	307	307	307	310	310	310			
1245	" " "	98	98	98	307	307	307	310	310	310			
1525B	RADAR PRED OFF	307	307	98	98	98	310	310	310	307			
2016	INTEL OFF	310	310	310	307	307	307	98	98	98			
27170	Ops Spec	307	307	307	310	310	310	98	98	98			
	OIC CONTROL RM	310	98	98	98	307	307	307	310	310			
	Intel Tech	310	310	98	98	98	307	307	307	310			
	Admin Spec	310	310	310	98	98	98	307	307	307			
43171E	Team Chief	310	310	310	310	310	310	310	310	310	310	310	310
43171E	Team Chief & C/C	310	310	310	310	310	310	310	310	310	310	310	310
43171E	" "	310	310	310	307	307	307	307	307	307	307	307	307
43171E	" "	307	307	307	307	307	307	307	307	307	307	307	307
43171E	" "	307	307	307	98	98	98	98	98	98	98	98	98
43171E	" "	98	98	98	98	98	98	98	98	98	98	98	98
32170E	Bomb Nav Tech	310	310	310	310	310	310	310	310	310	310	310	310
32170E	" " "	307	307	307	307	307	307	307	307	307	307	307	307
32170C	K Sys Tech	310	310	310	307	307	307	98	98	98	310	310	310
32170D	Computer Tech	98	98	98	307	307	307	310	310	310	98	98	98
32170E	Bomb Nav Tech	98	98	98	98	98	98	98	98	98	98	98	98
30170	Radio Maint Tech	307	307	307	98	98	98	310	310	310	307	307	307
32370C	Turret Sys Tech	98	98	98	310	310	310	307	307	307	98	98	98
32370C	" " "	310	310	310	307	307	307	98	98	98	310	310	310
46270	Wpns Maint Supvr	307	307	307	98	98	98	310	310	310	307	307	307
30173	ECM Tech	98	98	98	307	307	307	310	310	310	98	98	98
64151	A&E Supply Spec	307	307	307	98	98	98	310	310	310	307	307	307
64173	Maint Supply Lia	98	98	98	310	310	310	307	307	307	98	98	98
70250	Maint Admin Clk	307	307	307	310	310	310	98	98	98	307	307	307

TAB C, APPENDIX 1
ANNEX D
307TH OPORD 96-57
13 Dec 57

SECRET

7S-2435

SECRET

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

APPENDIX 2, ANNEX D

1. Presented below is the Aircraft Arrival Schedule for units of the 307th Bomb Wing participating in the operation: (C)

SQDN	JANUARY				FEBRUARY				MARCH				APRIL				MAY				JUNE			
	8	15	22	29	5	12	19	26	6	13	20	27	3	10	17	24	6	13	20	27	3	10	17	24
370		X			X			X			X			X			X			X			X	
371			X			X			X			X			X			X			X			X
372	X			X		X				X			X			X			X			X		

2. Below, as Tab A, this Annex, is the Maintenance sequence which will be followed in preparing unit aircraft for overseas deployment in support of this operation. (C)

MAINTENANCE SEQUENCE CHART (C)

D-4 Day	D-3 Day	D-2 Day	D-1 Day	D-Day
Unscheduled Maintenance	Change Configuration, Inst Cat Walks, Inst ECM EQ, Refuel and Unscheduled Maintenance	Ground Crew Pre-flight, Load Training Ammo, and Ring Out	Complete Air Crew pre-flight and Loading of Aircraft	Fly Cross Country

SECRET

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

APPENDIX 3, ANNEX D, OPERATIONS ORDER 96-57TOOLS, EQUIPMENT, FLYAWAY KIT, AND ENGINE REQUIREMENTS

1. Units will deploy tools, equipment, and engines as indicated in this Appendix, its Tabs and elsewhere in this Annex. (Uncl)
2. Units will retain control and accountability on engines deployed in accordance with paragraph 6, of this Annex. (Uncl)
3. Property responsibility for tools and equipment: Property responsibility for tools and equipment deployed will be in accordance with CINCSAC Message DM2A 32425, 27 October 1957, subject: "Change to paragraph 5, SAC Regulation 400-3". This procedure, for simplification, is in essence listed below: (Uncl)
 - a. Home Station Supply Officers will:
 - (1) Transfer accountability to the appropriate unit supply officer at the forward base. (Uncl)
 - (2) Indicate on their AF Forms 1120 that this equipment is at the forward base. (Uncl)
 - (3) Keep the appropriate supply officer at the forward base advised concerning any change in authorization for this equipment. (Uncl)
 - b. The appropriate unit Supply Officer of the forward base will:
 - (1) Pick-up transferred equipment on their AF Forms 1120, indicating in the authorization column the UAL number, squadron and home station where the equipment is authorized. (Uncl)

APPENDIX 3
ANNEX D
307TH OPORD 96-57
13 Dec 57

SECRET

7S-2435

SECRET

(2) Keep the affected base station supply officer advised of any change in status of the equipment. (Uncl)

(3) Transfer accountability for this equipment back to the home station upon completion for the requirement for it. (Uncl)

4. UAL's will not be changed. Home station supply officers will not requisition replacements for equipment on loan to a forward base in accordance with these instructions. Such items will be considered on hand for reporting purposes. (Uncl)

5. Recapitulation of weights for deployment to Greenham Common is as follows: (Uncl)

<u>ITEM</u>	<u>TOTAL WEIGHT</u>	<u>818AD</u>
Sq Flyaway Kit	27.6	...
Pre-Strike Flyaway Kit	10.1	10.1
Engines	10.9	7.3
"E" Kits	1.8	1.2
Pre-issue	1.7	1.7
Bench Stock	1.0	1.0
Special Equipment	7.1	5.5
ATO Racks	6.0	...
Extra Allowance	<u>1.8</u>	<u>.9</u>
TOTAL	70.0	27.7

SECRET

HEAD QUARTERS 49TH BOMBARDMENT WING, MEDICAL
 144th Air Force Base, Nebraska

TABLE A, APPENDIX B, APPENDIX D, TABLES, EQUIPMENT - PARTIAL COMMON (U)

STOCK NUMBER	NOMENCLATURE	QUANTITY	UNIT
7CAD-801150	Tension Meter	1	FM
4930-247-3671	Gun Grease	1	FM
7CAC-801847	Port Compass Tester	1	FM
7CAC-807695	Pitot Static	1	FM
7CAC-811090	Tester Thermal Switch X-1A	1	FM
7CAC-337105	Gage Assy Hi-Pressure	1	FM
7700-529794	Light Expl Proof M-1 100ft.	4	FM
8WMA-419900	Indicator Comb Gas Type P-1	1	FM
9AGE-101017	Roller Assy	1	FM
9AGE-101111	Socket Tail Cone Nut	5	FM
9AGE-10899	Pliers Snap Ring	1	FM
9BBQ-830137	Gage Flap Actuator	1	FM
9BBQ-830080	Wrench Anti-Skid Assy	1	FM
9BBQ-835300	Adapter Flap	1	FM
9BBQ-835345	Wrench Packing	1	FM
9BBQ-846943	Wrench MLG	1	FM
9BBQ-847117	Spreader Jack	1	FM
	J-47 Eng (30inby) 100lb	2	FM
	Selected Pre-Issue		FM
	APG-32 Bench Set	1	A&E
	MMX Bench Set	1	A&E
602-5036440	CP-1148	1	A&E
	Test Flight Circuit T 267	1	A&E
7CAC-170275-84785	Resolver Cut-Out	1	A&E
7CAC-170275-75	AN-MPM-11A	1	A&E
7CAC-490158	T-101070	1	A&E
7CAC-177090	TS-188	1	A&E
7CAC-173801	AN/GRM-4	1	A&E
7CAC-363891	TS-197-UA	1	A&E
7CAC-341027-5	IFM-10	1	A&E
7CAC-526235	RC-936	1	A&E
7CAC-588880-5	WV-97A	1	A&E
7CAC-589073-4	Multimeter PSM-6	2	A&E
7CAC-797050	MT-101007 Tach OSC	1	A&E
7CAC-86001050	Tension Meter	1	A&E
7CAC-308313-1503	IFM-10	1	A&E
7CAC-801319-45	IFM-10	1	A&E
7CAC-801909	T-101020	1	A&E
7CAC-806022	Tester Firing	1	A&E
7CAC-829580	TS-188	2	A&E
7CAC-150-1107	Quad Assy Adapter	1	A&E
	E Configuration Kits	6	A&E
	Chaff Insert Sets	2	A&E
	Selected Pre Issue		

TABLE A, APPENDIX B
 APPENDIX D
 307TH UFGM 20-17
 13 Dec 57

7S-2435

SECRET

SECRET.

STOCK NUMBER	NOMENCLATURE	QUANTITY	UNIT
7900-458900	Jack 10 Ton	1	PM
5210-293-1665	Gage Stick Pet 3/4"	1	371
6230-295-1747	Searchlight Port Pstl Grp	2	371
7700-247110	Cord Exten 100ft.	2	371
7900-INSL	Screw Extractor	1	371
6230-229-3039	Flashlight Taxi Wand 8"	2	372
6230-548-0629	Flood Light	1	372
7700-247110	Cord Exten 100ft.	2	372

TAB A, APPENDIX 3
 ANNE' D
 307TH OPORD 26-57
 13 Dec 57

7S-2435

SECRET.

SECRET

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

APPENDIX 4, ANNEX D, OPERATIONS ORDER 96-57SUPPLY SUPPORT1. GREENHAM COMMON.

a. The 818th Air Division will provide personnel for operation of FAK as indicated in applicable section of 818ABG OPERATIONS ORDER 96-57. (Unc1)

b. Commander 3909th Air Base Group will furnish any additional personnel and facilities required to insure proper maintenance and operation of the FAK while at that station. (Confidential)

c. Commander 3909th Air Base Group will be responsible for monitoring completeness and assuring that the kit is not depleted below 96 percent, as computed headquarters status reports of Project NIGHT LIGE FAC, RCS: 8AF S-11. This headquarters, Attention DMS3, will be notified immediately if the completeness of this kit falls below 96 percent. Corrective action being taken, plus difficulties being encountered will be cited. (Confidential)

d. Commander 802nd and 818th Air Divisions will be responsible for inclusion of deployed FAK in the regular monthly status report as required by AFR 67-43 and SAC Supplement 1 and 1a thereto. (Confidential)

e. The primary source of all aircraft spares will be from FAK. Required spares, not available from FAK, will be requested from forward operation base supply. All other sources in the UK will be screened for item not accessible from FAK or terminal base. Items not available from any source in UK will be furnished by the home base supply. (Confidential)

APPENDIX 4
ANNEX D
307TH OPORD 96-57
13 Dec 57

7S-2435

SECRET

SECRET

f. Lincoln Air Force Base is designated as the "Home Base" for re-supply of aircraft spares to the forward base for both 802nd and 818th Reflex Aircraft. Engines will be re-supplied by the parent organization concerned (the user). All shipping documents will be marked "For Reflex Action". (Confidential)

g. All priorities 1 through 5 requirements not available from FAK, forward base or theatre assets will be requisitioned by ZIPPO Message direct to the 818th Air Division. If the requirements are available the forward base will be notified by return ZIPPO message and the items shipped by the next departing aircraft. The shipping documents, both priority and routine will be conspicuously identified with the words "Reflex Action". When Priority 1 through 5 items are not available and cannot be located or supplied by the prime depot within four hours, this headquarters, Attention DMS3, telephone extension or , will be notified by voice telephone after which assistance will be rendered in obtaining the items. (Conf)

h. Tinker Air Force Base will assign the "Big Tin" Project Number and routine requirements (Priorities 6-16) will be resupplied under these procedures modified as follows: Requests submitted by the forward base for routine requirements will be directed to WSCP for action with information copy to the 818th Air Division. WSCP will ship required items by Log-Air to the designated base for subsequent airlift by the next deploying Reflex Aircraft to the forward base. Items with dimensions in excess of seven feet long or five feet six inches wide, or three feet high are excluded from

APPENDIX L
ANNEX D
307TH OPORD 96-57
13 Dec 57

SECRET

7S-2435

SECRET

movement to be of greater ease. These bulky items will be transported from WLCF direct to PAB by Log Air for further movement to the forward base by MATR. MATR will be responsible for the delivery of materiel to the deployed units. (Confidential) Transportation Officers will:

i. Advise airmovement designator number in accordance with AFR 67-15 from appropriate PAB (Dover). (Confidential)

ii. Advise MATR by Log Air of MATR requirements for transportation via MATR. (Confidential)

iii. Advise shipping depot via TWX with information this load center cannot handle. If there is an error in classification, oversized items to be returned to base. Also request that future shipment of oversized items be routed direct to PAB. (Confidential)

iv. Advise supply procedures for the previous and be on stock as well as PAB required items. (Uncl)

v. Built-up engines will be re-supplied by the parent organization or aircraft in the way they are used. Deploying units will retain accountability and reporting responsibility. Engines will be reported in accordance with the regulations (3417 and AF Regulation 60-20 for all Reflex operations.) (Uncl)

k. Each person will deploy with individual equipment as directed in SAC Manuals of the 400-1 Series, except for hand and shoulder weapons for non-combat crew personnel. (Uncl)

1. Hand and shoulder weapons will be shipped from the deploying unit (39th, 307th and 40th Bomb Wings) to the SAC/COMB Project Officer, 3905th Air Base Group, APO 167, U. S. Air Force, for each non-combat crew member. Deployed shipping documents will be marked for "Reflex Action". Accountability will be transferred. Units of the deploying wing will annotate

SECRET

forward to the designated base. These bulky items will be shipped direct from WCOF direct to PAB by Log Air for further movement to the Forward base by MATS. If the items are oversized, the base for loading aboard deployment aircraft. Commercial Transportation Officer will (1) obtain airmovement designator number in accordance with AFR 67-15 from appropriate PAE (Dover). (Confidential)

(2) Obtain shipping documents by Log Air or MATS for each item, and (3) ship via MATS. (Confidential)

(4) Advise shipping depot via TWX with information this loadmaster is not qualified to load oversized items. Advise depot if oversized item to do so. Also request that future shipment of oversized items be routed direct to PAB. (Confidential)

(5) Advise base on supply procedures on by to previous and bench stock as well as EAM required items. (Uncl)

(6) Built-up engines will be re-supplied by the parent organization or aircraft organization they are used. Deploying units will retain accountability and reporting responsibility. Engines will be reported in accordance with AF Regulation 68-20 and AF Regulation 68-20 for all Reflex operations. (Confidential)

(7) Each person will deploy with individual equipment as directed in SAC Manuals of the 400-1 Series, except for hand and shoulder weapons for non-combat crew personnel. (Uncl)

(8) Hand and shoulder weapons will be shipped from the deploying unit (390th, 391st, 392nd, 393rd, 394th Bomb Wings) to the SHAWED Project Officer, 390th Air Base Group, APO 167, U. S. Air Force, for each non-combat crew member. Deployed shipping documents will be marked for "Reflex Action". Accountability will be transferred. Units of the deploying wing will annotate:

SECRET

AF Forms 1120 to indicate quantities shipped for support of Reflex Action. All routine reports (i.e., SAC E21, 3AF S-32, etc) subsequently submitted by shipping units will include items and quantities deployed (shipped) with appropriate remarks. Commander 3909th Air Base Group will insure that weapons are properly maintained and made available to TDY Reflex personnel. Upon completion of this operation, all weapons will be returned to the unit from which received or as instructed by this headquarters. Shipping units will not requisition replacement weapons in the interim. UAL authorizations will be retained by the shipping units. The forward base Seaweed Officer will not include these weapons on routine RCS reports. (Confidential)

APPENDIX 4
ANNEX D
307TH OPORD 96-57
13 Dec 57

SECRET

7S-2435

~~SECRET~~

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

ANNEX E

TO

OPERATIONS ORDER

SERIAL NR. 96-57

ADMINISTRATION AND LOGISTICS

This Annex consists of 7 pages.

ANNEX E
307TH BW OPORD 96-57

75-2435

~~SECRET~~

SECRETHEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, NebraskaANNEX E TO OPERATIONS ORDER 96-57ADMINISTRATIVE AND LOGISTICAL1. SECTION I - GENERAL

This Annex prescribes the Administrative and Logistical procedures that will apply to air movement of units to the 818th Air Division to bases outside of the Zone of Interior and to the Administrative and Logistical support requirement levied on the 818th Air Base Group.

2. SECTION II - SUPPLY

a. Command and agencies responsible for logistical support of base through, or to, which SAC forces deploy will furnish supply and service support required by these forces to the extent available.

b. One (1) complete B-47 squadron pre-strike flyaway kit (less engines will be deployed with the 80th Bombardment Wing. This PAK will be configured to support all aircraft in so far as possible. This will be done by using assets, already available in other PAKs of the Wing. Any augmentation required, to support aircraft of different configuration to be deployed from other wings to the same forward base, will be specifically authorized by Headquarters 8th Air Force and Headquarters SAC; who will arrange for obtaining such spares. Use of PAK is authorized, with resupply as indicated in Appendix 4 to this Annex.

c. The 818th Air Division will deploy a total of (4) engines (three inboard and one outboard). Replacement from Lincoln Air Force Base will be on a one for one basis.

ANNEX E
307BW OPORD 96-57

73-2435

SECRET

115

SECRET

d. Selected pre-issue items will be deployed by the 307th Bombardment Wing, and selected bench stock items will be deployed by the 88th Bombardment Wing. Only those selected items as revealed necessary by the forward base survey, considering maintenance capability and equipment available, will be deployed.

e. A recap of normal support, including procedures to be utilized, is set forth in Appendix 4, to this Annex.

f. Supply projects designators will be forwarded by separate message.

g. All reparable, regardless of source from which replacement items were obtained, will be processed in accordance with paragraph 11, Section 7, Volume XVI, AFM 67-1.

h. SAC Regulation 67-17, 67-25 and 67-31 will be complied with.

i. A recap of equipment to be deployed by units of the 81st Air Base Group and method of property responsibility is set forth in Appendix 3, to this Annex. Headquarters 8th Air Force must approve any changes to this list.

j. Flight lunches will consist of food packets and be furnished as required.

3. SECTION III - ARMENT - ELECTRONICS

a. Each person will deploy with a gas mask (M9A1). Authorized weapon and one basic load of ammunition as prescribed in SAC Regulation 138-9 will be deployed with initial personnel only. Weapons and ammunition will be boxed and deployed on the same aircraft with personnel. Individual weapons and ammunition will not be deployed but will remain in place and accounted for in the manner prescribed in Appendix 3, to this Annex.

ANNEX E
307BW OPOD 96-57

SECRET

b. Training ammunition will be deployed in ammo cans aboard each reflexing aircraft to be available for redeployment training flight.

c. Empty Chaff inserts will be installed in Chaff hoppers on initial deployment to the Reflex base. These inserts will remain at the forward base for use during the Reflex action. 818th Air Division will supply five (5) extra sets of Chaff inserts to be prepositioned at the UK base. Training Chaff will be supplied by 818th Air Base Group as required.

4. SECTION IV - TRANSPORTATION

a. Cargo will be prepared for shipment in accordance with OAC Regulation 400-2 and Section III, Chapter 7, MATS SOP Number 2. Units returning from overseas to the Zone of Interior will type the following statement on all cargo manifests: "Military equipment being returned to the United States for future use by United States Armed Forces."

b. Organizational commanders will insure that unit personnel and their personal baggage being transported in support aircraft are not separated enroute.

c. Two security personnel will accompany each support aircraft carrying cargo.

d. Baggage: For planning purposes, 818th Air Base Group personnel weights will be 3000 pounds per man (average), including baggage. Baggage weight will average 135 pounds and will include all personal effects. Maintenance personnel and their baggage may weigh as much as 340 pounds per man to include tool kit. The Transportation Officer will insure that excess personal baggage is not processed. No surface shipment of baggage is authorized.

ANNEX E
307EW OPRD 96-67

75-2435

SECRET

e. Travel of dependents and shipment of household goods are not authorized.

f. Air movement of reports will be submitted in accordance with Chapter 6 of SAC Manual 76-1, dated August 1956.

g. Support airlift will be provided as follows:

(1) 818th Air Division: Support airlift will be provided by MATS from Lincoln Air Force Base to Greenham Common for 167 persons and 27.7 tons of cargo on 3 January 1958. (Ref Appendix 1, and Appendix 3, to this Annex). Personnel of the 818th Air Base Group will be rotated in accordance with Appendix 2, to this Annex.

(2) Rotational airlift: MATS will provide support airlift from the home station to Greenham Common. Lincoln Air Force Base will have approximately 48 persons to be rotated each 30 days. Rotational airlift support is programmed for approximately 48 persons each direction beginning 3 February 1958. This makes it possible to adjust personnel requirements as necessary.

5. SECTION V - MEDICAL

a. No medical personnel will be deployed since all units will be supported by local medical resources at the forward base.

b. Paragraphs 35 and 36, SAC Regulation 400-3 will apply to all units in its entirety.

6. SECTION VI - PERSONNEL

a. Section VII, SAC Regulation 400-3 will apply to all units in its entirety except that deployment of a personnel officer is not required.

b. Units will deploy personnel by AFSC and Skill level or higher as shown in Appendix 1, to this Annex. Total personnel involved will not

ANNEX E
307EW OPOD 96-57

78-2435

SECRET

exceed the quantity authorized by specific listing in this Operations Order.

c. TDY status of airmen will not in any way jeopardize opportunity for promotion.

d. TDY augmentation personnel at overseas bases will not be assigned additional duties such as guard duty, KP, etc.

e. The pay section of consolidated unit personnel will submit military pay orders on the personnel deploying on initial deployment. MPO's will be submitted 20 December 1957 and on the 20th of each succeeding month for those personnel scheduled for deployment. Personnel will be paid 30 days per diem upon departure from this station. Those persons deploying for 90 days will receive an additional per diem check at the end of sixty days.

f. Names of persons scheduled for each period of deployment will be submitted to Base Personnel on the 24th of each month. Example: The names of those persons deploying in February 1958 will be submitted on 24 December 1957, those deploying in March will be submitted on 24 January 1958.

g. Personnel processing will be conducted in Building 966 on 31 December 1957.

7. SECTION VII - ADJUTANT

a. Paragraph 49 and 51 SAC Regulation 400-3 will apply to all units in its entirety.

b. TDY orders will use the following statement verbatim for justification purposes:

(1) Purpose - SAC rotational movement.

c. Mail for 818th Air Base Group personnel will be addressed to Reflex "S". A typical example follows:

ANNEX E
307BW OPORD 96-67

7S-2435

SECRET

M/Sgt John Doe
 Reflex "S"
 3909th Air Police Sq
 APO
 New York, N. Y.

d. The requirements of paragraph 3. AFR 182-4 will not apply.

8. SECTION VIII - COMPTROLLER

a. Military pay records will remain at the home base in accordance with the SAC financial mobility procedure.

b. All personnel will be given a thorough briefing as outlined in paragraph 54b, SAC Regulation 400-3.

c. Paragraph 55, 56, 57, 58 and 59, SAC Regulation 400-3 will apply in its entirety to all units. Funding information is to be forwarded by Headquarters 8th Air Force.

9. SECTION IX - JUDGE ADVOCATE

a. Section IX, SAC Regulation 400-3 will apply in its entirety to all units.

10. SECTION X - SECURITY

a. Section X, SAC Regulation 400-3 will apply in its entirety except as noted below:

(1) Deployment of Air Police will be as indicated in Appendix 1, to this Annex.

(2) Reference paragraph 63c: "IGSP message 5620, dated 30 September 1957, Subject: (S) "Criteria for Protection of Alert Aircraft," will apply.

(3) Reference paragraph 64a. Aircraft commanders are responsible for aircraft security at Non-SAC enroute bases.

ANNEX E
 30LW OPORD 96-57

73-2435

SECRET11. SECTION XI - MISCELLANEOUS

a. Section XII, SAC Regulation 400-3 will apply to all units in its entirety.

b. To control rotation of support personnel and scheduling of MATS airlift, an IBM listing of support personnel for Greenham Common by task has been compiled. This listing assigns task numbers in accordance with Appendix 1, to this Annex. To keep the personnel listings current, operations immediate messages will be forwarded immediately, following departure of aircraft transporting support personnel. These messages will carry RCS: 8AF-P5 Report of Support Personnel, and will be directed to Headquarters 8th Air Force, Attn: DML3. Information copies will be forwarded to the "Reflex Action" detachment. The following format will be utilized.

- (1) For persons departing ZI stations.
 - (a) Task number.
 - (b) Job Title.
 - (c) Name.
 - (d) Rank.
 - (e) Serial Number.
 - (f) Organization.
 - (g) Date Departed ZI.
 - (h) Date Scheduled to depart TDY base.

ANNEX E
307BW OPORD 96-87

7S-2435

121 **SECRET**

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

APPENDIX 1

TO

ANNEX E

TO

OPERATIONS ORDER

SERIAL NR. 96-57

PERSONNEL COMMITMENTS

This Appendix consists of 3 pages.

APPENDIX 1
ANNEX E
307BW OPORD 96-57

7S-2435

122

SECRET

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

APPENDIX 1 TO ANNEX E TO OPERATIONS ORDER 96-57

PERSONNEL COMMITMENTS

1. Recapitulation of personnel commitment of 818th Air Division will be as listed below.

a. Recapitulation - Greenham Common

<u>Element</u>	<u>818th Air Division</u>
Command	2
Operations	5
Chief Maintenance	1 (1)
Maintenance Control	3 (1)
Flight Line Maintenance	49 (1)
Field Maintenance	12
A&E Maintenance	21 (1)
Flyaway Kit	2
Security	33
Food Service	9
	TOTAL 137 (4)

() Indicates temporary first 90 days TDY only.

b. Personnel Manning.

PERSONNEL MANNING - GREENHAM COMMON

<u>TASK</u>	<u>AFSC</u>	<u>GRADE</u>	<u>JOB TITLE</u>	<u>818 AD</u>
			<u>FLYAWAY KIT</u>	
141	64151	SSGT/A1C	Organ Sup Spec1	1
142	64151	SSGT/A1C	" " "	1

APP 1
ANNEX E
307BW OPORD 96-57

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

APPENDIX 1 TO ANNEX E TO OPERATIONS ORDER 96-57

PERSONNEL COMMITMENTS

1. Recapitulation of personnel commitment of 818th Air Division will be as listed below.

a. Recapitulation - Greenham Common

<u>Element</u>	<u>818th Air Division</u>
Command	2
Operations	5
Chief Maintenance	1 (1)
Maintenance Control	3 (1)
Flight Line Maintenance	49 (1)
Field Maintenance	12
A&E Maintenance	21 (1)
Flyaway Kit	2
Security	33
Food Service	9
	TOTAL 137 (4)

() Indicates temporary first 90 days TDY only.

b. Personnel Manning.

PERSONNEL MANNING - GREENHAM COMMON

<u>TASK</u>	<u>AFSC</u>	<u>GRADE</u>	<u>JOB TITLE</u>	<u>818 AD</u>
			<u>FLYAWAY KIT</u>	
141	64151	SSGT/A1C	Organ Sup Spec1	1
142	64151	SSGT/A1C	" " "	1

APP 1
ANNEX E
307BW OPOD 96-57

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

APPENDIX 1 TO ANNEX E TO OPERATIONS ORDER 96-87

PERSONNEL COMMITMENTS

1. Recapitulation of personnel commitment of 818th Air Division will be as listed below.

a. Recapitulation - Greenham Common

<u>Element</u>	<u>818th Air Division</u>
Command	2
Operations	5
Chief Maintenance	1 (1)
Maintenance Control	3 (1)
Flight Line Maintenance	49 (1)
Field Maintenance	12
A&E Maintenance	21 (1)
Flyaway Kit	2
Security	33
Food Service	9
	TOTAL 137 (4)

() Indicates temporary first 90 days TDY only.

b. Personnel Manning.

PERSONNEL MANNING - GREENHAM COMMON

<u>TASK</u>	<u>AFSC</u>	<u>GRADE</u>	<u>JOB TITLE</u>	<u>818 AD</u>
			<u>FLYAWAY KIT</u>	
141	64151	SSGT/A1C	Organ Sup Specl	1
142	64151	SSGT/A1C	" " "	1

APP 1
ANNEX E
307BW OPORD 96-87

SECRET

SECURITY

<u>TASK</u>	<u>AFSC</u>	<u>GRADE</u>	<u>POSITION</u>	<u>QTR AC</u>
143	77170	MSGT/MSGT	Air Police Supt	1
144	77150	SSGT/A1C	" " "	1
145	77150	" "	" " "	1
146	77150/30	A2C/A3C	Air Policeman	1
149	77150/30	" "	" " "	1
150	77150/30	" "	" " "	1
151	77150/30	" "	" " "	1
152	77150/30	" "	" " "	1
153	77150/30	" "	" " "	1
154	77150/30	" "	" " "	1
155	77150/30	" "	" " "	1
156	77150/30	" "	" " "	1
157	77150/30	" "	" " "	1
158	77150/30	" "	" " "	1
159	77150/30	" "	" " "	1
160	77150/30	" "	" " "	1
161	77150/30	" "	" " "	1
162	77150/30	" "	" " "	1
163	77150/30	" "	" " "	1
164	77150/30	" "	" " "	1
165	77150/30	" "	" " "	1
166	77150/30	" "	" " "	1
167	77150/30	" "	" " "	1
168	77150/30	" "	" " "	1

APP 1
ANNEX B
307BW OPORD 96-87

75-2435

124

SECRET

SECRET

<u>TASK</u>	<u>AFSC</u>	<u>GRADE</u>	<u>JOB TITLE</u>	<u>818 AD</u>
189	77150/30	A2C/A3C	Air Policeman	1
170	77150/30	" "	" " "	1
184	77150/30	" "	" " "	1
185	77150/30	" "	" " "	1
186	77150/30	" "	" " "	1
187	77150/30	" "	" " "	1
188	77150/30	" "	" " "	1
189	77150/30	" "	" " "	1
190	77150/30	" "	" " "	1
191	77150/30	" "	" " "	1
<u>FOOD SERVICE</u>				
192	62270	MSGT/TSGT	Food Serv Supv	1
193	62250	SSGT/A1C	Cook	1
194	62250	" "	"	1
195	62250	" "	"	1
196	62250	" "	"	1
197	62250	" "	"	1
201	62130	A2C	Baker	1
202	62010	A3C	Food Serv Helper	1
203	62010	"	" " "	1

g. Personnel Commitment - Goose Air Base

<u>AFSC</u>	<u>GRADE</u>	<u>818 AD</u>
43171E	M/SGT	1
43151E	S/SGT	1
42152	S/SGT	1
43250	S/SGT	1
Total		$\frac{1}{4}$

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

APPENDIX 2 TO ANNEX E TO OPERATIONS ORDER 96-57

ROTATION OF PERSONNEL

1. Personnel, other than flight crews, are to be rotated approximately every 90 days.
2. Flight crews will be rotated approximately every 15 days.
3. The "Reflex Action" Detachment Commander for Greenham Common will be selected by name. Original levy for this position has been placed on the 818th Air Division.
4. MATS aircraft departure schedules for personnel will be coordinated by Headquarters, 8th Air Force, through Headquarters, SAC with Military Air Transport Service. Schedules of MATS aircraft will be published by separate communication.
5. Personnel of the enroute maintenance team at Goose Air Base may rotate by tactical aircraft is specifically scheduled for ground refueling. If not accomplished by tactical aircraft, rotation will be as indicated in paragraph 3, Appendix 4, to this Annex.
- C. To insure continuity of operations, approximately 1/3 of support personnel will be routed at the end of the first 30 days TDY, and approximately 1/3 at the end of the first 60 days TDY. Thereafter personnel will rotated every 90 days.

APP 2
ANNEX E
307BW OPORD 96-57

7S-2435

SECRET

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

APPENDIX 3

TO

ANNEX E

TO

OPERATIONS ORDER

SERIAL NR. 96-57

TOOLS, EQUIPMENT, FLYAWAY KIT, AND ENGINE REQUIREMENTS

This Appendix consists of 2 pages.

APPENDIX 3
ANNEX E
307BW OPORD 96-57

75-2435

SECRET

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

APPENDIX 3 TO ANNEX E TO OPERATIONS ORDER 96-57TOOLS, EQUIPMENT, FLYAWAY KIT, AND ENGINE REQUIREMENTS

1. The 818th Air Division will deploy tool, equipment, flyaway kits, and engines as indicated in this Appendix. Units will retain control and accountability of engines deployed in accordance with paragraph 6, Appendix 4, this Annex.

2. Property responsibility for hand and shoulder weapons deployed will be as follows:

a. Home Station Supply Officers will:

(1) Transfer accountability to the Reflex Action Supply Officer, 3909th Air Base Group, APO 167, NY, NY.

(2) Indicate on AF Forms 1120 that weapons are at the forward base.

(3) Keep the Reflex Action Supply Officer at the forward base advised concerning any change in authorization for this equipment.

b. The Reflex Action Supply Officer will:

(1) Keep the home station supply officer advised of any change in status of the weapons.

(2) Transfer accountability for this equipment to the home station upon completion for the requirement for it.

(3) UAL's will not be changed. Supply Officers this station will not requisition replacements for equipment on loan to a forward base in accordance with these instructions. Such items will be considered on hand for reporting purposes.

APP 3
ANNEX E
307BW OFORD 96-57

129 **SECRET**

7S-2435

SECRET

4. Recapitulation of weights for deployment to Greenham Common is as follows:

<u>ITEM</u>	<u>TOTAL WT TONS</u>
Pre-Strike Flyaway Kit	10.1
Engines	7.3
"E" Kits	1.2
Pre Issue	1.7
Bench Stock	1.0
Special Equipment	5.5
Extra Allowance	.9

5. Maintenance Support: Aircraft spares not to exceed minimum quantity Enroute Kit to prepare aircraft for safety of flight discrepancies will be provided and deployed to Goose Air Base by the 818th Air Division. Initial airlift of enroute team and spares will be accomplished by the 818th Air Division. Engines will not be deployed to enroute bases.

6. Organization deploying equipment, tools, etc, will prepare these items for shipment to the overseas base and retain the package items within the organization until called for by the respective Logistics Officer or the Commercial Transportation Officer. Under normal conditions this will be on the day the support aircraft are scheduled to arrive this station.

SECRET

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

APPENDIX 4

TO

ANNEX E

TO

OPERATIONS ORDER

SERIAL NR. 96-57

WILD CAT BRAND - GREENHAM COMMON

This Appendix consists of 4 pages.

APPENDIX 4
ANNEX E
307BW OPORD 96-57

7S-2435

SECRET

131

SECRETHEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, NebraskaAPPENDIX 4 TO ANNEX E TO OPERATIONS ORDER 96-57WILD CAT BRAND - GREENHAM COMMON

1. The 818th Air Base Group will provide personnel for operation of FAK as indicated in Appendix 1.
2. Commander, 3909th Air Base Group will be responsible for monitoring completeness and assuring that the kit is not depleted below 96%, as computed headquarters status reports of Project Night Life FAK, RCS: 9AF S-11. Headquarters, 8th Air Force will be notified immediately if the completeness of this kit falls below 96%. Corrective action being taken, plus difficulties being encountered will be cited.
3. Commander, 818th Air Base Group will be responsible for inclusion of deployed FAK in the regular monthly status report as required by AFR 57-43 and SAC Supplement 1 and 1A thereto.
4. The primary source of all aircraft spares will be from FAK. Required spares, not available from FAK, will be requested from forward operation Base Supply. All other sources in the UK, will screen for item not accessible from FAK or operating base. Items not available from any source in UK will be furnished by the home Base Supply.
5. Lincoln Air Force Base is designated as the "Home Base" for resupply of aircraft spares to the forward base for both 802nd and 818th Air Division Reflex aircraft. Engines will be resupplied by the parent organization concerned (the user) all shipping documents will be marked "For Reflex Action".

APPENDIX 4
ANNEX E
307BW OPORD 96-57**SECRET**

7S-2435

SECRET

6. All priorities 1 through 5 requirements not available from FAK, forward base or theater assets will be requisitioned by ZIPPO message, direct to Lincoln AFB Base Supply. If the requirements are available the forward base will be notified by return ZIPPO message and the items will be shipped by the next departing aircraft. All shipping documents, both priority and routine will be conspicuously identified with the words "Reflex Action". When Priority 1 through 5 items are not available and cannot be located or supplied by the prime depot within four hours, Headquarters, 8th Air Force, Attn: DMS3, telephone extension 23258 or 5234, will be notified by voice telephone after which assistance will be rendered in obtaining the items.

7. BASE SUPPLY:

- a. The Base Supply Officer will designate personnel who will be responsible for receiving and processing "ZIPPO" re-supply messages.
- b. A list of these personnel, indicating name, rank, serial number, and security clearance of each individual designated will be furnished each wing controller.
- c. During normal duty hours designated personnel can be contacted by calling extension 728.
- d. After normal duty hours (0730-1630, Monday through Friday), the Wing Controllers can contact supply personnel by calling extension 661.
- e. The Base Supply CQ will immediately contact responsible individual for pick-up and processing of ZIPPO messages.
- f. A file of all ZIPPO messages will be maintained and annotated with complete supply action.

APPENDIX 4
ANNEX E
307BW OPORD 96-57

133 **SECRET**

75-2435

SECRET

g. Coordination as required will be maintained with commercial transportation for shipment of priority 1 through 5 request and/or transportation of priority 6 through 16 items supplied by the depot.

8. Tinker Air Force Base will assign the "Big Tin" Project Number and routine requirements (Priorities 6-16) will be re-supplied under these procedures modified as follows: Request submitted by the forward base for routine requirements will be directed to WSCP for action with information copy to the 818th Air Division. WSCP will ship required items by Log-Air to the designated base for subsequent airlift by the next deploying Reflex aircraft to the forward base. Items with dimensions in excess of seven feet long or five feet six inches wide, or three feet high are excluded from shipment to the designated base. These bulky items will be shipped direct from WSCP to PAE by Log-Air for further movement to the forward base by MATS. If an item is received which is too large for loading aboard deploying aircraft, the Commercial Transportation Officer will: (1) Obtain air movement designator number in accordance with AFR 67-13 from appropriate PAE (Dover). (2) Forward item(s) by Log-Air to PAE for re-forwarding to destination via MATS. (3) Notify shipping depot via TWX with information to Headquarters, 8th Air Force, Attn: DMS3, of their error in shipping the oversized item to designated base. Also request that future shipment of oversize items be routed direct to PAE.

9. Foregoing re-supply procedures apply to re-issue and bench stocks as well as FAK required items.

10. Built-up engines will be re-supplied by the parent organization. Deploying units will retain accountability and reporting responsibility.

APPENDIX 4
ANNEX E
307BW OPORD 96-57

7S-2435

134 **SECRET**

SECRET

Engines will be reported in accordance with SAC Regulation 67-17 and AF Regulation 65-20 for all Reflex operations.

11. Each individual will deploy with individual equipment as directed in SAC Manuals of the 400-1 series.

APPENDIX 4
ANNEX E
307BW OPORD 96-57

7S-2435

REFLEX BRIEFING

_____, GENTLEMEN. THE CLASSIFICATION OF THIS BRIEFING IS SECRET. THE PURPOSE OF THIS BRIEFING IS TO ACQUAINT YOU WITH THE OVERALL ASPECTS OF THE REFLEX ACTION FORCE FOR WHICH THE 98TH & 307TH AND 310TH BOMB WINGS WILL BE RESPONSIBLE FOR STARTING 7 JANUARY 1958.

THE BRIEFING IS DIVIDED INTO SPECIFIC AREAS OF OPERATION TO PROVIDE A CHRONOLOGICAL SEQUENCE OF THE MAJOR AREAS CONTRIBUTING TO THE OPERATION OF THE REFLEX FORCE. IT IS REQUESTED THAT ALL QUESTIONS BE WITHHELD UNTIL COMPLETION OF THE BRIEFING SINCE MANY OF THE QUESTIONS THAT ARISE MAY BE COVERED ELSEWHERE IN THE BRIEFING. AT THE CONCLUSION OF THE BRIEFING, WE WILL THEN GO THROUGH EACH AREA IN DETAIL AND ATTEMPT TO ANSWER ANY QUESTIONS WHICH YOU MAY HAVE. (u)

SECRET

GROUND RULES

CHART NUMBER _____

LISTED ON THIS CHART ARE THE BASIC GROUND RULES ON WHICH THE REFLEX PLANNING IS PREDICTED.

CONTROL OF REFLEX FORCES:

- 3 - THE TASK FORCE COMMANDER AT GREENHAM COMMON WILL CONTROL THE 8TH AIR FORCE REFLEX FORCES.
- 2 - 7TH AIR DIVISION WILL HAVE OPERATIONAL CONTROL OF THE REFLEX FORCES

1 - 8TH AIR FORCE RETAINS:

OPERATIONAL CONTROL FOR DEPLOYMENT AND REDEPLOYMENT.

ALERT TIMING (30 MINUTES)

- 1st AIRCRAFT TAKEOFF AT 30 MINUTES. REMAINING 14 AIRCRAFT TO TAKE OFF IMMEDIATELY THEREAFTER.

PARTICIPATING AIRCRAFT

- NOT MORE THAN 5 B-47's PER WING WILL REFLEX

SECRET

GROUND RULES

CONTROL OF REFLEX FORCES

- * 8TH AF RETAINS OPS. CONTROL FOR DEPLOYMENT AND REDEPLOYMENT.
- * 7TH AD WILL HAVE CONTROL OF REFLEX FORCES.
- * TASK FORCE CMDR., GREENHAM COMMON WILL CONTROL REFLEX FORCES.

ALERT TIMING (1st A/C - 30 MIN.)

- * 1st A/C OFF AT 30 MIN.
- * REMAINING 14 A/C OFF IMMEDIATELY THEREAFTER.

PARTICIPATING AIRCRAFT

5 B-47's PER WING WILL REFLEX

AIRCRAFT LOAD

CHART NUMBER _____

<u>UNIT</u>	<u>BASE</u>	<u>NR.ACFT</u>	<u>FWD BASE</u>	<u>DATE</u>
98	LINCOLN	5	G - C	7 JAN
307	LINCOLN	5	G - C	8 JAN
310	SCHILLING	5	G - C	9 JAN

THE DATES AS LISTED ARE FIRM: 8TH AF ADVISED THAT
INITIALLY UNITS WOULD DEPLOY ON DATES AS INDICATED.

SECRET
AIRCRAFT LOAD

<u>UNIT</u>	<u>BASE</u>	<u>NR. A/C</u>	<u>FWD BASE</u>	<u>DATE</u>
98	LINCOLN	5	G - C	7 JAN
307	LINCOLN	5	G - C	8 JAN
310	LINCOLN	5	G - C	9 JAN

SECRET

REFUELING

CHART NUMBER _____

THIS CHART REFLECTS THE AIR REFUELING SUPPORT BASES TO BE USED BY THE 98TH, 307TH AND 310TH BOMB WINGS DURING THE DEPLOYMENT AND REDEPLOYMENT PHASES OF THIS OPERATION. ALSO LISTED ARE THE BASES TO BE USED IN THE EVENT OF MISSED AIR REFUELINGS. (UNCLASSIFIED)

TWO AIR REFUELINGS ARE SCHEDULED FOR THE DEPLOYMENT PHASE. THE FIRST REFUELING WOULD BE A TOP-OFF OF THE B-47's AND WOULD BE ACCOMPLISHED IN ONE OF TWO AIR REFUELING AREAS LOCATED APPROXIMATELY 125 MILES NORTHWEST AND NORTHEAST OF LINCOLN RESPECTIVELY. EACH UNIT WILL REFUEL ITS OWN AIRCRAFT WITH THE EXCEPTION OF THE 98TH BOMB WING DURING JANUARY, FEBRUARY AND MARCH. DURING THIS PERIOD, THE 307TH AREFS WILL REFUEL BOTH THE 98TH AND 307TH AIR CRAFT ON DEPLOYMENT.

IN THE EVENT THE FIRST AIR REFUELING IS MISSED AIRCRAFT WILL RETURN TO LINCOLN. FOR A MISSED AIR REFUELING IN THE THULE AREA, AIRCRAFT WILL LAND AT THULE, GOOSE OR LORING IN THAT ORDER. THESE AIRCRAFT WOULD BE REFUELED AND LAUNCHED DIRECT TO GREENHAM COMMON.

AN ALTERNATE DEPLOYMENT ROUTE HAS BEEN DESIGNATED FOR THE DEPLOYMENT PHASE. IN THE EVENT THIS ROUTE IS USED, DEPLOYING B-47's WOULD RECEIVE ONLY ONE AIR REFUELING ENROUTE. THIS REFUELING IS SUPPORTED BY TANKERS FROM PLATTSBURGH WITH A REFUELING IP LOCATED IN THE VICINITY OF CLEVELAND, OHIO OR ALBANY, NEW YORK, DEPENDENT ON WHICH REFUELING AREA IS USED.

REDEPLOYING AIRCRAFT ARE SCHEDULED TO RECEIVE ONE AIR REFUELING IN THE GOOSE AREA. IN THE EVENT OF MISSED REFUELING AIRCRAFT WILL LAND AT EITHER PEASE, PLATTSBURGH OR GOOSE IN THAT ORDER, FUEL PERMITTING.

THERE IS A PRIMARY AND ALTERNATE REFUELING AREA SELECTED FOR EACH REFUELING. SCHEDULED TANKER OFF-LOADS VARY FROM 32,000 to 38,000 POUNDS DEPENDING ON THE VARIOUS REFUELING AREAS.

AIRCRAFT MOVEMENT

CHART NUMBER _____

THIS CHART REFLECTS THE DAYS ~~OF~~ THE WEEK THAT AIRCRAFT WILL BE DEPLOYED AND REDEPLOYED. DEPLOYING AIRCRAFT WILL ACTUALLY TAKEOFF IN THE VICINITY OF 1900 to 2000 HOURS THE PRECEDING NIGHT IN ORDER TO MEET ESTABLISHED ARRIVAL TIMES ON THE DAYS INDICATED.

<u>15 ACFT</u>	<u>TIME</u> (98)	<u>WED</u> (307)	<u>THUR</u> (310)	<u>FRI</u>
TO DEPLOY	5	5	5	
TO REDEPLOY		5 (98)	5 (307)	5 (310)

MAINTENANCE

CHART NUMBER _____

1. POST FLIGHTS TO BE ACCOMPLISHED AT HOME BASE.
2. ECM TRANSMITTERS TO BE SET ON EMP FREQUENCIES PRIOR TO DEPLOYMENT.
3. WEAPONS SYSTEM "RING OUT" ACCOMPLISHED WITHIN 48 HOURS PRIOR TO DEPLOYMENT.

SUPPLY

CHART NUMBER _____

THIS CHART LISTS THE ORDER IN WHICH THE SUPPLY OF MATERIAL
WILL BE ACCOMPLISHED:

1ST FAK

COMPLETE SQUADRON KIT	- FROM 310TH
PRESTRIKE KIT	- FROM 98TH
30 DAY BENCH STOCK	- FROM 98TH
30 DAY PRE-ISSUE	- FROM 307TH

2ND BASE STOCKS AT GREENHAM COMMON3RD THEATER RESOURCES4TH SAP PRIORITY 1-5

REQUISITIONED THRU 818ADIV AND DEPLOYED ABOARD 818
REFLEX AIRCRAFT.

5TH VOL XVI - BIG TIN (MODIFIED) - SUPPLIED TO 818ADIV AND DEPLOYED
ABOARD 818ADIV REFLEX AIRCRAFT.

WEAPONS

CHART NUMBER _____

BOMB BAY CONFIGURATION

ALL AIRCRAFT WILL BE DEPLOYED WITH A "G" BOMB BAY CONFIGURATION.
NECESSARY EQUIPMENT REQUIRED TO CHANGE TO THE "E" CONFIGURATION
WILL BE PREPOSITIONED.

SPECIAL WEAPONS SUPPORT

WILL BE PROVIDED BY THE 4TH ADS WHICH IS PRESENTLY IN-PLACE AT
ORRENHAM COMMON. (U)

CONVENTIONAL MUNITIONS AND ATO LOADING

WILL BE ACCOMPLISHED BY THE 3909TH AIRBASE GROUP AND THE 4TH
ADS. (U)

ATO RACKS WILL BE INSTALLED BY THE REFLEX MAINTENANCE FORCE. (U)

REFLEX ORGANIZATION

CHART NUMBER _____

THIS CHART REFLECTS THE REFLEX ORGANIZATION STRUCTURE.

THE TASK FORCE COMMANDER FOR REFLEX ACTION IS THE BASE COMMANDER AT GREENHAM COMMON. (UNCLASSIFIED)

TO ASSIST HIM IN THIS OPERATION IS THE DEPUTY BASE COMMANDER, WHO IS RESPONSIBLE FOR THE BASE SUPPORT ACTIVITIES WHICH INCLUDES SUCH FUNCTIONS AS BILLETING, MESSING, TRANSPORTATION, SECURITY, ETC.

ALSO ASSISTING THE TASK FORCE COMMANDER IS THE DEPUTY COMMANDER FOR REFLEX ACTION, WHO IS RESPONSIBLE FOR THE OPERATION AND CONTROL OF THE AIRCRAFT, AIRCREWS, CONTROL ROOM, AND THE REFLEX MAINTENANCE ACTIVITIES. THIS POSITION WILL BE FILLED BY PERSONNEL FROM THE PARTICIPATING WINGS OR AIR DIVISIONS. RECOMMENDATIONS ARE THAT THIS PERSON BE A B-47 SQUADRON COMMANDER. CONTROL IS EXERCISED THROUGH TWO DIVISIONS, ONE IS THE OPERATIONS OFFICER AND THE OTHER IS THE CHIEF OF MAINTENANCE.

THE OPERATIONS OFFICER IS ASSISTED BY THE EWP PLANS OFFICER, THE CONTROL ROOM OFFICER, INTELLIGENCE OFFICER, THE RADAR PREDICTION OFFICER AND THE SIX FLIGHT COMMANDERS (2 FROM EACH WING).

AS NOTED BY THE ASTERISK, THE 5 CONTROL ROOM PERSONNEL IS UNRESOLVED AND HAS BEEN REFERRED TO SAC FOR SUPPORT IN MANNING THESE POSITIONS. ALL REMAINING POSITIONS WITHIN THE OPERATIONS STRUCTURE WILL BE MANNED BY PERSONNEL FROM THE PARTICIPATING WINGS AND AIR DIVISIONS.

THE CHIEF OF MAINTENANCE IS ASSISTED BY THE MAINTENANCE CONTROL BRANCH, A&E MAINTENANCE OFFICER, FLIGHT LINE MAINTENANCE OFFICER

AND THE FIELD MAINTENANCE OFFICER. THE MANNING OF POSITIONS WITHIN THE MAINTENANCE ORGANIZATION IS OUTLINED IN THE DETAILED PERSONNEL MANNING LISTS WHICH WILL BE DISTRIBUTED WITHIN THE NEXT FEW DAYS. THE FIGURES LISTED IN EACH BLOCK INDICATE THE TOTAL PERSONNEL REQUIREMENT FOR THAT PARTICULAR ACTIVITY.

Personnel Requirements

THIS CHART SHOWS THE PERSONNEL REQUIREMENTS TO SUPPORT REFLEX ACTION, EXCLUSIVE OF COMBAT CREWS. THESE FIGURES ARE PRIMARILY BASED ON 2ND AF EXPERIENCE ON REFLEX ACTION IN NORTH AFRICA ADAPTED TO UK TYPE OPERATIONS. BY WAY OF COMPARISON, THE 2ND AF REQUIREMENTS AT FAIRFORD ARE ALSO SHOWN. THE COLUMN UNDER REQUIRED IS TOTAL ESTIMATED REQUIREMENTS. THE COLUMN HEADED 8TH AF ARE THOSE PERSONNEL TO BE FURNISHED FROM 8TH AF RESOURCES. IT IS EXPECTED THAT EACH WING WILL FURNISH A PROPORTIONATE SHARE OF THESE PERSONNEL. UNDER THE UNRESOLVED COLUMN, THESE ARE FIVE AIRMEN CONTROLLERS (27150) FOR OPERATION OF THE CONTROL ROOM WHICH NEITHER THE 7TH AD OR COMBAT WINGS HAD WITHIN THEIR RESOURCES THE CAPABILITY OF SUPPLYING.

THE FIGURE NOTED BY THE ASTERISK ARE PERSONNEL FROM THE EXTRA CREWS THAT ARE UTILIZED FOR CONTROL ROOM DUTY. FULLY QUALIFIED AIRCRAFT COMMANDERS ARE UTILIZED DURING B-47 ARRIVAL AND DEPARTURES. CO-PILOTS MAY BE UTILIZED DURING OTHER PERIODS. (U)

FIGURES IN PARENTHESIS ARE ADDITIONAL PERSONNEL TO BE DEPLOYED FOR A 90 DAY PERIOD TO PROVIDE INITIAL TECHNICAL ASSISTANCE IN ESTABLISHING REFLEX ACTION MAINTENANCE PROCEDURES. THESE 5 PERSONNEL INCLUDES:

- 1 - 4316 STAFF MAINTENANCE OFFICER
- 1 - 3234 A&E MAINTENANCE OFFICER
- 1 - 43171E AIRCRAFT MAINTENANCE TECHNICIAN (JOB CONTROLLER)
- 1 - 43171E LINECHIEF
- 1 - 43270 JET ENGINE MECHANIC

HEADQUARTERS, 8AF WILL SPECIFY WHICH UNITS WILL FURNISH PERSONNEL TO MAN THESE POSITIONS.

SECRET

SECRET

PERSONNEL REQUIREMENTS - REFLEX ACTION UNITED KINGDOM

<u>ELEMENT</u>	<u>FAIRFORD</u>							
	<u>RG</u>	<u>2AF</u>	<u>7AD</u>	<u>UNRESOLVED</u>	<u>RG</u>	<u>SAF</u>	<u>7AD</u>	<u>UNRESOLVED</u>
COMMAND	2	2	0	0	2	2	0	0
CONTROL ROOM	9	4 *	0	5	9	4 *	0	5
CHIEF OF MAINT	1	1 (1)	0	0	1	1 (1)	0	0
MAINT CONTROL	8 (1)	4 (1)	4	0	7 (1)	4 (1)	3	0
FLT LINE MAINT	86 (1)	73 (1)	13	0	86 (1)	72 (1)	14	0
FIELD MAINT	41 (1)	16 (1)	25	0	45 (1)	17 (1)	28	0
A&E MAINT	44 (1)	33 (1)	11	0	45 (1)	32 (1)	13	0
OPERATIONS	9	9	0	0	9	9	0	0
SECURITY	165	53	89	23	166	49	116	0
TRANSPORTATION	64	10	40	14	118	0	118	0
FIRE CRASH	67	2	36	29	67	0	67	0
SWEEPER OPS	8	0	0	8	13	0	13	0
MEDICAL	17	4	13	0	46	0	46	0
FOOD SERVICE	44	7	31	0	74	12	62	0
HOUSING	6	0	4	2	6	0	6	0
SUPPLY	43	4	35	4	151	5	146	0
TOTALS	614	222 (5)	301	91	845	207 (5)	633	5

* TO BE PROVIDED FROM "IN PLACE" EXTRA CREW

() INDICATES TEMPORARY 90 DAY TDY POSITION

SECURITY

THIS CHART REFLECTS THE SECURITY REQUIREMENTS FOR GREENHAM COMMON AS COMPARED TO THE SAC STANDARD FOR PROVIDING SECURITY TO 15 AIRCRAFT. THE MAIN DIFFERENCE HERE IS DUE TO THE DISPERSION OF AIRCRAFT AT GREENHAM.

AS YOU WILL NOTICE, THE DISPERSION OF AIRCRAFT REQUIRES A POINT GUARD AT EACH REFLEX AIRCRAFT. THIS RESULTS IN THE REQUIREMENT FOR 15 POINT GUARDS AS COMPARED TO THE SAC STANDARD OF 5. UNDER THIS SYSTEM NO CLOSE-IN PERIMETER GUARDS ARE REQUIRED. INCLUDING ONE FLIGHT SUPERVISOR AND ONE SUPERNUMERARY, THIS BRINGS THE TOTAL REQUIREMENT TO 17 PERSONNEL PER SHIFT. ON THE OPERATING BASIS OF 4 SHIFTS, THIS RESULTS IN A TOTAL OF 68 AIR POLICE PERSONNEL REQUIRED FOR GUARDING THE REFLEX AIRCRAFT.

SUPPLY SUPPORT (GREENHAM COMMON)

CHART NUMBER _____

THIS CHART REPRESENTS A BRIEF OUTLINE OF THE SUPPLY SUPPORT THAT WE CAN EXPECT FROM THE BASE AT GREENHAM COMMON.

THE BASE HAS ON HAND 96% OF THEIR AUTHORIZED SEAWEED EQUIPMENT.

THE MAIN OPERATING BASE STOCKS ARE EXCELLENT.

PRE-ISSUE SUPPLIES ARE EXCELLENT.

BENCH STOCKS ARE EXCELLENT.

PRESENT STOCKS OF CHAFF INCLUDE 4,644 CARTONS OF RR-39 AND 10,432 CARTONS OF RR-44 CHAFF. UNTIL FURTHER NOTICE, CHAFF FOR TRAINING PURPOSES WILL HAVE TO BE DEPLOYED ABOARD UNIT AIRCRAFT. THE RR-39 CHAFF CAN BE USED FOR TRAINING PURPOSES, HOWEVER RR-39 CHAFF AT GREENHAM HAS NOT BEEN RELEASED FOR TRAINING PURPOSES AS OF THIS TIME.

AMPLE QUANTITIES OF 20MM COMBAT AMMO ARE AVAILABLE AT GREENHAM, HOWEVER AT THE PRESENT TIME THIS AMMO HAS NOT BEEN RELEASED FOR TRAINING PURPOSES.

SUFFICIENT FILM MUST BE DEPLOYED ABOARD INDIVIDUAL UNIT AIRCRAFT TO COVER ANY TRAINING NEEDS DURING DEPLOYMENT AND REDEPLOYMENT IN ADDITION TO THAT REQUIRED FOR PLACING AIRCRAFT IN THE EMP CONFIGURATION WHILE ON REFLEX. (UNCLASSIFIED)

THE LAST THREE ITEMS ARE BEING INVESTIGATED BY THE 8TH AIR FORCE STAFF TO DETERMINE THE FEASIBILITY OF PREPOSITIONING A SUFFICIENT QUANTITY OF THESE ITEMS TO PRECLUDE THE REQUIREMENT OF DEPLOYING THESE ITEMS ABOARD EACH AIRCRAFT. (UNCLASSIFIED)

EQUIPMENT REQUIRED TO DEPLOY
CHART NUMBER _____

THIS CHART REFLECTS THOSE ITEMS DETERMINED TO BE ESSENTIAL FOR SUPPORT OF THE REFLEX FORCES AND WHICH MUST BE PREPOSITIONED PRIOR TO START OF REFLEX OPERATIONS. (u)

FIRST ARE THOSE ITEMS OF SPECIAL AND/OR PECULIAR EQUIPMENT. SOME OF THESE ITEMS WOULD INCLUDE AN MA-7A, A-5, MD-4, ARC-21, ALT-6, ALT-7 & ALT-8, ETC.

ALSO REQUIRED WILL BE 30 EACH ATO RACKS OF EITHER THE "HORSE-COLLAR" OR BELIT-TYPE" RACKS DEPENDENT ON THE TYPE ATO BOTTLES THAT WILL BE SPECIFIED FOR USE. THE PROBLEM AS TO THE TYPE OF BOTTLES TO BE USED IS BEING STAFFED AT 8TH AIR FORCE AT THE PRESENT TIME.

- 25 SETS OF AMMO CANS.
- 25 SETS OF CHAFF INSERTS.
- 25 SETS OF "E" CONFIGURATION IN ADDITION TO 2 LEFT AND 2 RIGHT EXTERNAL TIP TANKS.

AIRLIFT

CHART NUMBER _____

REFLECTED ON THIS CHART IS THE OVERALL AIRLIFT REQUIREMENTS FOR THE 3 WINGS ENGAGED IN REFLEX OPERATIONS AT GREENHAM.

A TOTAL OF 252 PERSONNEL TO INCLUDE THE 45 B-47 CREW MEMBERS (5 CREWS FROM EACH WING) WILL BE DEPLOYED ABOARD SUPPORT AIRCRAFT ON 3 JAN 58.

5 B-47 CREWS AND AIRCRAFT FROM EACH WING, FOR A TOTAL OF 45 PERSONNEL WILL BE DEPLOYED OVER A THREE DAY PERIOD ON 7TH, 8TH AND 9TH OF JANUARY. THIS RESULTS IN A TOTAL OF 297 PERSONNEL BEING DEPLOYED TO SUPPORT THE REFLEX OPERATION AT GREENHAM.

THE 207 SUPPORT PERSONNEL WILL BE ROTATED EVERY 90 DAYS. IN ORDER TO KEEP A MAJOR PORTION OF EXPERIENCED SUPPORT PERSONNEL IN PLACE AT GREENHAM, 1/3 OF THE FORCE WILL BE ROTATED EVERY 30 DAYS, FOR THE INITIAL GROUP OF SUPPORT PERSONNEL, THIS WILL MEAN THAT 1/3 OF THE ORIGINAL SUPPORT PACKAGE WILL ROTATE AT THE END OF 30 DAYS, 1/3 AT THE END OF 60 DAYS AND THE FINAL 1/3 AT THE END OF 90 DAYS. THEREAFTER THE NORMAL 90 DAY ROTATION SCHEDULE WILL APPLY.

ALSO INDICATED ARE THE OVERALL CARGO WEIGHTS TO BE DEPLOYED ABOARD SUPPORT AIRCRAFT ON 3 JAN 58. THE CARGO WEIGHTS FOR SPECIAL EQUIPMENT ARE NOT AVAILABLE AT THE PRESENT TIME. AIRLIFT FOR THE PERSONNEL AND CARGO IS BEING ARRANGED BY HEADQUARTERS, 8TH AIR FORCE.

AIRCRAFT REFLEX

CHART NUMBER _____

THIS CHART IS DESIGNED TO PROVIDE AN OVERALL PICTURE OF AIRCRAFT ACTIVITIES AT GREENHAM COMMON. WE HAVE SHOWN THE SCHEDULE AS PERTAINS TO BOTH THE 2ND AND 8TH AIR FORCES. (U)

THE FIRST TIMES INDICATED ARE THE CONTROL TIMES AT THE IP IN THE UK. THESE HAVE BEEN ESTABLISHED TO PROVIDE ADEQUATE SEPARATION FOR THE ACCOMPLISHMENT OF ONE RBS RUN ON LONDON BOMB PLAT FOR AIRCRAFT OF BOTH THE 2ND AND 8TH AIR FORCES.

IMMEDIATELY AFTER AIRCRAFT LAND, WORK IS STARTED TO PREPARE THESE AIRCRAFT FOR REFLEX OPERATIONS. THIS INCLUDES DOWN-LOADING OF SUPPLIES, TOWING TO REQUIRED POSITION, SERVICING, LOADING CHAFF, AMMO, CAMERA MAGAZINES, ATO RACKS AND BOTTLES, A PROACH AND DRAG CHUTES AND ANY UNSCHEDULED MAINTENANCE THAT MAY BE REQUIRED.

AT 0600 ON THE 2ND DAY THE WEAPON IS LOADED, AIRCRAFT PREFLIGHTING AND COCKING IS ACCOMPLISHED STARTING AT 0800 AND THE AIRCRAFT GOES ON REFLEX STATUS AT 1000 HOURS.

AS SOON AS THE REPLACEMENT AIRCRAFT IS PLACED ON REFLEX, THE OLD AIRCRAFT IS DOWN-LOADED AND PREPARED FOR THE REDEPLOYMENT FLIGHT. THE TAKEOFF TIME FOR REDEPLOYMENT IS SCHEDULED AT 1500 HOURS ZULU. THIS WILL RESULT IN THE AIRCRAFT ARRIVING BACK AT THE HOME BASE AT APPROXIMATELY 2100 HOURS LOCAL TIME THE SAME DAY. AIRCRAFT OF THE 98BW WILL RETURN ON WEDNESDAY AND AIRCRAFT OF THE 307TH BW WILL RETURN ON THURSDAY.

FOLLOWING THIS TIME SCHEDULE, AIRCRAFT OF THE 98TH AND 307TH WOULD DEPART LINCOLN AT APPROXIMATELY 1800 HOURS EACH MONDAY AND TUESDAY RESPECTIVELY.

REFLEX PROBLEM AREAS

CHART NUMBER _____

THIS CHART POINTS OUT SOME OF THE ANTICIPATED PROBLEM AREAS CONNECTED WITH THE REFLEX ACTION. (UNCLASSIFIED)

FIRST IS THE REDEPLOYMENT OF AIRCRAFT ON FRIDAYS. THIS WOULD RESULT IN RECEIVING AIRCRAFT AT THE HOME BASE AROUND 2100 TO 2200 HOURS ON FRIDAY NIGHTS, CAUSING AN ADDITIONAL WORKLOAD TO BE PLACED ON THE WING AND BASE CONCERNED. THE 310TH IS THE ONE PRESENTLY FACED WITH THIS PROBLEM BUT IT IS FELT THAT THIS SCHEDULE WILL BE ROTATED AMONG ALL PARTICIPATING WINGS AS THE REFLEX OPERATION CONTINUES. (UNCLASSIFIED)

THE EFFECT OF REFLEX ACTION ON THE WING'S FLYING TRAINING PROGRAM IS AN IMPORTANT PROBLEM WHICH MUST BE CONSIDERED BY ALL PERSONNEL CONCERNED. (U)

IT IS THE RESPONSIBILITY OF THE DEPUTY BASE COMMANDER FOR REFLEX ACTION, TO MAN AND OPERATE THE CONTROL ROOM ON A 24 HOURS A DAY BASIS, 7 DAYS A WEEK. IN ADDITION, HE MUST PROVIDE TOWER OFFICERS AND ORGANIZE HIS STAFF TO HANDLE THE CONSTANT INFUX AND EFFLUX OF CREWS AND THE MANY SCHEDULING PROBLEMS ASSOCIATED WITH THE DAILY CHANGEVER OF CREWS AND FREQUENT CHANGEVER OF SUPPORT PERSONNEL. (UNCLASSIFIED)

8th AIR FORCE HAS INDICATED THAT A REQUIREMENT WILL BE DEVISED TO PROVIDE A B-47 MAINTENANCE SUPPORT PACKAGE AT ONE OR MORE OF THE ENROUTE BASES SUCH AS GOOSE, OR THULE TO SUPPORT THE TURNAROUND OF B-47 AIRCRAFT FORCED TO LAND AT THESE BASES DUE TO MISSED AIR REFUELINGS OR MECHANICAL DIFFICULTIES. THE SIZE OR NUMBER OF THESE TEAMS HAS NOT BEEN DETERMINED AS OF THE PRESENT TIME.

THE PRESENT 307TH BOMB WING SERVICE TEST OF THE 300 HOUR PERIOD INSPECTION REQUIRES 100% MANNING PER AN AGREEMENT BETWEEN SAC AND AMC. THIS HAS BEEN BROUGHT TO THE ATTENTION OF 8TH AIR FORCE IN ORDER THAT THIS REQUIREMENT BE TAKEN INTO CONSIDERATION WHEN LEVYING PERSONNEL SUPPORT REQUIREMENTS.

THE DEPLOYMENT OF THE 98TH AFB AFFECTS THE PERSONNEL AVAILABILITY IN THAT WING FOR SUPPORTING THE REFLEX REQUIREMENTS. THIS PROBLEM HAS ALSO BEEN BROUGHT TO THE ATTENTION OF 8TH AIR FORCE.

THIS CONCLUDES THIS PORTION OF THE BRIEFING. IMMEDIATELY FOLLOWING ANY QUESTIONS YOU MAY HAVE, COL SHEPPARD HAS SOME COLORED SLIDES OF VARIOUS BASE FACILITIES WHICH WILL BE SHOWN TO ANY PERSONNEL DESIRING TO REMAIN. (UNCLASSIFIED)

BASE LAYOUT

CHART NUMBER _____

GREENHAM COMMON IS LOCATED APPROXIMATELY 1 MILE SOUTHEAST OF THE TOWN OF NEWBURY AND 50 MILES WEST SOUTHWEST OF LONDON. IT IS WELL CONSTRUCTED AND LAYED OUT TO EFFICIENTLY SUPPORT A REFLEX TYPE OPERATION. THE BASE IS BUILT ON A GRAVEL BAR OF HEAVILY CONCENTRATED FLINT ROCK. THIS GIVES ALMOST UNLIMITED LOAD BEARING CAPACITY BUT PRESENTS A HAZARD TO ENGINE OPERATION WHICH DICTATES EXTRA PRECAUTION BY ALL OPERATING PERSONNEL. THE RUNWAY IS 10,000' BY 200' WHILE TAXIWAYS ARE 75' IN WIDTH. THE RUNWAY AND TAXIWAYS ARE EXTREMELY SMOOTH AND IN EXCELLENT CONDITION. (U)

AIRCRAFT PARKING FOR THE REFLEX AIRCRAFT WILL BE ACCOMPLISHED ON HARDSTANDS 32 THRU 47. THIS PROVIDES ADEQUATE PARKING FOR 20 B-47 AIRCRAFT WITH A CAPABILITY OF PARKING 2 ADDITIONAL AIRCRAFT PROVIDING AIRCRAFT ARE PLACED IN POSITION BY TUG.

IMMEDIATELY ADJACENT TO THE AIRCRAFT PARKING AREA IS A TACTICAL SQUADRON SITE WHICH WILL BE USED FOR FLIGHT LINE MAINTENANCE OFFICES AND HOUSING OF ALERT MAINTENANCE PERSONNEL. THIS IS AN EXCELLENT FACILITY WITH AMPLE ROOM TO HANDLE THIS FUNCTION.

ALSO ADJOINING THE AIRCRAFT PARKING AREA IS THE MUNITIONS STORAGE SITE WITH A HARD SURFACE ROAD CONNECTING THE PARKING AREA BETWEEN HARDSTANDS 44 AND 45.

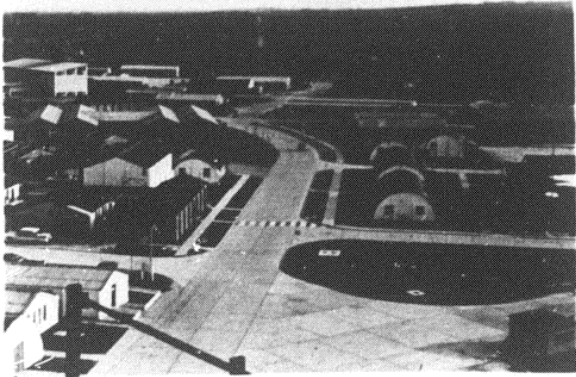
AIRCRAFT TAXI ROUTES ARE NOTED BY THE RED LINES. THE LOCATION OF THE PARKING SITES IS NOT THE MOST IDEAL FROM THE STANDPOINT OF TAXI DISTANCE SINCE 75% OF THE TAKEOFFS ARE ACCOMPLISHED ON RUNWAY 29. HOWEVER

THE PARKING AREAS LOCATED ON THE NORTHEAST CORNER OF THE FIELD ARE STILL UNDER CONSTRUCTION AND ARE NOT EXPECTED TO BE COMPLETED PRIOR TO JUNE 58.

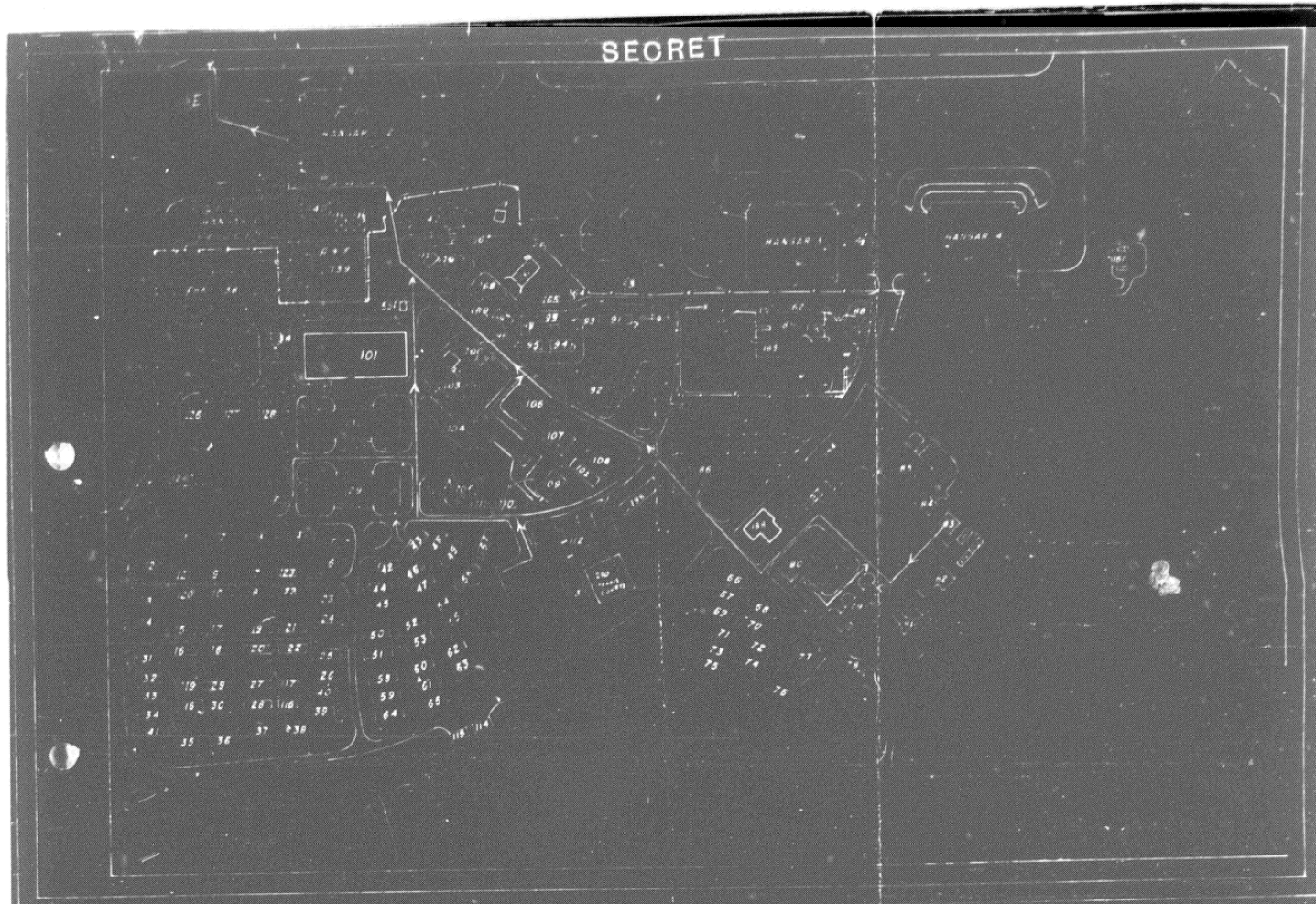
PARKING AREAS LOCATED ON THE NORTH SIDE OF THE RUNWAY AND ADJACENT TO THE CONTROL TOWER WILL BE USED FOR PARKING THE UNCOCKED AIRCRAFT WHICH ARE AWAITING REDEPLOYMENT.

AS A MATTER OF INTEREST, THE OFFICER'S MESS IS LOCATED IMMEDIATELY ADJACENT TO THE NORTHWEST CORNER OF THE BASE, AND IS NOT WITHIN THE BOUNDARIES OF THE BASE. ALSO LOCATED IN THIS AREA ARE THE BOQ'S. THESE ARE EXCELLENT BUILDINGS, WHICH HAVE BEEN CONSTRUCTED WITHIN THE PAST 4 YEARS. IMMEDIATELY ADJACENT TO THE OFFICER'S MESS AND BOQ'S IS AN EXCELLENT 18 HOLE GOLF COURSE. MEMBERSHIP FEES FOR THE GOLF COURSE IS ONE POUND OR \$2.80 PER MONTH. (UNCLASIFIED)

The photograph and drawing attached herein as Exhibit 39 depict the compactness of the Base at Greenham Common, United Kingdom. The drawing indicates the actual facilities to be employed by the Reflex Forces.



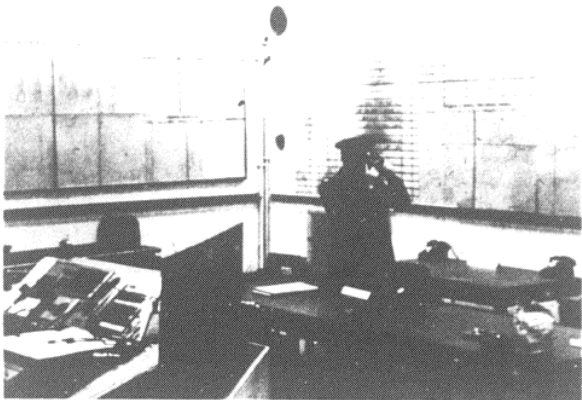
The three photographs attached herein as Exhibit 40 depict the completeness of equipment and wall charts provided in the control room at Greenham Common, United Kingdom. These facilities were provided in support of the Reflex Action.

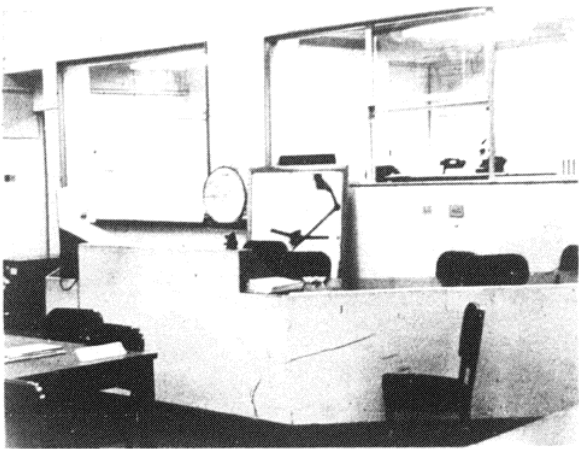


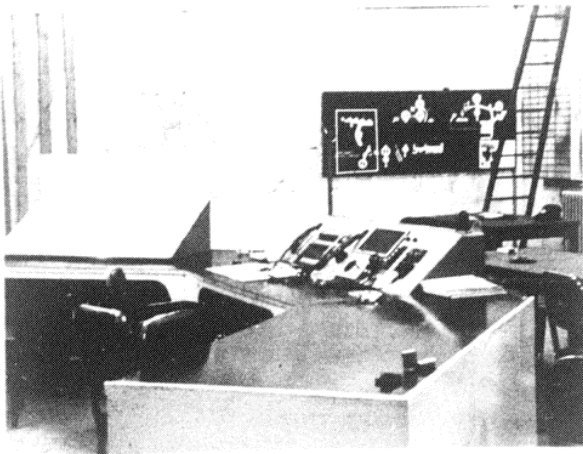
SECRET

SECRET

- 101 - ALERT BILLET
- 102 - CONTROL ROOM
- 103 - REFLEX OPS
- 104 - MESS
- 105 - PROCESSING
- 106 - ENTRY POINT
- 107 - BX
- 108 - ENGINEER SHOP
- 109 - THEATER







11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
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
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

SECRET

COMAIRDIV 818, LINCOLN AFB, NEBR.

COMAF 8, WESTOVER AFB, MASS.

/SECRET/IN 11-1259-B. FOR IM. REFERENCE YOUR MESSAGE /SECRET IM 41305 DATED 15 NOV 1957. SUBJECT: (UNCL) KC-97 AND B-47 MAINTENANCE AND FLYING CYCLES. THIS MESSAGE IN THREE (3) PARTS. PART I: 98TH BOMB WING. RECOMMEND CYCLE A FOR KC-97 AIRCRAFT. SKILL LEVEL OF SUPPORT PERSONNEL IS A RESTRICTIVE FACTOR IN SCHEDULING ONE-DAY DOWN BETWEEN 2ND AND 3RD SORTIES IN CYCLE B AND CYCLE C. FURTHER RECOMMEND THAT TURN AROUND SORTIES IN CYCLE A BE LIMITED TO NAVIGATION, PILOT PROFICIENCY, INSTRUMENT CHECKS, ETC, I.E., TURN AROUND SORTIE CANNOT BE AIR REFUELING. RECOMMEND CYCLE D FOR B-47 AIRCRAFT. THIS CYCLE NECESSITATES THE LEAST CHANGE FROM PRESENT CYCLE AND WOULD STILL PROVIDE SEVEN-HOUR PLUS SORTIES FOR FLIGHT CREW TO MAINTAIN PROFICIENCY; CONSIDERING SKILL LEVEL OF SUPPORT PERSONNEL IT IS NOT FEASIBLE TO PLAN ONE DAY DOWN OR A LARGE NUMBER OF TURN AROUND SORTIES, AS IN CYCLE C AND CYCLE E, WITHOUT AN EXCESSIVE NUMBER OF DEVIATIONS. PART II: 307 BOMB WING. THE FOLLOWING CYCLE APPEARS TO HAVE THE MOST MERIT FOR B-47 AIRCRAFT IF THE 300 HOUR, 50 HOUR INSPECTION INTERVAL IS ADOPTED (307TH PRESENTLY SERVICE TESTING) TO PRODUCE MORE SORTIES. FLY, DOWN TWO, FLY, DOWN TWO, FLY, DOWN ONE, FLY, DOWN TWO, FLY, DOWN TWO, FLY, DOWN ONE, FLY, DOWN TWO, FLY, DOWN THREE (POST FLIGHT) WHICH IS A 23 DAY CYCLE BUT IS PREDICATED ON NORMAL MAINTENANCE MANNING SUPPORT. NORMAL MAINTENANCE MANNING WILL NOT BE AVAILABLE WHEN WE ARE SUPPORTING REFLEX. CYCLE "A" APPEARS TO HAVE THE MOST MERIT FOR KC-97 AIRCRAFT IN PRODUCTION OF MORE SORTIES. TURN AROUND SORTIES PRESENT SOMEWHAT OF A SCHEDULING PROBLEM AND ALSO CAUSE EXTREMELY LONG HOURS FOR LIMIT D NUMBER OF MAINTENANCE PERSONNEL.

42

THIS WILL DEFINITELY AFFECT OUR RETENTION PROGRAM, CYCLE "B". IT IS NOT BELIEVED THIS CYCLE WILL GAIN THE DESIRED NUMBER OF SORTIES TO WARRANT THE PROBLEMS CAUSED BY ONE DAY TURN AROUND. CYCLE "C" HAS BEEN ADAPTED TO THE 50 HOUR POSTFLIGHT INTERVAL, WHICH SHOULD PROVIDE REQUIRED SORTIES. CYCLE "D" IS RECOMMENDED FOR ADOPTION IF 25 HOUR POSTFLIGHT INTERVAL IS UTILIZED. TWO DAY POSTFLIGHT PERIOD IS NOT YET RECOMMENDED FOR 50 HOUR POSTFLIGHT INTERVALS. CYCLE "E" IS NOT RECOMMENDED BECAUSE OF STRETCH OUT OF MAINTENANCE PERSONNEL. COVERAGE BY SPECIALISTS IS CRITICAL TO PROVIDE SUPPORT DURING TAKE OFF PERIODS FOR B-47 TYPE OPERATIONS NOW, WITHOUT DOUBLE SORTIED COMPLICATIONS. PART III. THIS DIVISION RECOMMENDS, IN ADDITION TO THE ABOVE, THAT: (a) ANY ATTEMPT TO INCREASE SORTIE AND FLYING HOUR PRODUCTION TO BE IN CONSONANCE WITH PROJECTED ALERT REQUIREMENTS SHOULD BE PRECEDED BY A DETAILED EVALUATION OF CAPABILITY AND SUBSEQUENT REALIGNMENT OF PERSONNEL AND MATERIEL SUPPORT. THIS STUDY SHOULD BE DESIGNED, SPECIFICALLY AND POINTED TOWARD A PLAN FOR THE ONE-THIRD ALERT CONCEPT. A POSSIBLE PHASING BY ONE-SIXTH ALERT REQUIREMENTS, FOLLOWED BY A STUDY OF THE ONE FIFTH, ONE FOURTH AND ONE THIRD ALERT CONCEPT SHOULD BE THOROUGHLY PLANNED AND MOST IMPORTANT, PROVIDED FOR BY WAY OF PHASED IMPLEMENTATION THRU A FORMAL DETAILED PLAN. (b) A REALIGNMENT BE MADE IN THE FOLLOWING AREAS, NOT INTENDED TO BE ALL INCLUSIVE. THIS APPEARS TO BE A PREREQUISITE TO A WELL-ORGANIZED AND MANAGED IMPLEMENTING PLAN; I.E., (1) MANNING AVAILABILITY, CAPABILITY, AND LEVELING ACTION THROUGHOUT SAC, AS WELL AS AUGMENTATION; INDUSTRIAL FACILITIES AVAILABLE; UAL AND SUPPORT EQUIPMENT AVAILABILITY AND AUGMENTATION; COMMUNICATIONS (VEHICLE RADIOS, PART TELEPHONES, ETC); TRANSPORTATION AUGMENTATIONS; INCREASED SECURITY REQUIREMENTS (INCLUDING PERSONNEL, EQUIPMENT, VEHICLES, ETC), AIR BASE GROUP SUPPORT AUGMENTATION FUNCTIONS IN MANY AREAS ALSO REQUIRE AUGMENTATION. FUNCTIONS IN MANY AREAS ALSO REQUIRE AUGMENTATION, UMD'S IN GENERAL,

SECRET

SECRET

SUPPLY AND MAINTENANCE ORGANIZATIONAL REVAMPING FOR COMBATABILITY. (c) THE MATERIEL PROGRAM, ESPECIALLY DAYTIME MAINTENANCE AS PERFORMED BY COMMERCIAL AIRLINES BE EVALUATED; I.E., LONG NAVIGATION OR CROSS COUNTRY FLIGHTS, AND TRANSITION MISSIONS DURING HOURS OF DARKNESS. THIS WOULD BE ECONOMICAL FROM A PURE MAINTENANCE PRODUCTION STANDPOINT. THIS WOULD ALSO ALLOW FOR MAINTENANCE PERSONNEL TO MAXIMIZE THEIR CONSOLIDATED MAINTENANCE EFFORT DURING DAYLIGHT HOURS, THE PROVEN MOST PRODUCTIVE PERIOD OF THE DAY. IN RELATION TO THIS LINE OF REASONING, HIGHER HEADQUARTERS SHOULD STUDY THE FEASIBILITY OF POSSIBLE REVAMPING OF THE ENTIRE WEG SITE TIMES IN SAC TO SWING-SHIFT OR GRAVE-YARD SHIFT OPERATION ON A SUSTAINED BASIS. THERE IS NO QUESTION THAT AIRCRAFT FLIGHTS ACCOMPLISHED DURING OTHER THAN THE NORMAL DUTY DAY ARE NORMALLY HELPFUL TO THE MATERIEL EFFORT. THIS WOULD HAVE TO BE EVALUATED IN RELATION TO OPERATIONAL REQUIREMENTS.

DM

CERTIFIED TRUE COPY:

HUMPHREYS D. HODGE
2nd Lt., USAF

SECRET

ANNEX D

ANNEX "D"
TO
OPS PLAN 205-57

43

ANNEX "D" TO OPS PLAN 205-57

lmd 32

13-LM-1

ANNEX "D"
TO
OPERATIONS PLAN 205-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 November 1957

ANNEX "D" (MAINTENANCE TO OPERATION PLAN NO. 205-57)

1. GENERAL:

a. This Maintenance Plan presents the flying schedule for November 1957 and reflects all known requirements.

b. The sortie schedule contained in Appendixs I, II, III, and IV, implement the flying requirements approved at the monthly scheduling meeting as directed by SAC Manual 66-3 and SAC Regulation 60-9. The total B-47 sorties will be two hundred and thirty (230) for a total of one thousand, four hundred and ninety-five (1495) hours. There will be a total of twenty (20) unscheduled sorties, that is, unforeseen test hop, return from cross country due to weather deviation, etc., for a total of sixty (60) hours. Total B-47 flying hours for the month of November will be one thousand, five hundred and fifty-five (1555) hours. The total KC-97 sorties will one hundred and one (101) sorties for a total of five hundred and fifty (550) hours.

c. All sorties are scheduled on a two (2) day turn-around time.

d. Normal duty hours will be from 0745 to 1645 Monday through Friday. Work accomplished on weekends and during periods other than normal duty hours will be on an overtime basis and on individual aircraft.

e. Sorties programmed for Mondays or a day following a holiday will not be scheduled for take-off prior to 1800 hours. Sorties programmed for Friday or the day preceding a holiday will not be scheduled to land after 1600 hours.

f. Daily meeting of all Line Chiefs will be held at 0930 hours, Monday through Friday, to confirm aircraft tail numbers and requirements. Meetings of Maintenance Officers will be at the discretion of the Job Control Officer.

g. Flight Line security measures will be in effect and personnel will exercise vigilance to insure that only those personnel having a "right and need" will be allowed access to aircraft, offices and/or shops.

e. All flight test accomplished on Periodic Inspected aircraft will be of five (5) hours duration.

ANNEX "D" TO OPS PLAN 205-57

APPENDIX I

TO

ANNEX D

TO

OPERATIONS PLAN 205-57

Headquarters
 307th Bombardment Wing, Medium
 United States Air Force
 Lincoln Air Force Base, Nebraska
 1 November 1957

370TH BOMBARDMENT SQUADRON

1. GENERAL:

a. This unit will provide seventy-four (74) sorties for a total of five hundred and one (501) hours. (See inclosure to this appendix).

b. The flying schedule (see inclosure) produces seventy-four (74) pre-flight and eight (8) postflight inspections.

c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form(s) 190, as needed, submitted and the pre-scheduled maintenance Form 526 accomplished. This form (526) with appropriate work orders, will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday thru Friday.

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

f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publication.

g. The following aircraft will undergo periodic inspection during the month of November:

<u>TAIL NO.</u>	<u>DATE</u>	<u>DOCK NO.</u>	<u>DATE</u>	<u>POST DOCK</u>	<u>FLT TEST</u>
909	7 Nov	21	8/13 Nov	14 Nov	15 Nov

h. Crew Chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Section for a complete records check seven (7) days prior to the pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew Chiefs will assure that the aircraft commanders are presented an operational check list, (secured from Maintenance Quality Control), for accomplishment on the last flight prior to periodic inspection.

APPENDIX I
 ANNEX D TO OPS PLAN NO. 205-57

i. Aircraft for compass swings will be scheduled at the daily maintenance meeting at 0930.

j. The following procedure will be followed for aircraft being weighted and balanced. Job Control will schedule hangar space one (1) day prior to the scheduled date. The Squadron weight and balance Officer will certify that the aircraft is ready for weight and balance prior to jacking of the aircraft. This will include a current Chart "Q" inventory and all Chart "C" entries are current. The Squadron Weight and Balance Officer or his representative will be present for the weight and balance inspection.

APPENDIX II
TO
ANNEX "D"
TO
OPERATIONS PLAN 205-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 November 1957

371ST BOMBARDMENT SQUADRON

1. GENERAL:

- a. This unit will provide seventy-four (74) sorties for a total of five hundred and one (501) hours. (See inclosure to this Appendix).
- b. The flying schedule (see inclosure) produces seventy-four (74) pre-flight and thirteen (13) post-flight inspections.
- c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form(s) 190, as needed, submitted and the pre-scheduled maintenance Form 526 accomplished. This form (526) with appropriate work orders, will be submitted to Wing Job Control.
- d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.
- e. All aircraft upon completion of a mission will be refueled to the next flights requirements, unless a malfunction exists that precludes refueling.
- f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publications.
- g. The following aircraft will undergo periodic inspection during the month of November:

<u>TAIL NO.</u>	<u>PREDOCK</u>	<u>DOCK NO.</u>	<u>DATES</u>	<u>POST DOCK</u>	<u>FLT TEST</u>
911	1 Nov	21	4/6 Nov	7 Nov	8 Nov
243	21 Nov	21	22/26 Nov	27 Nov	2 Dec

- h. Crew chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Unit for a complete records check seven (7) days prior to the pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

APPENDIX II
ANNEX "D" TO OPS PLAN 205-57

i. Aircraft for compass swings will be scheduled at the daily maintenance meeting at 0930 hours.

j. The following procedure will be followed for aircraft being weighted and balanced. Job Control will schedule hangar space one (1) day prior to the scheduled date. The Squadron Weight & Balance Officer will certify that the aircraft is ready for weight and balance prior to jacking of the aircraft. This will include a current Chart "A" inventory and all Chart "C" entries are current. The Squadron Weight and Balance Officer or his representative will be present for the weight and balance inspection.

		371st Bombardment Squadron (L) 307th Bombardment Wing, Medium																			Month: November 1957																	
		1	4	5	6	7	8	12	13	14	15	18	19	20	21	22	25	26	27																			
912		F	x	x	F				F	x	x	F	x	x	F	x	x	F	x																			
240		x	F	x	x	F				F	x	x	F	x	x	F	x	x	F																			
234		x	x	F	x	x	F				F	x	x	F	x	x	F	x	x																			
227		F	x	x	F	x	x	F				F	x	x	x	x	x	x	x																			
902		x	F	x	x	F	x	x	F				F	x	x	F	x	x	F																			
220		x	x	x	x	x	x	x	x	F				F	x	x	F	x	x																			
228		F	x	x	x	x	x	x	x	x	F				F	x	x	x	x																			
915		x	F	x	x	F	x	x	F	x	x	F				F	x	x	F																			
213		x	x	F	x	x	F	x	x	F	x	x	F				x	x	x																			
226		F	x	x	F	x	x	F	x	x	F	x	x	F	x	x	F	x	x																			
218		x	x	x	x	F	x	x	F	x	x	F	x	x	F				F																			
918		x	x	FF	x	x	F	x	x	F	x	x	F	x	x	F																						
219		F	x	x	F	x	x	F	x	x	x	x	x	x	x	x	F																					
138		x	F	x	x	F	x	x	x	x	x	x	x	x	F	x	x	FF																				
911		x	x	x	x	x	x	x	x	F	x	x	F	x	x	F	x	x	F																			

APPENDIX III
 TO
 ANNEX "D"
 TO
 OPERATIONS PLAN 205-57

Headquarters
 307th Bombardment Wing, Medium
 United States Air Force
 Lincoln Air Force Base, Nebraska
 1 November 1957

372ND BOMBARDMENT SQUADRON

1. GENERAL:

a. This unit will provide eighty-two (82) sorties for a total of five hundred and fifty-three (553) flying hours, (see inclosure this Appendix).

b. The flying schedule (see inclosure) produces eighty-two (82) pre-flight and ten (10) postflight inspections.

c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form(s) 190, as needed, submitted and the pre-scheduled maintenance form 526 accomplished. This form (526) with appropriate work orders, will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday thru Friday.

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

f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publication.

g. The following aircraft will under go periodic inspection during the month of November :

<u>TAIL NO</u>	<u>PREDOCK</u>	<u>DOCK NO.</u>	<u>DATES</u>	<u>POST DOCK</u>	<u>FLT TEST</u>
141	15 Nov	21	18/20 Nov	21 Nov	22 Nov

h. Crew chiefs whose aircraft are scheduled for periodic inspections will report to the Aircraft Records Unit for a complete records check seven (7) days prior to pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew Chiefs will assure that aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

APPENDIX III
 ANNEX "D" TO OPS PLAN 205-57

i. Aircraft for compass swings will be scheduled at the daily maintenance meeting at 0930 hours.

j. The following procedure will be followed for aircraft being weight and balanced. Job Control will schedule hangar space one (1) day prior to the scheduled date. The Squadron Weight and Balance Officer will certify that the aircraft is ready for weight and balance prior to jacking of the aircraft. This will include a current Chart "A" inventory and all Chart "C" entries are current. The Squadron Weight and Balance inspection.

APPENDIX IV
TO
ANNEX "D"
OPERATION PLAN 205-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 November 1957

307TH AIR REFUELING SQUADRON

1. GENERAL:

a. This unit will provide one hundred and one (101) sorties for a total of five hundred and fifty (550) flying hours (see inclosure to this appendix).

b. The flying schedule (see inclosure) produces one hundred and one (101) pre-flight and twenty-nine (29) post flight inspections.

c. Aircraft landing after duty hours will be met by night crew and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form(s) 190, as needed, submitted and the pre-scheduled maintenance Form 526 accomplished. This form (526) with appropriate work orders will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday thru Friday.

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

f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publication.

g. The following aircraft will undergo periodic inspection during the month of November:

<u>TAIL NO.</u>	<u>PREDOCK</u>	<u>DOCK NO.</u>	<u>DATES</u>	<u>POST DOCK</u>	<u>FLT TEST</u>
795	7 Nov	20	8/14 Nov	15/18 Nov	19 Nov
378	15 Nov	20	18/21 Nov	23/25 Nov	26 Nov
796	22 Nov	20	25 Nov/2 Dec	3/4 Dec	5 Dec

h. Crew chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Unit for a complete records check seven (7) days prior to pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

APPENDIX IV
ANNEX "D" TO OPS PLAN 205-57

APPENDIX V
 TO
 ANNEX "D"
 TO
 OPERATIONS PLAN 205-57

Headquarters
 307th Bombardment Wing, Medium
 United States Air Force
 Lincoln Air Force Base, Nebraska
 1 November 1957

307TH PERIODIC MAINTENANCE SQUADRON

1. GENERAL:

a. Provide personnel, tools, and equipment to process the following B-47 and KC-97 aircraft through periodic inspections.

B-47

<u>TAIL NO.</u>	<u>PRE DOCK</u>	<u>DOCK NO.</u>	<u>DATES</u>	<u>POST DOCK</u>	<u>FLT TEST</u>
911	1 Nov	21	4/6 Nov	7 Nov	8 Nov
909	7 Nov	21	8/13 Nov	14 Nov	15 Nov
141	15 Nov	21	18/20 Nov	21 Nov	22 Nov
243	21 Nov	21	22/26 Nov	27 Nov	2 Dec

b. Normal duty hours will from 0745 to 1645 Monday through Friday.

c. The following listed aircraft will receive post-flight inspections on dates indicated:

<u>TAIL NO.</u>	<u>DATE</u>	<u>TAIL NO.</u>	<u>DATE</u>	<u>TAIL NO.</u>	<u>DATE</u>
143	1 Nov	227	13 Nov	219	26 Nov
910	1 Nov	917	13 Nov	242	26 Nov
241	4 Nov	417	14 Nov	140	27 Nov
225	4 Nov	902	14 Nov	138	27 Nov
141	5 Nov	220	15 Nov		
916	6 Nov	416	15 Nov		
244	6 Nov	228	18 Nov		
413	7 Nov	915	19 Nov		
912	7 Nov	226	21 Nov		
240	8 Nov	218	22 Nov		
906	8 Nov	909	22 Nov		
234	12 Nov	224	25 Nov		
134	12 Nov	918	25 Nov		

APPENDIX V
 ANNEX "D" TO OPS PLAN 205-57

APPENDIX VI
TO
ANNEX "D"
TO
OPERATIONS PLAN 205-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 November 1957

307TH FIELD MAINTENANCE SQUADRON

1. GENERAL:

- a. This unit will provide tools, equipment and personnel to support two hundred and thirty (230) pre-flight and thirty (30) post-flight inspections for B-47 aircraft.
- b. Provide personnel, tools and equipment to process the B-47 aircraft through periodic inspection as outlined in Appendix V, paragraph 3, this Annex.
- c. Specialists to accomplish technical orders will be furnished in accordance with the schedule as established by the night planners.
- d. Normal duty hours will be from 0745 to 1645 hours Monday thru Friday.
- e. Ground power will be provided to support the maintenance schedule as reflected in inclosure to Appendix I, II, III and IV.

307TH ARMAMENT & ELECTRONICS SQUADRON

1. GENERAL:

- a. Provide necessary personnel, tools and equipment to accomplish two hundred and thirty (230) pre-flight and thirty (30) post-flight inspections for B-47 aircraft.
- b. Provide personnel, tools and equipment to process the B-47 aircraft through periodic inspection as outlined in Appendix V, paragraph 3, this Annex.
- c. Normal duty hours will be from 0745 to 1645 hours Monday thru Friday.
- d. Special Weapons Loading requirements will be reflected in the Weekly 60-9 publication.

APPENDIX VI
ANNEX "D" TO OPS PLAN 205-57

APPENDIX VII
TO
ANNEX "D"
TO
OPERATIONS PLAN 205-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 November 1957

MAINTENANCE QUALITY CONTROL

1. GENERAL:

- a. This inspection plan will include all aircraft undergoing periodic and post-flight inspection which will be inspected upon completion of the inspection.
- b. A minimum of twelve (12) flight line inspections will be accomplished averaging four (4) per squadron.
- c. Special inspections will be accomplished as required.

APPENDIX VII
ANNEX "D" TO OPS PLAN 205-57

APPENDIX VIII
TO
ANNEX "D"
TO
OPERATIONS PLAN 205-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 November 1957

AIRCRAFT MAINTENANCE STANDARDIZATION BRANCH

1. GENERAL:

a. The following training requirements have been scheduled with the 408th Field Training Detachment and resident school courses for the month of November 1957.

b. The open book test on TO OO-20A-1 (Acft Rec'ds) will be administered again by the squadron training section. The following schedule will be observed:

370th Bomb Sq, Tuesday of each week in November.
371st Bomb Sq, Wednesday of each week in November.
372nd Bomb Sq, Thursday of each week in November.
307th AREFS, Friday of each week in November.

Tests material will be picked up at 307DMMS by the squadron training representative at 0745 on the scheduled day. Not later than 1630, each day, the test, test results and test folder will be returned to 307DMMS.

c. WEMP tests will be administered, during November, to fifteen personnel of the 307th AREFS who have not completed this test.

d. The revised WEMP tests for the B-47 have not been received from the Command. In the event that they arrive in the immediate future, these tests will be administered to the 43 career field personnel of the wing during the month of November. Organizations will be notified by correspondence from the 307th DMMS regarding this matter.

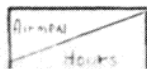
e. Organizations experiencing maintenance difficulties, problem areas, or desiring special training courses are invited to contact the Aircraft Maintenance Standardization Branch, phone 348.

APPENDIX VIII
ANNEX "D" TO OPS PLAN 205-57

DECLASSIFIED IAW EO 13526

ORGANI- ZATION	STUDENT HR CARRY OVER FROM OCT	OUT FOR SUPERVISOR	ACFT MECH COURSES	A&E COURSES	FTD NOV TOTAL	RESIDENT TNG COURSE HRS	TOTAL
370	17 1995	2 24	4 238	0 0	23 2257	2 264	25 2521
371	12 1173	2 24	4 238	0 0	18 1435	1 132	19 1567
372	9 897	2 24	4 238	0 0	15 1159	1 132	16 1291
307A&E	11 516	2 24	4 48	20 624	37 1212	9 1134	46 2346
307FM	1 8	2 24	1 88	0 0	4 120	0 0	4 120
307M	5 484	2 24	4 238	0 0	11 746	0 0	11 746
307HL	1 140	0 0	0 0	0 0	1 140	0 0	1 140
307ARS	1 140	0 0	0 0	0 0	1 140	0 0	1 140
WING TOTAL	57 5353	12 144	21 1088	20 624	110 7209	13 1662	123 8871

Legend -



COPY

UNCLASSIFIED

copy-

PRIORITY

COMAIRDIV 818 LINCOLN AFB NEBR

COMAF 8 WESTOVER AFB MASS

UNCLAS/307DMM ¹²⁻⁰⁷⁸ 12-078. SUBJ: MONTHLY MAINT AND FLY

ACTIVITY REPT, RCS: 2-8AF-A6. FOR PERIOD 1-20 NOVEMBER

1957 FOR 307BWM. THIS MESSAGE IN TWO PARTS. PART 1.

307BWM. B-47 TYPE ACFT.

- A. THREE. (3). B-47E/53-2141/14 NOV 57/ACFT WENT INTO PERIODIC ON 20 NOV 57. CANCELLED SCHEDULED SORTIE 29 NOV 57. ACFT AWAITING TEST FLIGHT. SCHEDULED TO FLY 4 DEC 57. B-47E/53-4225/14 NOV 57. ACFT DEVELOPED D-15 FUEL LEAK ON 27 NOV 57. CANCELLED SCH'D SORTIE ON 27 NOV 57 FOR FUEL LEAK. ETIC 2 DEC 57 AND SCHEDULED TO FLY ON 3 DEC 57. B-47E/53-1900/13 NOV 57/ACFT DEVELOPED D-37 FUEL LEAK 19 NOV 57. CANCELLED SCHEDULED SORTIES ON 19, 22 AND 27 NOV 57 FOR FUEL LEAK. ETIC 2 DEC 57 AND SCHEDULED TO FLY 3 DEC 57. B-1. 5/12.8 FIVE SLASH ONE TWO POINT EIGHT.

45

3 DEC 57
DECEMBER 1957

3DMM

G. R. ANDERSON, Lt Col, USAF

8137

1 of 5

UNCLASSIFIED

30851

13-14-1

1875

UNCLASSIFIED

COMAIRDIV 818 LINCOLN AFB NEBR

2-8AF-A6 FOR 307BWM CONT'D:

B-2. B-47E/53-4225/NEGATIVE

B-47E/53-1900/NEGATIVE

B-47E/53-4236/NEGATIVE

B-47E/53-1915/NEGATIVE

B-47E/53-6244/NEGATIVE

B-3. NEGATIVE

C. 230/1625 TWO THREE ZERO SLASH ONE SIX TWO FIVE

D. 194/1205 ONE NINE FOUR SLASH ONE TWO ZERO FIVE (INCLUDES 18 (ONE EIGHT) TEST FLIGHTS FOR 56 (FIVE SIX) HOURS AND 5 (FIVE) FERRY FLIGHTS FOR 17 (ONE SEVEN) HOURS.)

E. 67% (SIX SEVEN PERCENT)

F. 89 (EIGHT NINE) LOST. FIFTEEN (15) CANX DUE TO WX (TWELVE (12)) OF WHICH CANX ON 18 NOV 57 DUE TO HEAVY SNOW. SCHEDULE WAS THEN SET BACK FOR ONE DAY FOR REMAINDER OF MONTH. EIGHT (8) CANX AWAITING TEST FLIGHTS, THREE (3) CANX DUE TO HAVING FLOWN THE DAY BEFORE. FIVE (5) CANX BECAUSE ACFT WAS IC, ONE (1) CANX ACFT ON ALERT, TWO (2) CANX ACFT FLEW FOLLOWING DAY, TWO (2) CANX SECOND SORTIE OF TURNAROUND FLIGHT, FIFTY-THREE (53) MAINTENANCE CANX, (TWENTY-SIX (26) CANX DUE TO FUEL LEAKS, FIVE (5) CANX AOC, THREE (3) CANX ANFE, THREE (3) CANX DUE TO BOOSTER PUMP CHANGE, ONE (1) CANX HYDRAULIC SYSTEM MALFUNCTION, ONE (1) CANX NOT RELEASED FROM "K" TEST, ONE (1) CANX ENGINE CHANGE, TWO (2) CANX GENERATOR MALF,

3DMM

2 of 5 UNCLASSIFIED

1876

UNCLASSIFIED

COMBAT DIV 818 LINCOLN AFB TEXAS

2-8AF-A6 FOR 307BWM CONT'D:

ONE (1) CANX ALTIMETER CHANGE, ONE (1) CANX UHF MALFUNCTION,
THREE (3) CANX ENGINE ACCESSORIES MALFUNCTION, FOUR (4) CANX
DUE TO PERIODIC INSPECTION, ONE (1) CANX RUDDER AND AILERON
MALFUNCTION, ONE (1) CANX DUE TO "K" SYSTEM MALFUNCTION).

G. 74% SEVEN FOUR PERCENT.

H. 59 FIVE NINE LOST

K. 6127 SIX ONE TWO SEVEN.

L-1. 2/9.0 TWO SLASH NINE POINT ZERO

L-2. 1.6 ONE POINT SIX.

L-3. 3.5 THREE POINT FIVE.

L-4. 1.9 ONE POINT NINE.

L-5. 2.0 TWO POINT ZERO

L-6. NEGATIVE

M. 227/1227 TWO TWO SEVEN SLASH ONE TWO TWO SEVEN.

N. DURING THE MONTH OF NOVEMBER THE MOST IMPORTANT CONTRIBUTION
OF THE MDC&AU SECTION WAS THE COMPILING OF INFORMATION CONCERNING
UTILIZATION OF SCHEDULED 60-9 REQUIREMENTS FOR ECM EQUIPMENT.

THIS INFORMATION SHOWS THE NUMBER OF MANHOURS WASTED IN
LOADING AND UNLOADING CHAFF AND PRE-FLIGHTING EQUIPMENT
ACCORDING TO SCHEDULE, THAT WAS NOT UTILIZED BY AIRCREWS.

O. 35/MD-3/900/900/0/20/13650/87

12/C-21/95/95/0/10/1140/97

4/A-1GEN/88/88/0/0/880/100

3DM

3 of 5

UNCLASSIFIED

UNCLASSIFIED

COMAIRDIV 818 LINCOLN AFB NEBR

2-8AF-A6 FOR 307BWM CONT'D:

1/B-11 GEN/0/0/0/0/0/0

10/B12 GEN/81/80/1/1/648/97

1/B-6-E/30/30/0/0/300/100

21/LOW PRESS COMP/244/200/44/10/2928/90

7/HIGH PRESS COMP/82/82/0/0/820/100

4/MANIFOLD/34/30/0/4/272/85

4/HYD/IN STORAGE

0/MA-1/READY FOR TURN IN

4/STEAM CLEANER/0/0/0/0/0/0

1/CLEANER SPRAY/30/0/0/0/0/100

4/AIR COOLERS/IN STORAGE

29/BT-400-HEATERS/268/268/0/0/7140/100

21/F-4- HEATERS/315/315/5/0/9450/95

PART II. KC-97 TYPE AIRCRAFT

A. NEGATIVE

B-1. 1/1.4 ONE SLASH ONE POINT FOUR

B-2. KC-97/51380/NEGATIVE

B-3. NEGATIVE

C. 102/620 ONE ZERO TWO SLASH SIX TWO ZERO

D. 109/500 ONE ZERO NINE SLASH FIVE ZERO ZERO (INCLUDES

NINETEEN (19) TEST FOR SEVENTEEN (17) HOURS AND

THREE (3) FERRY FLIGHTS FOR SIX (6) HOURS.

E. 67% SIX SEVEN PERCENT.

3DMM

4 of 5

UNCLASSIFIED

UNCLASSIFIED

COMAIRDIV 818 LINCOLN AFB NEBR

2-SAF-A6 FOR 307BWM CONT'D:

F. 42 (FOUR TWO) LOST. FOURTEEN (14) DUE TO WX, NINE(9) OF WHICH CANX ON 18 NOV 57 DUE TO HEAVY SNOW. SCHEDULE WAS SET BACK ONE DAY FOR REMAINDER OF MONTH, THREE (3) CANX DUE TO HAVING FLOWN ON PREVIOUS DAY, FOR (4) CANX FLEW FOLLOWING DAY, THREE (3) CANX FLEW ONLY ONE SORTIE OF A TURNAROUND FLIGHT, ONE (1) CANX AWAITING TEST FLIGHT, SEVENTEEN (17) CANX DUE TO MAINTENANCE, ONE (1) CANX FUEL LEAK, TWO (2) CANX AACP, TWO (2) CANX DUE TO PERIODIC INSPECTION, FOUR (4) CANX DUE TO FUEL SYSTEM MALFUNCTION, ONE (1) CANX ANFE, FOUR (4) CANX ENGINE CHANGE, ONE (1) CANX PROP CHANGE, ONE (1) CANX PROP MALFUNCTION, ONE (1) CANX HYDRAULIC LINE MALFUNCTION).

G. 82% EIGHT TWO PERCENT

H. 17 (ONE SEVEN) LOST. REASONS REPTD IN ITEM "F".

K. 2023 TWO ZERO TWO THREE

L-1. 4/9.5 FOUR SLASH NINE POINT FIVE

L-2. 2.0 TWO POINT ZERO

L-3. 3.9 THREE POINT NINE

L-4. 1.5 ONE POINT FIVE

L-5. 2.1 TWO POINT ONE

L-6. NEGATIVE

M. 101/495 ONE ZERO ONE SLASH FOUR NINE FIVE

N AND O REPORTED IN PARTI, ITEM "N" AND ITEM "O".

3DMM

5 of 5

UNCLASSIFIED

"A TRUE COPY"

FRED D. WOOD, 2nd Lt, USAF

ANNEX D

ANNEX "D"
TO
OPS PLAN 206-57

C

46

ANNEX "D" TO OPS PLAN 206-57

Level 3

ANNEX "D"
TO
OPERATIONS PLAN 206-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 December 1957

ANNEX "D" (MAINTENANCE TO OPERATION PLAN NO. 206-57)

1. GENERAL:

a. This maintenance plan presents the flying schedule for December 1957 and reflects all known requirements.

b. The sortie schedule contained in Appendixs I, II, III, and IV, implement the flying requirements approved at the monthly scheduling meeting as directed by SAC Manual 66-3 and SAC Regulation 60-9. The total B-47 sorties will be two hundred and twenty-seven (227) for a total of one thousand, two hundred and twenty-seven (1227) hours. The total KC-97 sorties will be one hundred and one (101) sorties for a total of four hundred and ninety-five (495) hours.

c. All sorties are scheduled on a two (2) day turn-around time.

d. Normal duty hours will be from 0745 to 1645 Monday through Friday. Work accomplished on weekends and during periods other than normal duty hours will be on an overtime basis and on individual aircraft.

e. Sorties programmed for Mondays or a day following a holiday will not be scheduled for take-off prior to 1200 hours. Sorties programmed for Friday or the day preceding a holiday will not be scheduled to land after 1600 hours.

f. Daily meeting of all Line Chiefs will be held at 0930 hours, Monday through Friday, to confirm aircraft tail numbers and requirements. Meetings of Maintenance Officers will be at the discretion of the Job Control Officer.

g. Flight Line security measures will be in effect and personnel will exercise vigilance to insure that only those personnel having a "right and need" will be allowed access to aircraft, offices and/or shops.

h. All flight test accomplished on Periodic Inspected aircraft will be of five (5) hours duration.

ANNEX "D" TO OPS PLAN 206-57

APPENDIX I
 APPENDIX I
 ANNEX D
 ANNEX D
 OPERATIONS PLAN 206-57
 OPERATIONS PLAN 206-57

Headquarters
 309th Bombardment Wing, Medium
 Utility, Eastwood Air Force Base, Nebraska
 Lincoln Air Force Base, Nebraska
 1 December 1957
 1 December 1957

370TH BOMBARDMENT SQUADRON
370TH BOMBARDMENT SQUADRON

1. GENERAL:
 1. GENERAL:

- a. This unit will provide seventy-two (72) sorties for a total of three hundred and ninety (390) man-hours. (See Inclosure to this appendix) of three hundred and ninety (390) man-hours. (See Inclosure to this appendix).
- b. The flying schedule (see Inclosure) provides seventy-two (72) preflight and ten (10) postflight inspections. (See Inclosure) provides seventy-two (72) preflight and ten (10) postflight inspections.
- c. Aircraft landing after duty hours will be set by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Forms 849, as needed, submitted and the pre-scheduled maintenance Form 526 accomplished. This form (620) with appropriate work orders, will be submitted to Air Control (526) with appropriate work orders, will be submitted to Air Control.
- d. Normal duty hours will be from 0745 to 1645 hours Monday thru Friday.
- e. Normal duty hours will be from 0745 to 1645 hours Saturday thru Friday.
- f. All aircraft upon completion of a mission will be refueled to the next flight's requirements, unless a malfunction exists that precludes refueling.
- g. Aircraft take-off times and duration of flights will be reflected in the week 60-9 publication. Times and duration of flights will be reflected in the week 60-9 publication.
- h. The following aircraft will undergo periodic inspection during the month of December: (See Inclosure) aircraft will undergo periodic inspection during the month of December:

<u>TAIL NO.</u>	<u>PRELIFT</u>	<u>DOCK NO.</u>	<u>DATE</u>	<u>POSTDOCK</u>	<u>FLY TEST</u>
232	2 Dec	21	3/5 Dec	6 Dec	9 Dec
214	12 Dec	21	13/15 Dec	18 Dec	19 Dec
214	18 Dec	21	18/19 Dec	18 Dec	19 Dec

- i. Crew Chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Section for a complete records check seven (7) days prior to the pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew Chiefs will assure that the aircraft commander has presented an operational check list, (secured from maintenance quality control), for accomplishment on the last flight prior to periodic inspection.

APPENDIX I
 ANNEX D OPERATIONS PLAN 206-57
 ANNEX D OPERATIONS PLAN 206-57

1. Aircraft for compass swings will be scheduled at the daily maintenance meeting at 0930. For compass swings will be scheduled at the daily maintenance meeting at 0730.

1. The following procedures will be followed for aircraft being weighted and balanced. Job Control will schedule hangar space one (1) day prior to the scheduled date. The Squadron weight and balance officer will certify that the aircraft is ready for weight and balance prior to jacking of the aircraft. This will include a current Chart "A" inventory and all Chart "C" entries are current. The Squadron weight and balance officer or his representative will be present for the weight and balance inspection.

APPENDIX II
 TO
 ANNEX "D"
 TO
 OPERATIONS PLAN 206-57

Headquarters
 307th Bombardment Wing, Medium
 United States Air Force
 Lincoln Air Force Base, Nebraska
 1 December 1957

371ST BOMBARDMENT SQUADRON

1. GENERAL:

- a. This unit will provide seventy-four (74) sorties for a total of four hundred (400) hours. (See inclosure to the Appendix).
- b. The flying schedule (see inclosure) produces seventy-four (74) preflight and eight (8) postflight inspections.
- c. Aircraft landing after duty hours will be met by night crews and refueled parked and the flight crew accompanied by the crew chief debriefed. SAC Form(s) 190, as needed, submitted and the pre-scheduled maintenance Form 526 accomplished. This form (526) with appropriate work orders, will be submitted to Wing Job Control.
- d. Normal duty hours will be from 0745 to 1645 hours Monday thru Friday.
- e. All aircraft upon completion of a mission will be refueled to the next flights requirements, unless a malfunction exists that precludes refueling.
- f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publication.
- g. The following aircraft will undergo periodic inspection during the month of December :

<u>TAIL NO.</u>	<u>PREDOCK</u>	<u>DOCK NO.</u>	<u>DATES</u>	<u>POSTDOCK</u>	<u>FLT TEST</u>
228	6 Dec	21	9/11 Dec	12 Dec	13 Dec
218	19 Dec	21	20/27 Dec	30 Dec	31 Dec

h. Crew chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Unit for a complete records check seven (7) days prior to the pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

APPENDIX II
 ANNEX "D" TO OPS PLAN 206-57

i. Aircraft for compass swings will be scheduled at the daily maintenance meeting at 0930 hours.

j. The following procedures will be followed for aircraft being weighted and balanced. Job Control will schedule hangar space one (1) day prior to the scheduled date. The Squadron Weight and Balance Officer will certify that the aircraft is ready for weight and balance prior to jacking of the aircraft. This will include a current Chart "Q" inventory and all Chart "C" entries are current. The Squadron Weight and Balance Officer or his representative will be present for the weight and balance inspection.

APPENDIX III
TO
ANNEX "D"
TO
OPERATIONS PLAN 206-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 December 1957

372ND BOMBARDMENT SQUADRON

1. GENERAL:

- a. This unit will provide eighty-one (81) sorties for a total of four hundred and thirty-seven (437) flying hours, (see inclosure to this Appendix).
- b. The flying schedule (see inclosure) produces eighty-one (81) preflight and sixteen (16) postflight inspections.
- c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form 190(s) as needed, submitted and the pre-scheduled maintenance form 526 accomplished. This form (526) with appropriate work orders, will be submitted to Wing Job Control.
- d. Normal duty hours will be from 0745 to 1645 hours Monday thru Friday.
- e. All aircraft upon completion of a mission will be refueled to the next flight's requirements, unless a malfunction exists that precludes refueling.
- f. Aircraft take-off times and duration of flights will be reflected in the Weekly 60-9 publication.
- g. Crew Chiefs whose aircraft are scheduled for periodic inspections will report to the Aircraft Records Unit for a complete records check seven (7) days prior to pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew Chiefs will assure that aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.
- h. Aircraft for compass swings will be scheduled at the daily maintenance meeting at 0930 hours.
- i. The following procedures will be followed for aircraft being weight and balanced. Job Control will schedule hangar space one (1) day prior to the scheduled date. The Squadron Weight and Balance Officer will certify that the aircraft is ready for weight and balance prior to jacking of the aircraft. This will include a current Chart "C" inventory and all Chart "C" entries are current. The Squadron Weight and Balance Officer or his representative will be present for the weight and balance inspection.

APPENDIX III
ANNEX "D" OPS PLAN 206-57

APPENDIX IV
 TO
 ANNEX "D"
 TO
 OPERATIONS PLAN 206-57

Headquarters
 307th Bombardment Wing, Medium
 United States Air Force
 Lincoln Air Force Base, Nebraska
 1 December 1957

307TH AIR REFUELING SQUADRON

1. GENERAL:

- a. This unit will provide one hundred and one (101) sorties for a total of four hundred, ninety-five (495) flying hours (see inclosure to this appendix).
- b. The flying schedule (see inclosure) produces one hundred and one (101) preflight and twenty-seven (27) postflight inspections.
- c. Aircraft landing after duty hours will be met by night crew and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form(s) 190, as needed, submitted and the pre-scheduled maintenance form 526 accomplished. This form (526) with appropriate work orders will be submitted to Wing Job Control.
- d. Normal duty hours will be from 0745 to 1645 hours Monday thru Friday.
- e. All aircraft upon completion of a mission will be refueled to the next flight's requirements, unless a malfunction exists that precludes refueling.
- f. Aircraft take-off times and duration of flights will be reflected in the Weekly 60-9 publication.
- g. The following aircraft will undergo periodic inspection during the month of December:

<u>TAIL NO</u>	<u>PREDOCK</u>	<u>DOCK NO.</u>	<u>DATES</u>	<u>POSTDOCK</u>	<u>FLT TEST</u>
797	3 Dec	20	4/9 Dec	10/11 Dec	12 Dec
804	10 Dec	20	11/16 Dec	17/18 Dec	19 Dec
384	17 Dec	20	18/23 Dec	27/28 Dec	31 Dec
798	27 Dec	20	30 Dec/3 Jan	6/7 Jan	8 Jan

- h. Crew Chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Unit for a complete records check seven (7) days prior to pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew Chiefs will assure that aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

APPENDIX IV
 ANNEX "D" TO OPS PLAN 206-57

APPENDIX V
 TO
 ANNEY "D"
 TO
 OPERATIONS PLAN 206-57

Headquarters
 307th Bombardment Wing, Medium
 United States Air Force
 Lincoln Air Force Base, Nebraska
 1 December 1957

307TH PERIODIC MAINTENANCE SQUADRON

1. GENERAL:

a. Provide personnel, tool, and equipment to process the following B-47 and KC-97 aircraft through periodic inspection.

B-47

<u>TAIL NO.</u>	<u>PREDOCK</u>	<u>DOCK NO.</u>	<u>DATES</u>	<u>POSTDOCK</u>	<u>FIT TEST</u>
232	2 Dec	21	3/5 Dec	6 Dec	9 Dec
228	6 Dec	21	9/11 Dec	12 Dec	13 Dec
214	12 Dec	21	13/17 Dec	18 Dec	19 Dec
218	19 Dec	21	20/27 Dec	30 Dec	31 Dec
222	30 Dec	21	31 Dec/3 Jan	6 Jan	7 Jan
797	3 Dec	20	4/9 Dec	10/11 Dec	12 Dec
204	10 Dec	20	11/16 Dec	17/18 Dec	19 Dec
384	17 Dec	20	18/23 Dec	27/28 Dec	31 Dec
798	27 Dec	20	30 Dec/3 Jan	6/7 Jan	8 Jan

b. Normal duty hours will be from 0745 to 1645 hours Monday thru Friday.

c. The following listed aircraft will receive postflight inspections on dates indicated:

<u>TAIL NO.</u>	<u>DATE</u>	<u>TAIL NO.</u>	<u>DATE</u>	<u>TAIL NO.</u>	<u>DATE</u>
214	2 Dec	143	11 Dec	234	19 Dec
911	2 Dec	910	11 Dec	134	19 Dec
139	3 Dec	241	12 Dec	227	20 Dec
128	3 Dec	225	12 Dec	917	20 Dec
901	4 Dec	236	13 Dec	902	23 Dec
900	4 Dec	141	13 Dec	417	23 Dec
210	5 Dec	916	16 Dec	220	27 Dec
223	5 Dec	244	16 Dec	416	27 Dec
142	6 Dec	912	17 Dec	228	30 Dec
208	9 Dec	413	17 Dec	915	31 Dec
217	9 Dec	240	18 Dec		
222	10 Dec	906	18 Dec		
087	10 Dec				

APPENDIX V
 ANNEY "D" TO OPS PLAN 206-57

APPENDIX VI
TO
ANNEX "D"
TO
OPERATIONS PLAN 206-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 December 1957

307TH FIELD MAINTENANCE SQUADRON

1. GENERAL:

- a. This unit will provide tools, equipment and personnel to support two hundred and twenty-seven (227) preflight and thirty-five (35) postflight inspections for B-47 aircraft.
- b. Provide personnel, tools and equipment to process the B-47 aircraft through periodic inspection as outlined in Appendix V, paragraph 3, this Annex.
- c. Specialists to accomplish technical orders will be furnished in accordance with the schedule as established by the night planners.
- d. Normal duty hours will be from 0745 to 1645 hours Monday thru Friday.
- e. Ground power will be provided to support the maintenance schedule as reflected in inclosure to Appendix I, II, III and IV.

307TH ARMAMENT & ELECTRONICS SQUADRON

1. GENERAL:

- a. Provide necessary personnel, tools and equipment to accomplish two hundred and twenty-seven (227) preflight and thirty-five (35) postflight inspections for B-47 aircraft.
- b. Provide personnel, tools and equipment to process the B-47 aircraft through periodic inspection as outlined in Appendix V, paragraph 3, this Annex.
- c. Normal duty hours will be from 0745 to 1645 hours Monday thru Friday.
- d. Special Weapons Loading requirements will be reflected in the Weekly 60-9 publication.

APPENDIX VI
ANNEX "D" TO OPS PLAN 206-57

APPENDIX VII
TO
ANNEX "D"
TO
OPERATIONS PLAN 206-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 December 1957

MAINTENANCE QUALITY CONTROL

1. GENERAL:

- a. This inspection plan will include all aircraft undergoing periodic and post-flight inspection which will be inspected upon completion of the inspection.
- b. A minimum of twelve (12) flight line inspection will be accomplished averaging four (4) per squadron.
- c. Special inspections will be accomplished as required.
- d. The following activity inspections will be accomplished:

<u>ORGAN</u>	<u>DATE</u>
307th Air Refueling Squadron	2 Dec
307th Field Maintenance Squadron	9 Dec

- e. A list of all discrepancies will be left at each section at the time of inspection. A formal report will be forwarded to the respective squadron at the end of the month in a statement of the corrective action by indorsement thereto.

APPENDIX VIII
TO
ANNEX "D"
TO
OPERATIONS PLAN 206-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 December 1957

AIRCRAFT MAINTENANCE STANDARDIZATION BRANCH

1. GENERAL:

- a. The attached training requirements have been scheduled with the 408th Field Training Detachment for the month of December 1957.
- b. The open book test on T.O. 00-20A-1 (Acft Records) will be administered again. The following schedule will be observed:
 - 370th Bomb Sq, Tuesday of each week in December.
 - 371st Bomb Sq, Wednesday of each week in December.
 - 372nd Bomb Sq, Thursday of each week in December.
 - 307th AREFS, Friday of each week in December.

Tests material will be picked up at 307DMS by the squadron training representative at 0745 on the scheduled day. Not later than 1630, each day, the test, the test results and test folder will be returned to 307DMS.

- c. WEMP tests will be administered to personnel of the 307th AREFS who have not completed this test.
- d. The revised WEMP tests for the B-47 have not been received from higher headquarters. In the event that they arrive in the immediate future, these test will be administered to the 43 career field personnel. Organizations will be notified by correspondence from the 307th DMS regarding this matter.
- e. Organizations experiencing maintenance difficulties, problem areas, or desiring special training courses are invited to contact the Aircraft Maintenance Standardization Branch, phone 348.

APPENDIX VIII
ANNEX "D" TO OPS PLAN 206-57

SCHEDULE FOR 1957														370th Bombardment Sq						
	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	27	30	31	
001																				
002																				
003																				
004																				
005																				
006																				
007																				
008																				
009																				
010																				
011																				
012																				
013																				
014																				
015																				
016																				
017																				
018																				
019																				
020																				
021																				
022																				
023																				
024																				
025																				
026																				
027																				
028																				
029																				
030																				
031																				

	SCHEDULE FOR MONTH OF DECEMBER 1957											371st Bombardment Sq										
	2	3	4	5	6	9	10	11	12	13	16	17	18	19	20	23	27	30	31			
912	↑ ← ALERT → ↓					F		SD			F				F							
240			F			F						F						↑ ← ALERT →				
234	F			SD		F	SD			F			F				F					
227	A ↓	F			SD	F		SD			F			F				F				
902			F			SL			F			TCC			F				F			
220	F			SD		F	SD			F			F			F						
278		F			PD ← DOCK →			BL	PT					F			F					
716			F			F			F			F			F			F				
243	F			SD		F	SD			F			F			F			F			
226		F			↑ ← ALERT → ↓									F			F					
21F			F			F			F													
218	F			FF			F								PD ← DOCK →							
719									↑ ← ALERT → ↓													
140			F			SD			F			F				↑ ← ALERT → ↓						
911																						

DECEMBER 1957 MONTH 307TH BOMBARDMENT WING (M) COPY SQUADRON 1-AP-11 (110a Fept)

LINE NUMBER	C. NO OF ACFT ON HAND	D. HOURS ON HAND	E. OPERATIONALLY READY	F. SUPPLY	G. T.O.C.	H. PERIODIC	I. MALFUNCTION	J. OTHER NOT OPR READY FLYABLE	L. LANDINGS	M. FUEL	N. OIL	OPR SORTIES	HOURS FLOWN OPERATIONAL MISSIONS	FERRY SORTIES	HOURS FLOWN FERRY MISSIONS	TEST SORTIES	HOURS FLOWN TEST MISSIONS	TOTAL SORTIES	TOTAL HOURS FLOWN
31		370th Bombardment Squadron (M)																	
31	15	11160	6579	587		812	2918	261	444	163		46	340:20	-	-	13	25:20	59	365:40
		371st Bombardment Squadron (M)																	
31	15	11160	8133	962		920	1145		642	161		61	456:30	1	2:25	11	28:15	73	487:10
		372nd Bombardment Squadron (M)																	
31	15	11160	9317	240		86	1253	264	422	108		61	496:00			11	30:35	72	526:35
		B-47E TOTALS																	
31	45	33460	24029	1789		1818	5316	528	1508	432		168	1292:50	1	2:25	35	84:10	204	1379:25
		TB-47B TRAINER TOTAL																	
31	1	744	468	64			212			21		4	21:50			1	5:20	5	27:10
		KC-97A Totals																	
31	9	6275	3931	532		328	1484		305	108		27	179:10	1	4:35	4	7:55	32	191:40
		KC-97C Totals																	
31	12	8928	6803	380		855	890		380	178		48	325:15	3	8:55	9	14:25	60	348:35

End 4

C O P Y

UNCLASSIFIED

-copy-

PRIORITY

X AF ORIG

COMAIRDIV 818 LINCOLN AFB NEBR

COMAF 8 WESTOVER AFB MASS

UNCLASSIFIED/307DMM 01-116 . SUBJ: MONTHLY MAINT AND FLY
ACTIVITY REPT, RCS: 2-8AF-A6. FOR PERIOD 1-31 DECEMBER 1957
FOR 307BWM. THIS MESSAGE IN TWO PARTS. PART 1. 307DMM. B-47
TYPE ACFT.

A. ONE (1). B-47E/53-1912/11 DEC 57/7 JAN 58/ACFT NOT SCHED
ON 12 DEC 57 AND DEVELOPED A #6 OIL TANK LEAK ON 13 DEC 57 AND
WAS OUT OF COMMISSION FOR MAINTENANCE FROM 13 DEC 57 TO 19 DEC
57. ~~ACFT~~ FROM 19 DEC 57 TO 31 DEC 57 DUE TO A #6 OIL TANK
CHANGE. ACFT DECLARED IN COMMISSION 31 DEC 57. CANX SCHEDULED
SORTIE ON 16 DEC 57 and 20 DEC 57. ACFT SCHED FOR POST FLIGHT
INSPECTION 2 JAN 58 THRU 3 JAN 58. SCHED TO FLY 7 JAN 58.

B-1. 6/32.8 SIX SLASH THREE TWO POINT EIGHT.

B-2. B-47E/53-4210/NEGATIVE B-47E/53-6242/NEGATIVE
B-47E/53-1901/NEGATIVE B-47E/53-2143/NEGATIVE
B-47E/53-4222/NEGATIVE B-47E/53-1909/NEGATIVE

3/2300
JAN 1958

307DMM

G.R. ANDERSON, Lt Col, USAF
8137 1 of 6

UNCLASSIFIED

48

land 5'

C O P Y

UNCLASSIFIED

307DM 2-8AF-A6

B-3. DEPOT ASSISTANCE RECEIVED FROM OCAMA FOR FUEL LEAKERS BY TWO (2) WB-13 AIRFRAME ASSEMBLY TECHNICIANS FROM 10 DEC 57 THRU 19 DEC 57.

C. 200/1479:30 TWO ZERO ZERO SLASH ONE FOR SEVEN NINE CLN THREE ZERO.

D. 209/1406:35 TWO ZERO NINE SLASH ONE FOUR ZERO SIX CLN THREE FIVE (INCLUDES 36 (THREE SIX) TEST FLIGHTS FOR 89:30 HOURS (WIGHT NINE CLN THREE ZERO HOURS) AND 1 (ONE) FERRY FLIGHT FOR 2:25 HOURS (TWO CLN TWO FIVE HOURS).

E. 63% (SIX THREE PERCENT).

F. 70 (SEVEN ZERO) LOST. NINE (9) NOT SCHEDULED DUE TO ACFT BEING ON ALERT, THREE (3) CANX AWAITING TEST FLIGHT, ONE (1) CANX DUE TO ACFT BEING XC, TWO (2) CANX BECAUSE INSPECTION WAS DUE, THREE (3) CANX DUE TO HAVING FLOWN PREVIOUS DAY, FIVE (5) NOT SCHEDULED IN ORDER TO PREVENT EXCEEDING FLYING HOURS ALLOCATION, 47 (FOUR SEVEN) CANX DUE TO MAINT (21 (TWO ONE) CANX DUE TO FUEL LEAKS, 7 (SEVEN) CANX DUE TO ACFT BEING IN PERIODIC MAINT, 3 (THREE) CANX DUE TO ENGINE CHANGE, 4 (FOUR) CANX DUE TO LANDING GEAR MALF, 3 (THREE) CANX AWP OIL TANK, 1 (ONE) CANX DUE TO ALTERNATOR MALF, 2 (TWO) CANX DUE TO BOOSTER PUMP MALF, 1 (ONE) CANX AOCPP START GEN, 1 (ONE) CANX DUE TO BLOWER MALF, 1 (ONE) CANX DUE TO SHUT-OFF VALVE MALF, 1 (ONE) CANX DUE TO "W" SYSTEM MALF, 1 (ONE) CANX DUE TO TRIM MALF, 1 (ONE) CANX DUE TO PTO CASE LEAK. NOTE: SATURDAY, 21 DEC 57 WAS DECLARED

307DM

2 of 6

UNCLASSIFIED

307DMM 2-8AF-A6

UNCLASSIFIED

~~XXXXXXXX~~ MAINTENANCE FLYING DAY, AND THE RELATION BETWEEN THE WEEKLY FLYING SCHEDULE AND THE MONTHLY FLYING SCHEDULE WAS ALTERED BY ONE DAY FOR THE REMAINDER OF THE MONTH.

G. 83% (EIGHT THREE PERCENT).

H. 35 (THREE FIVE) LOST. REASONS REPORTED IN ITEM "F".

K. 6117 SIX ONE ONE SEVEN.

L-1. 6/11.70 SIX SLASH ONE ONE POINT SEVEN ZERO.

L-2. 2.7 TWO POINT SEVEN.

L-3. 3.8 THREE POINT EIGHT

L-4. 3.35 THREE POINT THREE FIVE.

L-5. 1.85 ONE POINT EIGHT FIVE

L-6. NEGATIVE.

M. 223/1539 TWO TWO THREE SLASH ONE FIVE THREE NINE.

N. FOR THE MONTH OF DECEMBER 1957 THE MOST IMPORTANT CONTRIBUTION OF MDCAU WAS: THE CLOSE COOPERATION WITH THE FLIGHT LINE MAINTENANCE SECTION IN THE SEMI-ANNUAL INVENTORY OF SELECTED PROPERTY INSTALLED IN AIRCRAFT. THIS REQUIRES A REPORT ON EACH AIRCRAFT IN COMPLIANCE WITH AFR 65-103 TO BE SUBMITTED TO HEADQUARTERS USAF FOR PLANNING PURPOSES. THIS REPORT WAS REQUIRED WELL IN ADVANCE OF NORMAL DUE DATE AND WAS COMPLETED AND FORWARDED WITHOUT INCIDENT.

O. 39/AD-3/500/500/0/25/12000/95

11/C-21/100/100/0/0/2000/100

8/A-1 GEN/75/75/0/0/1650/100

307DMM

3 of 6

UNCLASSIFIED

C O P Y

UNCLASSIFIED

307DMM 2-BAF-A6

1/B-11GEN/4/4/0/0/32/100

11/B-12GEN/70/70/5/5/560/90

1/B-6-B/15/15/0/0/150/100

15/LOW PRESS COMP/245/245/5/10/1960/85

5/HIGH PRESS COMP/65/65/5/0/650/95

2/LANIFOLD/30/30/0/0/240/100

4/HYD/15/15/0/0/130/100

3/KA-1/43/43/0/0/430/100

1/STEAM CLEANER/0/0/0/0/0/0

0/SPRAY CLEANER/0/0/0/0/0/0

15/AIR COLLERS/36/36/0/0/288/100

29/BT-400 HEATERS/180/180/0/0/2160/75

21/F-4 HEATERS/275/275/0/0/200/100

PART 11. KC-97 TYPE AIRCRAFT.

A. KC-97F/51-384/16 DEC 57/3 JAN 58/ACCN FROM 16 DEC 57 TO

19 DEC 57 FOR #4 PROP CHANGE. ACFT ENTERED PERIODIC MAINT

INSPECTION 19 DEC 57. ACFT SCHEDULED FOR TEST FLIGHT 26 DEC

57 AT WHICH TIME A HYDRAULIC LEAK WAS DISCOVERED WHICH

NECESSITATED THE REMOVAL OF #3 ENGINE. ACFT SCHEDULED TO FLY

3 JAN 58.

B-1. 1/.54 ONE SLASH POINT FIVE FOUR

B-2. KC-97G/52-2793/NEGATIVE.

B-3. NEGATIVE.

307DMM

4 of 6

UNCLASSIFIED

C O P Y

UNCLASSIFIED

307DPM 2-8AF-A6

- C. 95/634 NINE FIVE SLASH SIX THREE FOUR
- D. 92/540:15 NINE TWO SLASH FIVE FOUR ZERO CLN ONE FIVE
(INCLUDES 13 (ONE THREE) TEST FLIGHTS FOR 22:20 HOURS
(TWO TWO CLN TWO ZERO HOURS) AND 4 (FOUR) FERRY FLIGHTS
FOR 13:30 HOURS (ONE THREE CLN THREE ZERO HOURS)).
- E. 68% (SIX EIGHT PERCENT)
- F. 33 (THREE THREE) LOST. ONE (1) NOT SCHEDULED DUE TO ACFT
BEING ON ALERT, ONE (1) CANX AWAITING TEST FLIGHT, SIX (6)
CANX BECAUSE INSPECTION WAS DUE, ONE (1) CANX DUE TO BEING
SCHEDULED TO FLY NEXT DAY, FIVE (5) NOT SCHEDULED IN ORDER
TO PREVENT EXCEEDING FLYING HOUR ALLOCATION, ONE NINE (19)
CANX DUE TO MAINT, TWO (2) CANX DUE TO FUEL LEAKS, TWO (2)
CANX DUE TO ACFT BEING IN PERIODIC MAINT, ONE (1) CANX DUE TO
ENGINE CHANGE, ONE (1) CANX DUE TO BOOSTER PUMP MALF, TWO
(2) CANX DUE TO TURBO MALF, THREE (3) CANX DUE TO FUEL SYSTEM
MALF, THREE (3) CANX DUE TO AOCIP IPR TUBING, ONE (1) CANX
DUE TO PROP CHANGE, ONE (1) CANX DUE TO BROKEN ENGINE STUD,
ONE (1) CANX DUE TO PROP MALF, ONE (1) CANX DUE TO CABE
CHANGE, ONE (1) CANX DUE TO OIL LEAK).
- G. 81% (EIGHT ONE PERCENT).
- H. 18 (ONE EIGHT) LOST. REASONS REPORTED IN ITEM "F".
- K. 2256 TWO TWO FIVE SIX
- L-1. 3/11.45 THREE SLASH ONE ONE POINT FOUR FIVE.
- L-2/ 2.5 TWO POINT FIVE.

307DPM

5 of 6

UNCLASSIFIED

C O P Y

UNCLASSIFIED

307DM 2-8AF-A6

L-3. 3.93 THREE POINT NINE THREE

L-4. 2.12 TWO POINT ONE TWO

L-5. 2.9 TWO POINT NINE

L-6. NEGATIVE

M. 130/594 ONE THREE ZERO SLASH FIVE NINE FOUR.

N. SEE ITEM "N" PART ONE.

O. SEE ITEM "O" PART ONE.

COPY-

Office of the Chief of Maintenance
 307th Bombardment Wing, Medium
 Lincoln Air Force Base
 Lincoln, Nebraska

307DMMQ

3 December 1957

SUBJECT: Inspection Analysis Report

THRU: Chief of Maintenance
 307th Bombardment Wing, Medium
 Lincoln Air Force Base, Nebraska

TO: Director of Materiel
 307th Bombardment Wing, Medium
 Lincoln Air Force Base, Nebraska

1. An analysis of Quality Control Inspections for the month of November is submitted for your information.

a. Ten (10) B-47 engine changes were inspected with an average of 6.0 discrepancies as compared to 3.3 discrepancies for the month of October. Four (4) KC-97 engine changes were inspected with an average of 4.5 discrepancies as compared to 5.5 discrepancies for the month of October.

NOTE: It is believed that with the assignment of a new M/Sgt in the engine build up section the number of discrepancies found by Quality Control will be greatly reduced. This M/Sgt is in the process of revamping the inspection of build up engines and this should show a great improvement over past analysis.

b. Eighteen (18) special inspections and/or investigations as requested by the DM & DMM were conducted during the month.

c. Weapons Release Inspection:

(1) Alert aircraft inspections	31
(2) A&E Ring Out teams monitored	5
(3) Aircraft configuration inspections	48
(4) Inspection of Ring Out records	4
(5) Most common discrepancies.	
(a) Low air pressure.	

49

307DMMQ, Subject: Inspection Analysis Report Cont'd

NOTE: Discrepancies have been reduced to the vanishing point since becoming prime write ups on post flight inspections.

d. Flight Test:

(1) This section coordinated and monitored twenty six (26) test flights as indicated below.

(a) B-47 Aircraft

1. Four (4) "K" Tests
2. One (1) 30 Day Aircraft
2. Four (4) Periodic Inspections
4. Four (4) Operational Checks

(b) KC-97 Aircraft

1. Four (4) Periodic Inspections
2. Four (4) Engine Changes
3. Five (5) Operational Checks

e. Product Improvement Program:

- (1) A total of 1128 failure reports and 12 U.R.'s were submitted as against 1245 failure reports and 10 U.R.'s for the month of October.
- (2) This is a degeneration of failure reports and a slight increase of UR's. Continued emphasis is to be made for an effective Product Improvement Program.
- (3) Submission of U.R.'s and failure reports by Squadrons are as follows:

<u>NOVEMBER</u>			<u>JAN THRU NOV</u>	
<u>SQDN</u>	<u>UR'S</u>	<u>FR'S</u>	<u>UR'S</u>	<u>FR'S</u>
*370	0	5	1	359
371	0	30	5	580
372	0	35	4	559
PM	0	37	2	960
A&E	1	580	25	7122
FM	2	410	10	1329

* Since a failure report is required every time an item is replaced on an Aircraft this indicated the 370th changed only five parts during Nov 57.

307DMMQ, Subject: Inspection Analysis Report Cont'd

<u>SCDN</u>	<u>NOVEMBER</u>		<u>JAN THRU NOV</u>	
	<u>UR'S</u>	<u>FR'S</u>	<u>UR'S</u>	<u>FR'S</u>
AREFS	3	31	6	585
HQ	<u>6</u>	<u>0</u>	<u>21</u>	<u>0</u>
TOTALS	12	1128	74	11494

f. Periodic Maintenance:

- (1) An analysis of three (3) B-47 periodic maintenance inspections shows an average of 38.6 discrepancies per aircraft as compared to 36.0 for the month of October. It is felt that this increase is not significant.
- (2) An analysis of B-47 post flight inspections by Periodic Maintenance shows an average of 26.9 discrepancies per aircraft as compared to 23.5 for the month of October.
- (3) An analysis of three (3) KC-97 periodic maintenance inspections shows an average of 24.3 discrepancies per aircraft as compared to 24.0 for the month of October.

g. Flight Line Maintenance:

- (1) Analysis of B-47 flight line inspections reveals an average of 31.3 discrepancies per aircraft as compared to 17.4 per aircraft for the month of October.
- (2) Analysis of KC-97 flight line and post flight inspections reveals an average of 24.0 discrepancies per aircraft as compared to 21.3 for the month of October.

h. Listed on the following page is an inspection break down and comparison to previous month.

307DMQ, Subject : Inspection Analysis Report Cont'd:

<u>SQDN</u>	<u>OCTOBER</u>			<u>NOVEMBER</u>		
	<u>NO INSP</u>	<u>DISCREP</u>	<u>SAFETY OF FLT</u>	<u>NO INSP</u>	<u>DISCREP</u>	<u>SAFETY OF FLT</u>
370	3	61	1	3	84	2
371	3	61	3	2	82	2
372	3	35	2	3	85	3
Post Flt B-47	35	833	28	29	778	25
Periodic B-47	2	72	3	3	116	4
AREFS	5	109	0	6	114	10
Periodic KC-97	2	48	0	3	73	3

COMMENT: In reference to para g. (1) it is felt that this should be a subject of special note for the Aircraft Maintenance Standardization Branch to ascertain the reason for the evident degeneration in maintenance on the Flight Line. It is very possible that the level of experience is such that additional training is needed.

s/William R. Sullivan
t/WILLIAM R. SULLIVAN
Major, USAF
Quality Control Officer

"A" TRUE COPY"

FRED D. WOOD
2nd Lt, USAF

C O P Y

Office of The Chief of Maintenance
 307th Bombardment Wing, Medium
 Lincoln Air Force Base
 Lincoln, Nebraska

307DMQ

6 January 1958

SUBJECT: Inspection Analysis Report

THRU: Chief of Maintenance
 307th Bombardment Wing, Medium
 Lincoln Air Force Base, Nebraska

TO: Director of Materiel
 307th Bombardment Wing, Medium
 Lincoln Air Force Base, Nebraska

1. An analysis of Quality Control Inspections for the month of December 1957 is submitted for your information.

a. Four (4) B-47 engine changes were inspected with an average of 1.25 discrepancies as compared to 6.0 discrepancies for the month of November. Three (3) KC-97 engine changes were inspected with an average of 3.75 discrepancies as compared to 4.5 discrepancies for the month of November.

NOTE: As evidenced above there is a decided improvement in the quality of engine change maintenance.

b. Ten (10) special inspections and/or investigations as requested by the DM & DMM were conducted during the month.

c. Weapons Release Inspections:

(1) Alert aircraft inspections	27
(2) A&E Ring Out inspections	3
(3) Aircraft configuration inspections	45
(4) Inspection of Ring Out records	4
(5) Most Common discrepancies.	

a No recurring discrepancies noted during the month.

d. Flight Test:

(1) This section coordinated and monitored twenty six (26) Test Flights as indicated below.

a B-47 Aircraft.

307DMMQ Subject: Inspection Analysis Report

C O P Y

1. Two (2) "K" Tests
2. Four (4) Claendar Aircraft
3. Eight (8) Periodic Inspections
4. Five (5) Operational Checks.
5. One (1) Engine Changes

(b) KC-97 Aircraft

1. Four (4) Periodic Inspections
2. One (1) Engine change
3. One (1) Operational Check

e. Product Improvement Program:

- (1) A total of 1352 failure reports and 11 U. R.'s were submitted against 1128 failure reports and 12 U. R.'s for the month of November. This is a noticeable improvement.
- (2) Submission of U.R.'s and failure reports by Squadrons are as follows:

<u>DECEMBER</u>			<u>JAN THRU DEC</u>	
<u>SQDN</u>	<u>UR'S</u>	<u>FR'S</u>	<u>UR'S</u>	<u>FR'S</u>
370	0	9	<u>1</u>	368
371	0	23	5	603
372	2	51	6	610
PM	0	55 62	2	1012
AME	2	954	27	8076
FM	2	192	12	1521
APEFS	0	61	6	746
HQ	5	0	26	0
TOTALS	<u>11</u>	<u>1352</u>	<u>85</u>	<u>12846</u>

NOTE: As evidenced above the 370th Bomb Squadron is very lax in the Product Improvement Program. This is not showing the Prime Depts a true picture of the quality of material.

f. Periodic Maintenance:

- (1) An analysis of four (4) B-47 Periodic Maintenance inspections shows an average of 26.75 discrepancies per aircraft as compared to 38.6 for the month of November.

307DMNQ, Subject: Inspection Analysis Report C O P Y

- (2) An analysis of B-47 Post Flight inspections by Periodic Maintenance shows an average of 22.6 discrepancies per aircraft as compared to 26.9 for the month of November.
- (3) An analysis of for (4) KC-97 Periodic Maintenance inspections shows an average of 25.5 discrepancies per aircraft as compared to 24.3 for the month of November.

g. Flight Line Maintenance:

- (1) Analysis of B-47 flight line inspections reveals an average of 34 discrepancies per aircraft as compared to 31.3 for the month of November.
- (2) Analysis of KC-97 flight line and post flight inspections reveals an average of 21.5 discrepancies per aircraft as compared to 24.0 for the month of November.

h. Listed below is an inspection break down and comparison to previous month.

SQDN	NOVEMBER			DECEMBER		
	NO INSP	DISCSEP	SAFETY OF FLT	NO. INSP	DISCSEP	SAFETY OF FLT
370	3	84	2	1	48	4
371	2	82	2	1	20	2
372	3	85	3	0	0	0
Post flt B-47	29	778	25	30	679	35
Periodic B-47	3	116	4	4	107	5
AREFS	6	114	10	4	102	3
Periodic KC-97	3	73	3	4	86	3

COMMENT: This section is having considerable difficulty in obtaining aircraft on an in commission status inspection. The Tactical Squadrons cannot give an aircraft to Quality Control in the morning and Quality Control cannot inspect them in the afternoon due to Periodic Maintenance commitments. Although this is in violation of existing directives it is felt that adequate inspection coverage is being made due to the 100% coverage of post flight inspections. Overall the maintenance program showed a slight improvement in December.

307DMQ, Subject: Inspection Analysis Report C O P Y

2. The following information is deemed pertinent at this time due to the fact that we are service testing our aircraft at 50 hours for post flight and 300 hours for periodic.

a. OCANA request reports on each individual aircraft as to maintenance performed daily and discrepancies found during flights.

b. The only way that the above information can be obtained is from the -D Form 781-2. It is of prime importance that the 781-2 be received by Quality Control on time. The following is the monthly percentage of on time forms 781-2 turned in by each Squadron for December.

- (1) 370BS 13.58%
- (2) 371BS 24.68%
- (3) 372BS 15.25%
- (4) Wing Average 17.93%

WILLIAM R. SULLIVAN
Major, USAF
Quality Control Officer