

REMARKS

AFSC
WATA
COT
A
SAC

Air Force Specialty Code
Authority
Non Combat Ready -47 Crew
On-the-Job Training
Combat Ready -47 Crew
Strategic Air Command

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5.	Life Strength Report, August 1957.
6.	Msg, Cdr SAC to Lt Col, DA 11135, 8 August 1957.
7.	Msg, Cdr AF to Cdr SAC, DA 43573, 9 August 1957.
8.	DA, "Early release of Reserve Officers via a DOL," 21 Aug 57.
9.	"Consolidated Unit Capability Report," (ACC: 2-44-15).
10.	"Wing Commanders Reports, Part II," (ACC: 4 and 5-44-112).
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12.	DA, "Officer Manning as of 31 Aug 57."
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14.	"Separation & Reenlistment Rate for August 1957."
15.	General Order Number 6, 5 August 1957.
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17.	Report, "14th Squadron Control Rating System," June 1957.
18.	DA, "OJT Report for Month of August," 8 Sep 1957.
19.	DA, "Effects of Detailed Flying Program."
20.	Msg, Cdr AF to Lt Col, DA 270, 20 July 1957.
21.	Report, "Airfield Evaluation."
22.	Msg, Cdr AF to Lt Col, DA 2862, 13 August 1957.

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24. Msg, Comdr 8AF to Comdr 11AB, C 28634, 16 August 1957.
25. Msg, Comdr 8AF to et al, SS 29738, 21 August 1957.
26. Ltr, "Flying Hour Allocation First Air FY 58" 21 Aug 1957.
27. Msg, Comdr 8AF to et al, C 28630, 16 August 1957.
28. Msg, Comdr 8AF to Comdr 11AB, DO 30265, 21 August 1957.
29. Ltr, "Combat Report: Mission Critique," 22 August 1957.
30. Operations Order 304-57.
31. Msg, Comdr 8AF to Comdr 11AB, SS 27-88, 6 July 1957.
32. Msg, Comdr 11AB to Comdr 8AF, 2170 08-049/-27/304-57/
11AB/30734/ Cobra VIII, 26 August 1957.
- 33(a). Operations Order 432-57.
- 33(b). Ltr, "Final Mission Summary," 10 September 1957.
34. Msg, Comdr 11AB to Comdr 8AF, 2170/173/0-3049/-27/304-57/
11AB/30734/Pace Setter VIII, 17 September 1957.
35. Msg, Comdr 8AF to et al, SS 33316, 17 September 1957.
36. Management Control Statement, (MCS: 1-44-435), July 1957.
37. Analysis of Points Lost, (MCS: 44-54), July 1957.
38. Pace Setter Scoring Guide.
39. Reception Plan for 307th Air Refueling Squadron.
40. Monthly Maintenance and Flying Activity Report, (MCS: 2-44-46),
August 1957.
41. Operations Plan 202-57.
42. Ltr, "Inspection Analysis Report," 3 September 1957.
43. Cf, "Synopsis on Tactics," 10 August 1957.

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

307C

21 Aug 1957

SUBJECT: Minutes of 307th Wing Junior Officer Council, 16 Aug 57

TO: See Distribution

1. The 307th Bombardment Wing Junior Officer Council was convened at 1300 hours on 16 August 1957.

2. Members present were:

Colonel Elkins Read, Jr.	Chairman
Colonel Robert B. Nowell	Co-Chairman
1/Lt Robert G. Baker	370BS (Alt Recorder)
2/Lt Neles Peak	371BS
1/Lt Billy E. Tarpley	372BS
1/Lt Richard W. Berggren	307ARS
1/Lt Bill C. Grigsby	307AES
1/Lt Vernon L. Duke	307AES
1/Lt Jackie L. Day	307FMS

3. Members absent were:

Capt Roy E. Clark	370BS
Capt Frank J. Path	371BS
1/Lt William J. Todd	307FMS
1/Lt William A. Sund	372BS

4. Colonel Read opened the meeting with remarks as to the purpose of the Council being an opportunity for the Junior Officers to present their views with the idea in mind of improving situations and clearing up problems; and that this initial meeting was a sort of get-acquainted meeting. He stated that the members of this Council are here as spokesmen for their contemporaries, and that the problems presented might result in some demands being made on individuals in order to bring about the desired results. He advised that there is a Division Council also and went over some of the problems and solutions presented at their last meeting.

5. New Business:

a. PROBLEM: Trailer Court on Base. (Lt. Tarpley). It is the feeling among the officers that inasmuch as base housing is provided that a trailer court should be made available for those who choose this type of living. It is further felt that this could be accomplished without much expense and would do much toward raising the morale of personnel interested in this type of living.

SOLUTION: Colonel Read will take this problem to Division and report on it at the next meeting.

b. PROBLEM: Leave for Officers. (Lt. Tarpley). It is the feeling that a limitation of 15 days has been set on leave for Wing personnel and many feel that this is too short a time to go the required distance and to return in a rested condition. This then results in personnel returning to duty tired, whereas, if 30-day leaves could be scheduled, it would result in a much more satisfactory condition.

SOLUTION: Colonel Read advised that the Wing had no established policy on length of leaves, but, the medical men feel shorter leaves are more beneficial than one 30-day leave per year. He stated that when a 30-day leave is desired, every effort will be made to comply with the officer's request, however, it presents a problem when the officer is a crew member, as with one crew member gone, the crew cannot fly and this affects the EWP capability. He also stated that whenever possible, it is desirable that all members of a crew take leave at the same time.

c. PROBLEM: Flying Time for B-47 Co-Pilots. (Lt. Baker). Many co-pilots on the station had originally requested assignments to Fighter Pilot Training, and have been on the base for a considerable length of time now. They find themselves in a position where they have occupied the back seat of a B-47 for a long time and have not had an opportunity to get in any flying time. The feeling is that if other type of airplane, such as the T-33, were available on the base they would be able to get some flying time in. They are unable to get any flying time through Base Flight as they are attached to tactical squadrons and Base Flight is only capable of taking care of non-tactical rated personnel. It is the feeling that this has considerable bearing on the morale and desire to remain in the Air Force of personnel affected.

SOLUTION: Colonel Read advised he would take this problem to Division. He also advised that some new instructions were coming out which will give the co-pilots some time in the front seat. Colonel Nowell is to research this to see what can be done.

d. PROBLEM: Single Officers Living Off Base with No Housing Allotments. (Lt Baker) A considerable number of officers are living off base and receiving no housing allotment. The feeling is that proper consideration is not being given when determining the eligibility of officers to live off base -- that is, the fact that a number of officers are living off base (with no allotments) is not taken into consideration when determining eligibility to live off base.

SOLUTION: Colonel Read advised that eligibility of single officers living off base is determined solely by rank; however, he will investigate to see how the number of single officers living off base (without housing allotments) is figured in determining the eligibility for single officers to live off base.

e. PROBLEM: Two Rooms per officer in the BOQ. (Lt. Baker)
It is the feeling of the officers living in the BOQ that they should have more room made available to them, i.e., they should have a bedroom and a living room, and more furniture should be provided, such as desks, etc.

SOLUTION: Colonel Read reported that this problem had been presented by the Division Council and it was pointed out then that assignment of two rooms per officer would be made in the BOQ if possible. However, Colonel Read will take this problem to Division and check on the progress made and report on it at the next meeting.

f. PROBLEM: Reception of New Officers. (Lt. Baker) It has been reported that in the past it has been very difficult for newly assigned officers to clear the base and it was necessary for considerable waiting around at various units to determine what was required and when. This had had a very adverse effect on the newly assigned officers morale wise.

SOLUTION: Colonel Read reported that a thorough and complete indoctrination plan has been established in the Wing in the handling of newly assigned personnel. He feels that this situation will not recur.

g. PROBLEM: Being required to eat in the kitchen when large functions are scheduled at the Officers' Open Mess. (Lt. Duke)
On several occasions in the past, no provision has been made for the single officers to eat in the open mess when a large party is scheduled, and it has been necessary for the officers to go to the kitchen to get their meals. This has had a very bad effect on morale and the officers feel they should not be asked to eat in the kitchen.

SOLUTION: Colonel Read advised he would investigate and report on how the situation can be handled so that bachelor officers would be properly accommodated even though large functions are scheduled.

h. PROBLEM: Policy on transfer of Co-Pilots. (Lt. Baker)
The fact that requests for transfer to Fighter Pilot Training have been turned down in the past was brought up. The feeling is that after having been assigned as a co-pilot for some time, these requests should be approved.

SOLUTION: Colonel Read reported that the Air Force has a large investment in each co-pilot and that is why the requests for transfer have been turned down. However, he will investigate and see what the present policy is on transfer of B-47 co-pilots.

i. PROBLEM: Sandwich Counter at Officers' Open Mess. (Lt. Duke)
The present policy is for personnel desiring sandwiches at the Officers' Open Mess is to go to the kitchen and wait until

the sandwich has been made. It is the feeling that there should be a sandwich bar or some system set up such as writing the order on paper and sending it to the kitchen, then when the sandwich is ready the name of the individual called out so he may come get his sandwich. The present policy of waiting in the kitchen is anything but desirable.

SOLUTION: Colonel Read advised he would take this problem to Division.

j. PROBLEM: Stag Room. (Lt Grigsby) The bachelor officers, in particular, feel it would be highly desirable to have a room where they would not be required to wear the uniform, and so could relax. This room should have game equipment, beer and sandwich bar, TV, etc. At present there is no place where the bachelor officers may relax except in their rooms.

SOLUTION: Colonel Read advised that this problem was presented at the last Division Junior Officer Council Meeting with the solution of this being that it was up to the BOQ Council, with the suggestion that the interested officers talk to members of the Council about establishing a game room. He also said that any extension of the Officers' Club for this purpose would have to be financed locally. However, Colonel Read will take this problem to Division and report on any progress made.

k. PROBLEM: Pay Phone in BOQ - Bldg 1732. (Lt. Baker) The pay phone is presently located on the lower floor, at the far end of the building, and the ringing of the phone cannot be heard. It would be desirable if the phone could be moved upstairs to the other end of the building, so officers living in that area could hear the phone ring.

SOLUTION: Colonel Read advised he would investigate to see if this phone can be moved.

l. PROBLEM: Scheduling of Meetings. (Lt. Day). It is the feeling that the work days are being interrupted too much by meetings, and that the meetings should be scheduled in conjunction with one another whenever possible, so regular work schedules may be adhered to.

SOLUTION: Colonel Read advised that every effort is being made to schedule as many meetings in conjunction with one another in order to use up as little time as possible. Colonel Nowell reported that the September Character Guidance and Commander's Call are scheduled on the same day.

m. PROBLEM: Air Conditioning in the Base Theatre. (Lt. Berggren) On several occasions large meetings have been scheduled at the base Theatre and the air conditioning has not been turned on. This has resulted in a very uncomfortable situation with a noticeable number of personnel going to sleep during the meetings.

SOLUTION: Colonel Nowell reported that he felt it was simply a matter of not putting the request for air conditioning on the check list when setting up meetings at the Base Theatre, and that this item is now on the check list.

6. The meeting was asjourned with the next meeting being scheduled at 1330 hours on 20 September 1957.

Robert G. Baker
ROBERT G. BAKER
1/Lt USAF
Alternate Recorder

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

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The trophy given by the 418th Air Division
Commander, Colonel Perry L. Robinson II, was for
the best reenlistment rate on the base, and was
received by Colonel Edwin W. , Jr., on behalf of
the 307th Bomb Wing. 1/3rd Lt. Robert J. , Wing
Lieutenant Col, and Lt. Colonel Edward Lundin, 307th
Director of Personnel, look on.





The winning crew of race Gator VIII, check
over their equipment prior to a night flight. Left
to right they are Captain William J. Smith, Aircraft
Commander, Captain Robert J. Smith, co-pilot, and
Captain Robert J. Smith, observer.



0278

Victory assist in Race Letter VIII was provided by
C/Sgt Gerald J. Utten and A/11 John A. Russell,
371st Bomb Squadron crew chiefs. Their crew won first
place in the Ninth Air Force Competition. The tedious
and time consuming job of preparing the B-47 Stratojet for
the mission fell on the shoulders of these crew chiefs.



LINCOLN AIR FORCE BASE STRENGTH REPORT
818TH AIR DIVISION
Average for August 1957

UNIT	OFFICERS PFD							AIRMEN PFD						
	AUTH	ASGD	W	N	F	TOTAL	ON FLY STATUS	AUTH	ASGD	W	N	TOTAL	ON STA	
Hq 818 ADiv	11	13	11			11	7	10	8	8		8		
Hq 98 BW	61	61	50			50	45	142	153	117	16	133	1	
343 BS	71	76	68			68	72	93	82	73	3	76	16	
344 BS	71	75	61			61	74	93	78	66	6	72	16	
345 BS	71	76	65			65	76	93	82	70	4	74	16	
98 ARS	98	107	89			89	105	219	320	176	9	185	95	
98 FM	8	10	10			10	1	115	116	357	16	373	10	
98 PM	3	3	3			3	3	106	105	85	8	93	4	
98 A&E	10	10	9			9	4	325	382	301	20	321	7	
TAC Hosp	8	5	3			3	2	30	34	24	6	30		
TOTAL	401	423	358			358	382	1516	1652	1269	88	1357	165	
Hq 307 BW	61	60	44	1		45	31	142	160	120	13	133		
370 BS	74	80	67	1		68	60	96	87	68	8	76	13	
371 BS	74	84	57			57	73	96	91	75	5	80	12	
372 BS	74	79	63	1		64	72	96	90	67	10	77		
307 ARS	98	100	26			26	97	219	211	46	1	47	101	
307 FM	8	9	7			7		115	114	211	26	267		
307 PM	3	3	3			3	3	106	99	55	8	63		
307 A&E	10	9	6			6	2	336	406	301	16	317	8	
307 TAC Hosp	8	5	5			5	1	30	30	24	1	25		
TOTAL	410	429	278	3		281	341	1536	1588	997	88	1085	134	
Hq ABGp	60	47	35		1	36	13	142	368	306	19	325	4	
818 SS	9	8	7			7	3	282	262	172	46	218		
818 TS	4	4	3			3		181	172	117	29	146		
ADS	9	10	8			8	5	127	152	129	8	137		
818 AP	7	10	8			8	4	314	400	245	56	301		
818 IS	8	5	5			5		309	245	198	23	221		
818 FSS	2	2	2			2		180	165	104	32	136		
818 OpS	12	8	7			7	5	145	180	153	10	163		
4168 Hosp	25	21	10			17		27	44	37	2	39		
TOTAL	136	115	85			8	93	2007	1988	1467	225	1686	4	
TOTAL ADIV	958	980	732	3	8	743	760	5069	5236	3735	401	4136	303	
Aud. Gen.	1	1	1			1								
D. 21, 5 Wea	8	6	6			6	1	18	16	15		15		
D. 2, 19 AACSS	2	2	2			2	2	42	47	45	2	47		
B-47E6 MTD								7	7	7		7		
B-47-20	2	2	2			2	2	13	13	13		13		
TOTAL	14	11	11			11	5	80	85	80	2	82		
TOTAL LAFB	972	991	743	3	8	754	765	5149	5321	3815	403	4218	303	

Source:
Morning Report

Prepared by:
Stat Svs, Ext. 477

LINCOLN AIR FORCE BASE STRENGTH REPORT
818TH AIR DIVISION

As of 31 August 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	1	13	13			13	7	10	8	7		7	
Hq 98 EW	61	61	49			49	45	142	151	119	16	135	1
343 BS	71	71	65			65	72	93	81	73	3	76	16
344 BS	71	75	58			58	74	93	77	66	6	72	16
345 BS	71	76	59			59	76	93	80	65	4	69	16
98 ARS	98	106	86			86	105	219	218	182	9	191	95
98 FM	8	10	10			10	1	415	419	372	16	388	10
98 FM	3	3	3			3	3	106	110	88	8	96	4
98 A&E	10	10	9			9	4	325	374	299	20	319	7
98 TAC Hoop	8	5	5			5	2	30	35	24	6	30	
TOTAL	401	422	344			344	382	1516	1545	1288	88	1376	165
Hq 307 EW	61	61	47	1		48	31	142	162	129	13	142	
370 BS	74	81	68	1		69	60	96	88	74	8	82	13
371 BS	74	83	63			63	78	96	89	78	5	83	12
372 BS	74	78	56	1		57	72	96	90	68	10	78	
307 ARS	98	103	25			25	97	219	212	144	1	145	101
307 FM	8	9	7			7		415	416	256	26	282	
307 FM	3	3	3			3		106	100	55	8	63	
307 A&E	10	9	7			7	2	336	408	306	16	322	8
307 TAC Hoop	8	5	5			5	1	30	30	25	1	26	
TOTAL	410	432	281	3		284	341	1536	1595	1035	88	1123	134
Hq ABGp	60	49	33		1	34	13	442	370	320	19	339	4
818 SS	9	8	8			8	3	282	263	186	46	232	
818 TS	4	4	3			3		181	177	126	29	155	
34 ADS	9	10	7			7	5	127	154	131	8	139	
818 AP	7	9	7			7	4	314	394	247	56	303	
818 IS	8	5	5			5		309	240	197	23	220	
818 FSS	2	2	2			2		180	165	109	32	141	
818 OpS	12	8	6			6	5	145	180	150	10	160	
4168 Hoop	25	22	12		7	19		27	46	37	2	39	
TOTAL	136	117	83		8	91	30	2007	1989	1503	225	1728	4
TOTAL ADIV	958	984	721	3	8	632	760	5069	5137	3833	401	4234	303
Aud. Gen.	1	1	1			1							
D. 21, 5 Wea	7	6	6			6	1	18	18	15		15	
D. 2, 19 AACB	2	2	2			2	2	42	47	45	2	47	
B-47E6 MTD								7	7	7		7	
B-47-20	2	2	2			2	2	13	13	13		13	
TOTAL	11	12	12			12	5	81	98	92	2	94	
TOTAL LAFB	977	995	733	3	8	644	765	5150	5235	3925	403	4328	307

Source:
Morning Report

Prepared by:
Stat Svs, Ext. 477

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AND 061

PP RJEEDB RJEEDG RJEEDK RJEEDP RJEPEO RJEEDU RJEPLK RJEFFD RJEFSY
 DE RJEEDH 134
 P 060000Z ZEX
 FM CINCSAC OF TTT AFB WEDR
 TO RJEEDB/COMDRADIV 801 LGC DOURNE AFB OHIO
 RJEEDG/COMDRADIV 618 LINCOLN AFB WEDR
 RJEEDK/COMDRADIV 340 WHITEMAN AFB MO
 RJEEDP/COMDRADIV 4062 CAMPBELL AFB KY
 RJEPEO/COMDRADIV 6 WESTOVER AFB MASS
 RJEPEO/CHIEF SAC NORTHEASTERN AREA EQUIPMENT EVAL AND MAINT TEAM
 WESTOVER AFB MASS
 RJEPEO/CHIEF SAC ANKER AND STRAT SUP AIRCRAFT EQUIPMENT EVALUATION
 AND AUDIT TEAM WESTOVER AFB MASS
 RJEPEO/COMDRADIV 57 WESTOVER AFB MASS
 RJEEDU/COMDRADIV 4060 DOW AFB ME
 RJEPLK/COMDRADIV 45 LORING AFB ME
 RJEFFD/COMDRADIV 21 FORBES AFB MAINE
 RJEFSY/COMDRADIV 202 SCHILLING AFB MAINE

P/8-67

Act 7/24/67
 BP DP-3
 99
 302
 C

31
 01 CLAS/E F TO/DP 11135. SECTION ONE OF TWO SECTIONS.
 SUBJECT: EARLY RELEASE OF AIRMEN.
 FOLLOWING MESSAGE FROM HQ USAF DATED 5 AUG 57 IS NOTED FOR YOUR
 INFORMATION AND NECESSARY ACTION: "FROM HQ USAF AERIT 127702
 PART 1: THE AIR FORCE HAS BEEN DIRECTED TO REDUCE ASSIGNED
 MILITARY STRENGTH TO 900,000 BY 31 DEC 57. THIS OBJECTIVE
 REQUIRES A REDUCTION OF THE FORCE THROUGH AN INVOLUNTARY EARLY
 RELEASE PROGRAM FOR AIRMEN IN THE FOLLOWING CATEGORIES WHO ARE
 CURRENTLY SERVING IN GRADES E-2, E-3, AND E-4, WHOSE TERM OF
 SERVICE EXPIRES IN FISCAL YEAR 171: A. AIRMEN WHO DO NOT
 INTEND TO REENLIST. B. FIRST TERM AIRMEN WHO POSSESS CAPS

PAGE TWO RJEEDH 134
 LISTED IN AFR 35-61 AS AMENDED AS SURPLUS AND SPECIALLY SURPLUS
 REGARDLESS OF INTENT TO REENLIST, EXCEPT THOSE WHO POSSESS
 REQUIRED ABILITIES FOR RETRAINING INTO SCARCE OR NEEDED AYS.
 IN ADDITION, AIRMEN COMPLETING 2 YEARS ACTIVE DUTY BETWEEN 30
 JUNE AND 30 NOV 57 WHO CURRENTLY POSSESS CAPS AT THE HELP 1
 LEVEL K-10 AND WHO HAVE FAILED TO DEMONSTRATE THE ATTITUDE
 AND ABILITY TO ABSORB TRAINING WILL BE INVOLUNTARILY SEPARATED.
 AIRMEN SEPARATED UNDER THIS PROGRAM, WHO POSSESS SCARCE OR
 NEEDED CAPS AS INDICATED IN AFR 35-61 AS AMENDED, ARE ELIGIBLE
 TO REENLIST IF OTHERWISE QUALIFIED. FOR THE PURPOSE OF DETERM-
 INING THE AFSC CATEGORY OF THOSE AIRMEN POSSESSING A 3 SKILL
 LEVEL, THE NEXT HIGHER SKILL LEVEL IN THE LADDER WILL BE UTILIZED.
 PERSONNEL WHO POSSESS A SURPLUS OR SPECIALLY SURPLUS CAPS DEFINED IN
 AFR 35-61 AS AMEND WILL BE ADVISED AND A NOTATION WILL BE MADE ON
 THEIR REPORT OF SEPARATION (DD FORM 214) THAT THEY ARE ELIGIBLE
 FOR REENLISTMENT FOR A PERIOD OF 91 DAYS FROM THE DATE OF
 SEPARATION AND MAY ENLIST AFTER THAT PERIOD ONLY IF OTHERWISE
 QUALIFIED. AIRMEN ASSIGNED TO OVERSEAS THEATERS COMING WITHIN
 THE PURVIEW OF THIS RELEASE AUTHORITY WILL BE CONSIDERED AS TO
 THE AIR FORCE POLICY REGARDING DATE OF CHOICE IF HE RETURNS PRIOR

TO COMPLETION OF NORMAL OVERSEAS TOUR. COMMANDERS WILL INSURE THAT ALL AIRMEN ELIGIBLE FOR SEPARATION UNDER THE PROVISIONS OF PART II OF THIS MESSAGE AND WHO POSSESS A CAFSC LISTED AS SCARCE OR NEEDED IN ATTACHMENT 1 TO AFR 35-81 AS AMENDED, WILL BE COUNSELLED AND ADVISED CONCERNING THE ADVANTAGES OF AN AIR FORCE CAREER. ADDITIONALLY, COMMANDERS WILL INSURE THAT THOSE AIRMEN NOT POSSESSING THESE SKILLS BUT WHO DO POSSESS THE ATTITUDES REQUIRED FOR RETRAINING ARE FULLY COUNSELLED AS TO RE-TRAINING AND CAREER OPPORTUNITIES. IT IS INUMBERT UPON COMMANDERS, TO INSURE THAT ALL CURRENT AND EXISTING REGULATIONS ARE UTILIZED ON A CONTINUING BASIS TO ASSURE ADMINISTRATIVE ELIMINATION OF THOSE AIRMEN WHO ARE NON-PRODUCTIVE, UNABLE TO ABSORB TRAINING OR ARE SUBMARGINAL. EVERY EFFORT MUST BE EXERTED TO INURE THAT INDIVIDUALS NOT SUPPORTING OR ARE INCAPABLE OF EFFECTIVE CONTRIBUTION TO THE AIR FORCE MISSION ARE EXPEDITIOUSLY ELIMINATED. SEPARATION UNDER THE AUTHORITY OF THIS MESSAGE WILL NOT BE UTILIZED WHEN DISCIPLINARY ACTION, WHICH WOULD PROBABLY RESULT IN DISCHARGE UNDER OTHER THAN HONORABLE CONDITIONS, HAS BEEN INITIATED OR IS PENDING. IN ADDITION, SEPARATION UNDER AUTHORITY OF THIS MESSAGE WILL NOT BE UTILIZED

PAGE FOUR RJEDMH

WHEN DISCHARGE FOR CAUSE UNDER OTHER REGULATIONS IS APPROPRIATE. OVERSEAS AND GLOBAL COMMANDERS WILL IMMEDIATELY IDENTIFY THOSE AIRMEN IN THEIR COMMAND WHO MEET THE RELEASE CRITERIA OF THIS MESSAGE AND SUBMIT THEIR ADDITIONAL INBOUND PERSONNEL MOVEMENT REQUIREMENTS IN ACCORDANCE WITH AFR 75-93. PART II: THIS PART APPLIES TO AIRMEN POSSESSING CAFSC LISTED AS SCARCE OR NEEDED IN AFR 35-81 AS AMENDED AND OTHER THAN FIRST TERM AIRMEN POSSESSING CAFSC LISTED AS SURPLUS AND SPECIAL SURPLUS IN AFR 35-81 AS AMENDED AND DO NOT INTEND TO REENLIST. ACTION WILL BE TAKEN TO RELEASE AS SOON AS POSSIBLE AIRMEN IN GRADES E-2, E-3 AND E-4 WHOSE ETS OCCURS PRIOR TO 1 NOV 57 AND DO NOT INTEND TO REENLIST AIRMEN IN GRADES E-2, E-3 AND E-4 WHOSE ETS OCCURS BETWEEN THE PERIOD 1 NOV 57 THROUGH 28 FEB 58 AND WHO DO NOT INTEND TO REENLIST WILL BE RELEASED DURING OCT 57. AIRMEN IN GRADES E-2 E-3 AND E-4 WHOSE ETS OCCURS DURING THE PERIOD OF 1 MAR 58 THROUGH 30 JUN 58 AND WHO DO NOT INTEND TO REENLIST WILL BE RELEASED 4 MONTHS EARLY, I. E., AIRMEN IN GRADES E-2, E-3 AND E-4 WHOSE ETS OCCUR IN MAR 58 WILL BE RELEASED IN NOV 57; AIRMEN IN GRADES E-2, E-3 AND E-4 WHOSE ETS OCCUR IN APR 58 WILL BE RELEASED IN DEC 57; AIRMEN IN GRADES E-2, E-3 AND E-4 WHOSE ETS OCCUR IN MAY

58 WILL BE RELEASED IN JAN 58, AND AIRMEN IN GRADES E-2, E-3 AND E-4 WHOSE ETS OCCUR IN JUNE 58 WILL BE RELEASED IN FEB 58. PART III: THIS PART APPLIES TO FIRST TERM AIRMEN (REFERENCE PART I PARAGRAPH B) POSSESSING A CAFSC LISTED AS SURPLUS OR SPECIAL SURPLUS IN AFR 35-81 AS AMENDED. THOSE AIRMEN WHO ARE IN GRADE E-2, E-3, AND E-4 WHOSE ETS IS PRIOR TO 30 JUN 58 AND WHO DO NOT POSSESS THE ATTITUDE FOR RETRAINING INTO A SCARCE OR NEEDED CAS WILL BE SEPARATED REGARDLESS OF THEIR INTENT TO REENLIST. AIRMEN SEPARATED UNDER THIS PART WILL BE SEPARATED ACCORDING TO SCHEDULE OUTLINED IN PART II. PART IV: NECESSARY ACTION WILL BE TAKEN TO REVISE THE RECORDS OF ALL AIRMEN WHO HAVE COMPLETED OR WILL COMPLETE 2 YEARS OF ACTIVE SERVICE BETWEEN 30 JUN AND 30 NOV 57 AND CURRENTLY POSSESS A CONTROL AFSC AT THE HELPER (G10) SKILL LEVEL. COMMANDERS WILL EFFECT THE IMMEDIATE INVOLUNTARY RELEASE OF SUCH AIRMEN WHO HAVE FAILED TO DEMONSTRATE THE ATTITUDE AND ABILITY TO ABSORB TRAINING ESSENTIAL TO THE ACCOMPLISHMENT OF THE AIR FORCE MISSION. AIRMEN SELECTED FOR INVOLUNTARY RELEASE UNDER THE AUTHORITY OF THIS PART SHOULD BE MARGINAL OR SUBMARGINAL PRODUCERS POSSESSING LOW POTENTIAL FOR TRAINING AND ADVANCEMENT. MAJOR AIR CONTAINERS

8-68-P
Aug 0

00053

IIA 065
 FP RJEDEO RJEDEG RJEDEK RJEDEP RJEPEO RJEPEU RJEPLI RJEPEB RJEFSY
 IE RJEEMH 141
 P 000052Z ZEZ
 FM CINCSAC OFFUTT AFB NEBR
 TO RJEDEO/COMRADIV 001 LOCKBOURNE AFB OHIO
 RJEDEG/COMRADIV 010 LINCOLN AFB NEBR
 RJEDEK/COMDRBUC 340 WHITEMAN AFB MO
 RJEDEP/COMDRASSC 4002 CAMPBELL AFB KY
 RJEPEO/COMDRAF 5 WESTOVER AFB MASS
 RJEPEO/COMDRAIRDIV 57 WESTOVER AFB MASS
 RJEPEO/CHIEF SAC NORTHEASTERN AREA EQUIPMENT EVAL AND AUDIT TEAM
 WESTOVER AFB MASS
 RJEPEO/CHIEF SAC TANKER AND STRAT SUP AIRCRAFT EQUIPMENT EVALUATION
 AND AUDIT TEAM WESTOVER AFB MASS
 RJEPEU/COMAFUG 4000 DON AFB NE
 RJEPLI/COMRADIV 45 LORING AFB NE
 RJEFSY/COMRADIV 21 FORBES AFB KANS
 RJEFSY/COMRADIV 002 SCHILLING AFB KANS
 BT

UNCLAS/E F T O/DP 11135. FINAL SECTION OF TWO SECTIONS.
 WILL SUBMIT AN ESTIMATE OF THE NUMBER OF AIRMEN AFFECTED BY THIS
 PART TO ARRIVE THIS HEADQUARTERS ATTENTION: AFPM-2, NOT LATER
 THAN 31 AUG 57. PART V: PARAGRAPH 2B, MESSAGE AFPM 100204
 23 MAY 57, IS RESCINDED EFFECTIVE 30 SEPTEMBER 1957. PART VI:
 IN THE EVENT A WAIVER OF TIME LOST SERVES TO ESTABLISH AND ETS
 DURING FY 1958, THE PROVISIONS OF THIS MESSAGE WILL APPLY.
 PART VII: AIRMEN SEPARATED UNDER THIS AUTHORITY WILL BE RE-
 LEASED FROM ACTIVE MILITARY SERVICE OR DISCHARGED AS FOLLOWS:
 A. REGULAR AIRMEN WHO HAVE NO UNIT OR SERVICE OBLIGATION AS

PAGE TWO RJEEMH 141
 DEFINED IN AFR 45-35, 27 JUN 56, WILL BE DISCHARGED. B. REGULAR
 AIRMEN WHO HAVE A UNIT OR SERVICE OBLIGATION WILL BE TRANSFERRED
 TO THE INELIGIBLE RESERVE SECTION IN ACCORDANCE WITH AFR 39-63,
 4 OCT 56. C. RESERVE AND AIR NATIONAL GUARD AIRMEN WILL BE
 RELEASED FROM ACTIVE DUTY. PARAGRAPH 2, AFR 39-14 AND PART II OR
 III OR IV OF THIS MESSAGE AS APPROPRIATE WILL BE CITED AS THE
 AUTHORITY FOR SEPARATION. PERSONNEL SEPARATED UNDER AUTHORITY
 OF PART III AND IV WILL BE REPORTED AS TRANSACTION IDENTIFICATION
 NUMBER, SDN 703, AND PERSONNEL SEPARATED UNDER AUTHORITY OF PART
 II WILL BE REPORTED AS TRANSACTION IDENTIFICATION NUMBER, SDN 704
 REPEAT SDN 704. THESE TRANSACTION IDENTIFICATION NUMBERS WILL
 BE REFLECTED IN SPECIAL ORDERS IMMEDIATELY FOLLOWING AUTHORITY
 FOR SEPARATION. PERSONNEL RESPONSIBLE FOR PREPARATION OF
 DD FORM 214, "ARMED FORCES OF THE UNITED STATES REPORT OF TRANS-
 FER OR DISCHARGE" WILL INSURE THAT THE TRANSACTION IDENTIFICATION
 NUMBERS, SDN 703 AND SDN 704, AS APPROPRIATE, ARE ENTERED IN
 ITEM 110 THEREOF. ITEM 32, DD FORM 214 WILL BE ANNOTATED IN
 ACCORDANCE WITH FOLLOWING AS APPROPRIATE: 1. THOSE AIRMEN
 SEPARATED UNDER PART II AND POSSESSING A SCARCE OR NEEDED CASE
 AS INDICATED IN AFR 39-01 AS APPLICABLE ENTER "RD-3" PROVIDED

PAGE THREE RJEDMH 141
 OTHERWISE QUALIFIED FOR REENLISTMENT. 2. THOSE SEPARATED UNDER PART II AND POSSESSING A SURPLUS OR SPECIAL SURPLUS CAFS AS INDICATED IN AFR 35-81 AS AMENDED ENTER "RE-2" FOR 91 DAYS" PROVIDED OTHERWISE QUALIFIED FOR ENLISTMENT. 3. THOSE SEPARATED UNDER PART III ENTER "RE-2 FOR 91DAYS" PROVIDED OTHERWISE QUALIFIED FOR ENLISTMENT. 4. THOSE SEPARATED UNDER PART IV ENTER "RE-2". PERSONNEL SEPARATED UNDER AUTHORITY OF THIS MESSAGE WILL BE GIVEN A CHARACTER OF SERVICE OF "HONORABLE UNLESS SERVICE RENDERED WARRANTS A CHARACTER OF SERVICE UNDER "HONORABLE CONDITIONS". PART VIII: THOSE AIRMEN SUBJECT TO IMMEDIATE SEPARATION WILL, AT THE REQUEST OF THE AIRMEN CONCERNED, BE DEFERRED SO AS TO INSURE WHENEVER PRACTICABLE, NOT TO EXCEED A 30-DAY PERIOD BETWEEN NOTIFICATION OF PENDING SEPARATION AND ACTUAL DATE OF RELEASE. IN CASE OF AFFECTED AIRMEN SERVING OVERSEAS, DATED OF DEPARTURE WILL BE READJUSTED SO AS TO INSURE, WHENEVER PRACTICABLE, ARRIVAL IN THE ZI FOR EARLY SEPARATION IN ACCORDANCE WITH THE PROVISIONS OF THIS MESSAGE. PART IX: (REPORTS) INFORMATION PERTAINING TO REQUIRED REPORTS WILL BE AIRMAILED IN IMMEDIATE FUTURE." REFERENCE PART IV ABOVE MESSAGE. REPORTS REQUIRED ON ESTIMATED NUMBER OF AIRMEN EFFECTED WILL BE

PAGE TWO RJEDMH 141
 FORWARDED TO REACH THIS HQ NO LATER THAN 26 AUGUST 1957 ATTENTION: IPHPS." THIS MESSAGE TRANSMITTED TO ALFA, BRAVO, CHARLIE, DELTA, ECHO, FOXTROT, GOLF, HOTEL, INDIA, JULIET AND KILO
 ET
 06/0100Z AUG RJEDMH

FROM COMAF 2 WASHINGTON AFM HAF
TO COMAFSIS LINDSEY AND HRRR

INHA WPTM/DEK EFTO/CS 23577. Section I of I Sections: Subject: Early Release of Reserve Officers with an established date of separation. Following message from Hq SAC for your immediate action. DT 10:10 6 Aug 57. Following message from Hq USAF is quoted for your information and immediate action: From AFMFP 17725, 1 Aug 57. Subject: Early Release of reserve officers with an established date of separation. This message in six (6) parts.

PART I

As part of the program to meet the military strength objectives of 900,000 by 31 December 1957 and to effect required dollar savings in FY 58, an early release program for reserve officers serving on extended active duty with an established DOS has been developed and is effective upon receipt of this message. Officers of the Medical Services, except Medical Service Corps Officers, are excluded from the provisions of this message. All other Air Force Officers, including those overseas, with an established DOS before 1 March 1958, will be immediately identified and contacted. These officers will be advised that they are eligible to volunteer for early release from extended active duty. These officers must make their written election within 7 days of notification. Those electing early release will normally have their new DOS computed as 90 days from the date of election; however, the officers may waive this 90 day provision and request release at an earlier date subject to the concurrence of their commander. All commanders will be apprised of the importance of approving requests for release as early as possible within the 90 day period in order to effect greater dollar savings. Major Commanders are delegated authority to change Officer's DOS with exception of Judge Advocates and Chaplains. This authority may be redelegated by the Major Air Commander to subordinate commanders at his discretion. Reason and authority to be shown in orders directing release and in Item 110, AF Form 11, will be SEM 610, Section 601, Title 10, USC and this message.

PART II

Major Air Commanders may request authority from Headquarters USAF to hold officers who volunteer for early release beyond the 90 day period only when the release of the officer at the end of the 90 day period would cause serious deterioration to combat capability and drastically affect the mission of the command. Such requests should be only for the minimum period to alleviate the critical situation. Again commanders are reminded that the Air Force must take immediate action to release these officers at the earliest date possible in order to effect maximum dollar savings and to meet reduced strength objectives. In cases where the Major Command has requested authority to hold an officer in excess of a 90 day period, the individual officer will be advised that his requested date of separation is tentative and that he will be further advised of his release date upon receipt of approval or disapproval of Hq USAF. Such requests will be forwarded to Hq USAF, AFM: AFMFP-1.

PART III

Those officers who are eligible for early release but who have submitted applications for regular Air Force Commissions will be advised that in order to be eligible for such commission, they must be on active duty at the time such commission is tendered. Major Commanders will be notified of selections for Regular Commission upon completion of our current augmentation board actions.

PART IV.

Officers eligible for early release will be advised of the opportunities available to them to elect career reserve status in accordance with provisions of AFM 34-51. Officers, however, must exercise such election prior to the time travel is initiated for release from active duty. Overseas returnees who desire career reserve status must initiate such requests prior to initiation of travel from overseas for the purpose of separation.

PART V.

OFFICER VOLUNTARY RELEASE FOR CHAPELANS AND JUDGE ADVOCATES NOT APPLICABLE TO THIS WING.

PART VI.

Officer Voluntary Release Report (Except JAO and Chaplains), RGS 2-AP-7430 (OT). Major Commands will consolidate and submit reports (original and three copies) in format below so as to reach Hq USAF, AFM: Officer Assignment Division, AFMFP-1 no later than 15 September 1957., reference Part I, above message; Authority is hereby delegated to each addressee to adjust DOS of officers with DOS before 1 March 1958. This authority may be redelegated at discretion. Reference Part II, above message; The Grade Nurse, Duty AFSC, Organization of these officers, and reason therefore, will be forwarded by addressees to this headquarters, AFM: DMFP, to arrive as soon as possible but in no case later than 20 Aug 57. Reference Part V, above message: (Not Applicable). Reference Part VI, above message: Reports will be forwarded in the following format (By Name, alphabetically by revised month of separation, I.E., August, Able, John J, Baker, T O, etc; by each addressee to arrive this headquarters, AFM: DMFP, no later than 2 Sep 57. Addressees are reminded that this is a voluntary release program. Presentation of this program to affected DOS Officers will stress this point.

Final Section of Two Sections:

(Format for Reports)

A	B - C - D	E	F	G	H
Revised Month of Separation	Grade, Name, AFSC	DAFSC	Orgn	Source of Commission ROTC, OCS, AWCAD, Other	Original month of Separation

SEPTEMBER

OCTOBER Etc.,

Authority is hereby delegated down to and including Air Base Group Commanders to adjust DOS of officers with DOS before 1 Mar 58. This authority will not be redelegated. This authority also applied to Commander 40020 AB Squadron and Commander 4007th AT Sq. Reference Parts II a d IV Above message. Report will arrive this Hq USAF 17 Aug 57. Reference Part VI above message. Letter will arrive this Hq USAF 27 Aug 57 in exact format as shown above.

A Certified True Copy
John T. Hachant
1/4
USAF

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO. SUBJECT
 TO HPO FROM 307BPO DATE 21 Aug 57 COMMENT NO. 1

1. The following named officers desire and are recommended for immediate release, or for a new DOS within the 90 day period subsequent to the notification:
 Negative.

2. The following named officers desire a new DOS computed 90 days from the date of election:

(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
Nov Lt BARRY, Edward L Jr	(b) (6)		12313	307AAS	ROCS		Feb 58
Nov Lt BARKER, Eugene F			12313	307AAS	ROCS		Feb 58
Nov Lt BARKER, Paul J Jr			12313	307AAS	ROCS		Feb 58

This headquarters does not desire to protest the release of the above named officers.

3. This headquarters anticipates no combat crew regressions due to the release of officers prior to their normal DOS. The above named officers are all Co-Pilots and will be replaced on their crews from resources within this wing. The forming of new crews is dependent on Navigators and Flight Engineers in the APO.

4. The following information is provided for your information and planning. The following officers have a DOS prior to 1 March 1958 and their election is as indicated:

NAME, GRADE & APO	DATE	ORIG	ELECTION
Lt BARKER, Thomas F. (b) (6)	12313	307AAS	Remain until DOS 1 Sep 57
Lt BARKER, James R. (b) (6)	12313	"	Extend until 30 June 58 (Reg App)
Lt BARKER, R. E. (b) (6)	1538A	"	Extend until 30 June 58 (")
Lt BARKER, Rodney M. (b) (6)	12313	"	Remain until DOS 23 Jan 58
Lt BARKER, W. G. (b) (6)	12313	"	Extend until 30 June 58 (Reg App)
Lt BARKER, Andrew T. (b) (6)	12313	"	Extend until 30 June 58 (")
Lt BARKER, Jerry H. (b) (6)	12313	"	Remain until DOS 21 Jan 58
Lt BARKER, Joseph L. (b) (6)	12313	"	Remain until DOS 20 Jan 58
Lt BARKER, P. A. (b) (6)	12313	"	Remain until DOS 23 Jan 58
Lt BARKER, Elwin M. (b) (6)	1245A	370MS	Remain until DOS 12 Oct 57
Lt BARKER, Albert S. (b) (6)	305A	Hq	Remain until DOS 11 Feb 58
Lt BARKER, W. R. (b) (6)	0711	Hq	Remain until DOS 17 Nov 57

A Certified True Copy:
 John T. Halbach
 1/lt
 USAF

BARRY E. GILLEN
 Captain, USAF

~~SECRET~~1-SAC-VI
2-SAC-VI

DATE: 3 SEPTEMBER 1957

DIRECTIVE: SAC MSG 55-10 (SECRET)

PARA 7a	307th BWM	B-47E
7b	AWP FORECAST	
	1 - 6 hours	6
	2 - 8 hours	11
	3 - 9 hours	15
	4 - 12 hours	20
	5 - 16 hours	26
	6 - 20 hours	30
	7 - 30 hours	45
c.	ACFT BEING REPORTED	B-47E
d.	NUMBER OF ACFT ASSIGNED	45
e.	AVERAGE AVAILABLE ACFT	44
f.	NUMBER OF ACFT (ANORP)	0
g.	NUMBER OF ACFT (ANORM)	3
h.	NUMBER OF ACFT (A.O.L.)	3-0
i.	NUMBER OF ACFT /AWP DEFICIENCIES	3
j.	EXPLANATION ACFT DEFICIENCIES	3 BWR ^{in B2 Max} _{due to} ^{short by 1/2 hour}
k.	COMBAT READY CREWS AVAIL	45
l.	COMBAT READY CREWS ASSED	37
m.	NON-READY CREWS ASSED	21
n.	NON-READY CREWS AVAILABLE	19
o.	OPNS REQMT FLYING SORTIES	60-9 266
p.	OPNS REQMT FLYING HOURS	60-9 1700
q.	MAINT CAPABILITY SORTIES	60-9 266
r.	SCHED SORTIES	60-9 266
s.	SCHED FLYING HOURS	60-9 1700
t.	AVE HOURS PER AVAIL ACFT	37 34
u.	HOURS FLOWN THIS MONTH	166:55
v.	SORTIES SCHED THIS MONTH	273
w.	SORTIES AIRBORNE THIS MONTH	244
x.	SORTIES AIRBORNE AS SCHED	235

Serial 2

13-141

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SECRET	
1.	SERIES COMPL AS REPORTED
2.	LATE TAKE OFFS
3.	ACFT SCHED DEVIATIONS

NOTE ACFT AWAY FROM STATIONS:

G.R. ANDERSON
 Lt Col., USAF
 Chief of Maintenance

This is a certified copy

Fred D. Wood Jr.
2/17 USAF
R+A Officer

~~SECRET~~

~~CONFIDENTIAL~~

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

August 1957

PART IV. Wing Commander's Remarks (4-SAC-T12 and 5 SAC-T12) 307th BW

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

a. Higher Headquarters:	<u>HOURS ACCOMPLISHED</u>
(1) Operation Order 300-57,8AF, Cobra Killer, USCM, 19-21 August 1957	256:15
(2) B-36 Crew Indoctrination	24:10
(3) Strategic Evaluation	<u>60:35</u>
TOTAL	341:00

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	Higher Headquarters		
	a. Strategic Evaluation	56:00	60:35
	b. Pace Setter VIII	195:00	216:40
	c. B-36 Indoctrination	42:00	24:10
3	Integral NCR Crew Training	682:00	484:00
4	Individual NR Training Includes (Staff)	140:00	121:05
5	Ready Crew Training	519:00	644:30
X	Test, ferry, etc.	<u>66:00</u>	<u>51:55</u>
	TOTAL	1700:00	1604:55

(a) Reference Priority 3 and 5: The requirement to fly the "No Notice" USCM "Cobra Killer" during August, reduced priority 3 and increased Priority 5. Since no non-ready crews participated in the USCM, the time flown on this mission is included in Ready Crew Training. (~~CONFIDENTIAL~~)

(2) Flying time Programmed for the following Month:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
1	AFR 60-2	Concurrent with other flying
2	Strategic Evaluation	None
3	AFCRO Support, Operation "Devil Fish"	99:00

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~~CONFIDENTIAL~~

4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (H), 1-31 August 1957

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
4	NCR Crew Training	465:00
5	Combat Ready Crew Training	776:00
6	Lead and Select Crew Training	250:00
7	Compliance with SAC Reg. 51-26.	Included in 5 & 6
X.	Test hops	<u>50:00</u>
	TOTAL	1640:00

~~(CONFIDENTIAL)~~

2. Test Hops: 11 sorties for 33:10. (UNCLASSIFIED)
3. Weather or Local Conditions: 7 sorties for 55:10 were cancelled due to weather. (UNCLASSIFIED)
4. Restrictive Directives: None. (UNCLASSIFIED)
5. Crew Data: (UNCLASSIFIED)

a. Combat crew member gains and losses:

- (1) Gains: 1 Aircraft Commander, 2 Co-pilots and 1 ECM

Observer.

- (2) Losses: 1 Aircraft Commander PCS 18 August to Plattsburg AFB.

1 Aircraft Commander PCS 18 August to Webb AFB Texas.

b. Crew Member Changes

- (1) 3 Aircraft Commanders
- (2) 6 Co-pilots
- (3) 4 Observers

c. New Crews: None

d. ICM Crews:

- (1) Major J.J. Phillips, Co-pilot
- (2) Secondary duty AFSC (Maintenance) - 3231
Job Title - Assistant Maintenance Supervisor (A & E)
- (3) Date of last standardization check - 4 June 1957
- (4) Flying hours accomplished in tactical aircraft during

this period: None - Officer TDY.

NOTE: This officer is the only ICM member qualified under
SAC Reg. 51-19.

e. Crew Status Changes:

R-45 disbanded 18 August - A/C PCS to Plattsburg AFB

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~~CONFIDENTIAL~~

L-SAC-T12 and 5-SAC-T12, 307th Bombarment Wing (M), 1-31 August 1957

e. Crew Status Changes:

R-10 downgraded to N-10 30 August - Co-pilot to A/C N-26
 R-39 upgraded to L-39 2 August
 N-23 upgraded to R-23 21 August
 N-82 upgraded to R-82 21 August
 N-19 upgraded to R-19 27 August
 N-56 upgraded to R-56 26 August
 R-12 to R-12V 19 August

f. Standardization Crews:

L-02 1 February 1956
 L-11 31 July 1957
 L-34 11 May 1955
 L-36 14 May 1956
 L-37 1 July 1957
 L-61 14 May 1956
 R-62 31 July 1957
 R-73V 31 July 1957 (UNCLASSIFIED)

6. Refueling Data: ~~(CONFIDENTIAL)~~

a. Individual Sorties:

(1) Number of refueling sorties confirmed:	104
(2) Number of sorties airborne:	71
(3) Sorties completing electronic rendezvous:	56
(4) Tanker sorties completing electronic rendezvous on double refueling missions:	N/A
(5) Number of sorties not completing rendezvous:	48
(a) Refueling sorties cancelled due to Cobra Killer	23
(b) Tanker cancellations and aborts:	9
(c) Receiver cancellations and aborts:	8
(d) Weather cancellations	7
(e) Not attempted due to nature of sortie	1
(6) Number of sorties transferring required fuel:	57
(7) Number of tanker sorties transferring required fuel on double refueling missions:	N/A

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~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 August 1957

(8) Number of sorties failing to transfer required fuel: 47

(a) Tanker cancellations and aborts:	9
(b) Receiver cancellations and aborts:	8
(c) Weather cancellations	7
(d) Cancelled due to Cobra Killer	23

(9) Remarks: None.

b. Mass night cell sorties: Not applicable

(CONFIDENTIAL)

7. Materiel and Personnel Problems: (UNCLASSIFIED)

a. Materiel:

(1) The shortage of four (4) MD-4 generators exists as previously reported, however, information has been received from 8th Air Force in their message DMS50528 indicating that subject generators will be received by this wing by 15 Sept. 1957.

(2) A shortage of five (5) each Truck, Engine Transport, Bomb Bay Load, Stock Number 8220-772100 exists in this Wing. Information was received that a substitute truck, Stock Number 8220-779300 would be shipped. To date subject trucks have not been received, although five (5) each bows, Stock Number 8220-212700 for use with the substitute truck have been received. When truck 8220-779300 is received 5 each supports, Stock Number 8220-635100 and 5 each mounts 8220-503900 will be required. Shortage of these trucks necessitates shipping engines in cans creating a problem for mobility purposes due to a considerable increase in weight.

b. Personnel:

(1) This Wing has an urgent requirement for a Photo Intelligence Officer (2044). There are 2 authorized with 1 assigned, but the workload requires that both positions be filled.

(2) There is also a requirement for a fully qualified Armament Operations Officer (3244). The 8th AF Assistance Team and HQ SAC Inspection Team stated the section needed more emphasis in manning this position. In the past it has been necessary to use an Officer that did not have retainability to warrant further crew training. This system is unsatisfactory and does not permit stability of the section. Our only resource to fill this position is from crew personnel.

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~~CONFIDENTIAL~~

4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 August 1957

8. Comments or Recommendations of the Wing Commander: ~~(CONFIDENTIAL)~~

a. The execution of "Cobra Killer" delayed upgrading 11 non-ready crews who had been entered into Standboard at the time the execution order was received. Subsequent changes in flying hour allocation further affected programing non-ready crew upgrading.

b. The requirement for three missions to complete a formal standardization check is excessively costly in standardization and aircraft resources. It is believed that the requirements of the pilots sortie and the air refueling sortie could be combined.

c. The small arms range was closed 10 April 1957 due to the armor plating being damaged to the extent that it created a safety hazard. At the present time the range has been outfitted with sandbags for limited use by crews preparing for SES only. This situation precludes accomplishing the hand-gun requirement of SAC Reg. 50-24 by crews of this organization.

9. Ground Training: ~~(CONFIDENTIAL)~~

a. Phase Training

(1) Total number of combat ready crews responsible for Phase II of SAC Reg 50-24: 40.

(2) Cumulative total of above crews that have completed Phase II of SAC Reg 50-24: 2

(3) Number of crews that were scheduled for block training the month of this report: 3

(4) Number of crews that attended block training the month of this report: 2

(5) Number of crews that completed block training the month of the report: 0

(6) Detailed reasons crews scheduled did not attend and complete block training the month of this report: One crew did not attend due to conflict in schedule during Pace Setter VIII. Two crews did not complete for one or more of the following items: Hand-gun, code, survival intelligence and aircraft systems.

(7) Number of combat ready crews scheduled to attend block training during September: 9

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~~CONFIDENTIAL~~

4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 August 1957

b. Special Weapons Training: ~~CONFIDENTIAL~~

- (1) Total number of combat ready crews responsible for special weapons academic training as outlined in SAC Reg 50-2h for applicable four month periods: 34
- (2) Cumulative total of the above crews that have completed applicable special weapons training during the four month period: 15
- (3) Number of crews that were scheduled to accomplish special weapons training the month of this report: 18
- (4) Number of crews that completed special weapons training this month: 4
- (5) Explanation of factors if scheduled crews did not accomplish training: 4 crews were cancelled because of "Cobra Killer." 10 other crews did not complete due to greater emphasis on upgrading non-ready crews and Pace Setter VIII.
- (6) Numbers of crews scheduled to accomplish training during September: 13

(7) Remarks: None.

10. Hi Jinks Tactics: (UNCLASSIFIED)

a.	b.	c.	a.	b.	c.
N-20	NO	NO	N-53	NO	NO
N-22	NO	NO	N-56	NO	NO
N-24	NO	NO	N-57	NO	NO
			N-58	NO	NO
N-25	NO	NO	N-81	NO	NO
N-26	NO	NO	N-83	NO	NO
N-27	NO	NO	N-84	NO	NO
N-48	NO	NO	N-85	NO	NO
N-52	NO	NO	N-86	NO	NO

(UNCLASSIFIED)

Robert B. Nowell, Col, USAF
 ELKINS READ, JR
 7n → Colonel, USAF
 Commander

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

August 1957

PART IV. Wing Commander's Remarks (4-SAC-T12 and 5 SAC-T12) 307th BW

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

a. Higher Headquarters:	<u>HOURS ACCOMPLISHED</u>
(1) Operation Order 300-57, 8AF, Cobra Killer, USCM, 19-21 August 1957	256:15
(2) B-36 Crew Indoctrination	24:10
(3) Strategic Evaluation	<u>60:35</u>
TOTAL	341:00

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	Higher Headquarters		
	a. Strategic Evaluation	56:00	60:35
	b. Pace Setter VIII	195:00	218:40
	c. B-36 Indoctrination	42:00	24:10
3	Integral NCR Crew Training	682:00	484:00
4	Individual NR Training Includes (Staff)	140:00	121:05
5	Ready Crew Training	519:00	644:30
X	Test, ferry, etc.	<u>66:00</u>	<u>51:55</u>
	TOTAL	1700:00	1604:55

(a) Reference Priority 3 and 5: The requirement to fly the "No Notice" USCM "Cobra Killer" during August, reduced priority 3 and increased Priority 5. Since no non-ready crews participated in the USCM, the time flown on this mission is included in Ready Crew Training. ~~(CONFIDENTIAL)~~

(2) Flying time Programmed for the following Month:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
1	AFR 60-2	Concurrent with other flying
2	Strategic Evaluation	None
3	AFORC Support, Operation "Devil Fish"	99:00

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (N), 1-31 August 1957

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
4	NCR Crew Training	465:00
5	Combat Ready Crew Training	776:00
6	Lead and Select Crew Training	250:00
7	Compliance with SAC Reg. 51-26.	Included in 5 & 6
X.	Test hops	<u>50:00</u>
	TOTAL	1640:00

~~(CONFIDENTIAL)~~

2. Test Hops: 11 sorties for 33:10. (UNCLASSIFIED)
3. Weather or Local Conditions: 7 sorties for 55:10 were cancelled due to weather. (UNCLASSIFIED)
4. Restrictive Directives: None. (UNCLASSIFIED)
5. Crew Data: (UNCLASSIFIED)

a. Combat crew member gains and losses:

(1) Gains: 1 Aircraft Commander, 2 Co-pilots and 1 ECM

Observer.

(2) Losses: 1 Aircraft Commander PCS 18 August to Plattsburg AFB.

1 Aircraft Commander PCS 18 August to Webb AFB Texas.

b. Crew Member Changes

(1) 3 Aircraft Commanders

(2) 6 Co-pilots

(3) 4 Observers

c. New Crews: None

d. ICM Crews:

(1) Major J.J. Phillips, Co-pilot

(2) Secondary duty AFSC (Maintenance) - 3231

Job Title - Assistant Maintenance Supervisor (A & E)

(3) Date of last standardization check - 4 June 1957

(4) Flying hours accomplished in tactical aircraft during

this period: None - Officer TDY.

NOTE: This officer is the only ICM member qualified under
SAC Reg. 51-19.

e. Crew Status Changes:

R-45 disbanded 18 August - A/C PCS to Plattsburg AFB

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 August 1957

e. Crew Status Changes:

R-10 downgraded to N-10 30 August - Co-pilot to A/C N-26
 R-39 upgraded to L-39 2 August
 N-23 upgraded to R-23 21 August
 N-82 upgraded to R-82 21 August
 N-19 upgraded to R-19 27 August
 N-56 upgraded to R-56 26 August
 R-12 to R-12V 19 August

f. Standardization Crews:

L-02 1 February 1956
 L-11 31 July 1957
 L-34 11 May 1955
 L-36 14 May 1956
 L-37 1 July 1957
 L-61 14 May 1956
 R-62 31 July 1957
 R-73V 31 July 1957 (UNCLASSIFIED)

6. Refueling Data: (~~CONFIDENTIAL~~)

a. Individual Sorties:

(1) Number of refueling sorties confirmed:	104
(2) Number of sorties airborne:	71
(3) Sorties completing electronic rendezvous:	56
(4) Tanker sorties completing electronic rendezvous on double refueling missions:	N/A
(5) Number of sorties not completing rendezvous:	48
(a) Refueling sorties cancelled due to Cobra Killer	23
(b) Tanker cancellations and aborts:	9
(c) Receiver cancellations and aborts:	8
(d) Weather cancellations	7
(e) Not attempted due to nature of sortie	1
(6) Number of sorties transferring required fuel:	57
(7) Number of tanker sorties transferring required fuel on double refueling missions:	N/A

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 August 1957

(8) Number of sorties failing to transfer required fuel: 47

- | | |
|--|----|
| (a) Tanker cancellations and aborts: | 9 |
| (b) Receiver cancellations and aborts: | 8 |
| (c) Weather cancellations | 7 |
| (d) Cancelled due to Cobra Killer | 23 |

(9) Remarks: None.

b. Mass night cell sorties: Not applicable

(CONFIDENTIAL)

7. Materiel and Personnel Problems: (UNCLASSIFIED)

a. Materiel:

(1) The shortage of four (4) MD-4 generators exists as previously reported, however, information has been received from 8th Air Force in their message DMS50528 indicating that subject generators will be received by this wing by 15 Sept. 1957.

(2) A shortage of five (5) each Truck, Engine Transport, Bomb Bay Load, Stock Number 8220-772100 exists in this Wing. Information was received that a substitute truck, Stock Number 8220-779300 would be shipped. To date subject trucks have not been received, although five (5) each bows, Stock Number 8220-212700 for use with the substitute truck have been received. When truck 8220-779300 is received 5 each supports, Stock Number 8220-635100 and 5 each mounts 8220-503900 will be required. Shortage of these trucks necessitates shipping engines in cans creating a problem for mobility purposes due to a considerable increase in weight.

b. Personnel:

(1) This Wing has an urgent requirement for a Photo Intelligence Officer (2044). There are 2 authorized with 1 assigned, but the workload requires that both positions be filled.

(2) There is also a requirement for a fully qualified Armament Operations Officer (3244). The 8th AF Assistance Team and HQ SAC Inspection Team stated the section needed more emphasis in manning this position. In the past it has been necessary to use an Officer that did not have retainability to warrant further crew training. This system is unsatisfactory and does not permit stability of the section. Our only resource to fill this position is from crew personnel.

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 August 1957

b. Special Weapons Training: ~~CONFIDENTIAL~~

(1) Total number of combat ready crews responsible for special weapons academic training as outlined in SAC Reg 50-24 for applicable four month periods: 34

(2) Cumulative total of the above crews that have completed applicable special weapons training during the four month period: 15

(3) Number of crews that were scheduled to accomplish special weapons training the month of this report: 18

(4) Number of crews that completed special weapons training this month: 4

(5) Explanation of factors if scheduled crews did not accomplish training: 4 crews were cancelled because of "Cobra Killer." 10 other crews did not complete due to greater emphasis on upgrading non-ready crews and Pace Setter VIII.

(6) Numbers of crews scheduled to accomplish training during September: 13

(7) Remarks: None.

10. Hi Jinks Tactics: (UNCLASSIFIED)

a.	b.	c.	a.	b.	c.
N-20	NO	NO	N-53	NO	NO
N-22	NO	NO	N-56	NO	NO
N-24	NO	NO	N-57	NO	NO
			N-58	NO	NO
N-25	NO	NO	N-81	NO	NO
N-26	NO	NO	N-83	NO	NO
N-27	NO	NO	N-84	NO	NO
N-48	NO	NO	N-85	NO	NO
N-52	NO	NO	N-86	NO	NO

(UNCLASSIFIED)

Robert B. Nowell, Col, USAF
 ELKINS READ, JR
 70 → Colonel, USAF
 Commander

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MEDIUM JET PHASE V ECH CREW AIR TRAINING REPORT - PART I										UNIT	MONTH	YEAR	PAGE NO.	NO OF PAGES	REPORTS COVERED	FORM
MEDIUM JET PHASE V ECH CREW AIR TRAINING REPORT - PART I										307TH BOMBARDIER WING (M)	AUGUST	1957	1	1	4-SAC-112	
A.	1	2	3	4	5	E.C.H.						10				
						6		7		8			9			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NO. OF FLIGHTS	NO. OF HOURS	NO. OF POINTS	NO. OF POINTS	BIG PHOTO RECORD RUNS		BIG PHOTO SPOT RUNS		BIG SPOT RUNS		E.C.H. OPERATOR				
						'F' BAND	'L' BAND	'F' BAND	'L' BAND	'F' BAND	'L' BAND	'F' BAND	'L' BAND	'F' BAND	'L' BAND	'F' BAND
4-10	11-18	19-26	27-34	35-42	43-50	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS	RUNS	POINTS			
R-73V	B-47E	03	23	01	-	-	-	-	-	-	-	-	-			
SUB						01	27	-	-	-	-	-	-			
TOTAL						01	27	-	-	-	-	-	-			
R-12V	B-47E	05	37	01	-	-	-	-	-	01	27	-	-			
R-49V	B-47E	NEGATIVE	-	-	-	-	-	-	-	-	-	-	-			
R-67V	B-47E	04	30	01	-	-	-	-	-	03	77	-	-			
SUB						-	-	-	-	-	-	-	-			
TOTAL						09	67	02	-	03	77	-	-			
R-15	B-47E	01	07	-	-	-	-	-	-	-	-	-	-			
R-69	B-47E	04	31	01	-	-	-	-	-	-	-	-	-			
N-21	B-47E	04	28	-	02	47	-	-	-	02	49	-	-			
SUB						09	66	01	02	47	-	-	-			
TOTAL						21	156	04	02	47	-	-	-			
XXXX						-	-	-	04	101	-	-	-			

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SECTION A - Ground.
 Notes 1 - 3. Enter numbers from an integral crew.
 from 4. Report Unit to maintain whole %.

SECTION B - ECH.
 Notes 4, 6 & 9. Points recorded will be shown in sub-total and total (col. lines).
 Note 7 & 10. No entry.

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SAC 10 Oct 57 120 P.C. 278

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GENERAL		MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART I		UNIT		MONTH		PAGE NO.		NO. OF PAGES		REPORTS CONTROL NUMBER	
		307TH BOMBARDMENT WING (M)		AUGUST 1957		2		2		2		4-SAC-113	
CREW NUMBER	TYPE AND NUMBER OF AIRCRAFT	BIG PHOTO RECORD RUNS			BIG PHOTO SPOT RUNS			BIG SNOW RUNS			ECM OPERATOR		
		ECM OBSERVER	'W' BAND	'L' BAND	'W' BAND	'L' BAND	'W' BAND	'L' BAND	'W' BAND	'L' BAND	'W' BAND	'L' BAND	'W' BAND
8-10	11-18	05-11	20-28	41-49	48-57	41-43	44-47	48-51	52-54	55-58	59-61	62-64	65-68
CC-CREW													
R/FRAGT													
NON-READY													
FRAGT													
SEE													
TOTAL		04	101		05	115		01	17				

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

SECTION A - General
 Items 1 - Enter number of runs as an integral count.
 Item 2 - Enter time to nearest whole minute.

SECTION B - ECM
 Items 5, 6 & 9 - Points accrued will be shown in sub-total and total lines.
 Items 7 & 10 - No entry.

4-5 (Rev. 1-54) (GPO)

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(When filled in)

GENERAL	MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART II		UNIT		MONTH		PAGE NO.		REPORTS CONTROL SYMBOL	
			307TH COMBATTEN WING (M)		AUGUST 1957		1 2		4-SAC-TII	
ECM CONTROL										
Crew Number	LITTLE LOOP ROUS			ECM OBSERVER			ECM OPERATOR			WING TOTAL
	N. BAND	N. BAND	N. BAND	N. BAND	N. BAND	N. BAND	N. BAND	N. BAND	N. BAND	
8-0	NUM. POINTS	NUM. POINTS	NUM. POINTS	NUM. POINTS	NUM. POINTS	NUM. POINTS	NUM. POINTS	NUM. POINTS	NUM. POINTS	NUM. POINTS
R-73V	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-	-	-	-	-
R-12V	-	01	27	-	-	-	-	-	-	-
R-43V	-	01	27	-	-	-	-	-	-	-
R-51V	-	-	-	-	-	-	-	-	-	-
TOTAL	-	02	54	-	-	-	-	-	-	-
R-15	-	-	-	-	-	-	-	-	-	-
R-69	-	01	27	-	-	-	-	-	-	-
TOTAL	-	01	27	-	-	-	-	-	-	-
WING TOTAL	-	02	54	-	-	-	-	-	-	-
TOTAL	-	03	12	04	11	-	-	-	-	-
INSTRUCTIONS: EFFECTIVE DATE OF THIS CHECK IS MAY 1957. All items are self-explanatory with the following exceptions: SECTION B - ECM Items 2, 4, 6 & 7 - No entry Item 3 & 5 - Points only will be shown in individual and not total block.										

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SAC IN CHARGE 12th FC 17th

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SECTION B. ECH
MEDIUM JET PHASE V ECH CREW AIR TRAINING REPORT - PART H

A. GENERAL 1 2 3 4 5 6 7	UNIT	MONTH	PAGE NR	NO OF PAGES	REPORTS CONTROLL SYSTEM (1-SAC-TI)	ECH (Continued)																												
						SIMULATOR RUNS-AM/EP/PT-TI TRAINER: IBS						ECH OBSERVER						ECH OPERATOR																
						UHF BAND	UHF BAND	'F' BAND	'F' BAND	'F' BAND	'F' BAND	UHF BAND	UHF BAND	'F' BAND	'F' BAND	'F' BAND	'F' BAND	UHF BAND	UHF BAND	'F' BAND	'F' BAND	'F' BAND	'F' BAND	UHF BAND	UHF BAND	'F' BAND	'F' BAND	'F' BAND	'F' BAND	UHF BAND	UHF BAND	'F' BAND	'F' BAND	
NUMS	POINTS	RUNS	POINTS	RUNS	POINTS	NUMS	POINTS	RUNS	POINTS	RUNS	POINTS	NUMS	POINTS	RUNS	POINTS	RUNS	POINTS	NUMS	POINTS	RUNS	POINTS	RUNS	POINTS	NUMS	POINTS	RUNS	POINTS							
C-D						14-15	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

SECTION B. ECH
Items 1, 4, 6 & 7 - No entry
Items 2, 3, 5, 8 & 9 - No entry

REVISIONS: EFFECTIVE DATE OF THIS FORM IS MAY 1957
All items are self-explanatory with the following exception:

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ECH FORM 1304 JUL 1954

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AD FORM - SAC FORM

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C. GENERAL B.	1. MEDIUM JET PHASE Y ECM CREW AIR TRAINING REPORT - PART III (See instructions)						2. NAVIGATION				PAGE NO.	NR OF PAGES REPORTS CONTROLLED 4-SAC-712		
	LITTLE RIVER		Y BAND		Y BAND		NIGHT CELESTIAL		CELESTIAL GRID				10. NO. OF WACONS ACCOMPLISHED	11. NO. OF WACONS ACCOMPLISHED
CREW NUMBER	WAVE BAND	UNIT BAND	WAVE BAND	UNIT BAND	WAVE BAND	UNIT BAND	TOTAL LEGS	CIRCULAR GRID (IN, IN, IN)	TOTAL FLOOR	CIRCULAR GRID (IN, IN, IN)	WACONS	WACONS		
1	15-15	22-31	20-31	20-31	20-31	20-31	01-11	20-28	20-27	20-11	20-28	20-11	20-28	66-06
2														
3	01-06	21-06									02-10	20-28	20-11	
4														
5														
6														
7														
8														
9														
10														
11														
12														

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957. (See instructions for use of this form.)
 SECTION B - ECM. (See instructions for use of this form.)
 SECTION C - Navigation. (See instructions for use of this form.)
 SECTION D - Navigation. (See instructions for use of this form.)

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As Filed - SAC, ONR (When Filed By)

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A. OPERATOR		MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART III								UNIT		MONTH		PAGE NR		NO. OF PAGES		REFURTS CONTROL SYMBOL									
		ECM (Continued)								4-5AC-112		4-5AC-112		4-5AC-112		4-5AC-112		4-5AC-112									
CIRCUIT	BAND	1. SIMULATOR BAND IN GRID-TYPE TRAINER-BASE				2. LITTELEVER BAND				3. NIGHT CELESTIAL				4. NAVIGATION				5. BALANCE CONTROLLED WAY, LEG									
		VHF BAND		HF BAND		VHF BAND		HF BAND		NIGHT CELESTIAL		TOTAL CELESTIAL		CELESTIAL GRID		TOTAL LEOS ACCORD		NO. OF PAGES		NO. OF PAGES							
		POINTS	PTS	POINTS	PTS	POINTS	PTS	POINTS	PTS	POINTS	PTS	CIRCUIT	NO. OF PAGES	NO. OF PAGES	NO. OF PAGES	NO. OF PAGES	NO. OF PAGES	NO. OF PAGES	NO. OF PAGES								
1	14-15	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	
2																											

SECTION 1: Navigation
 Section 2: ECM
 Section 3: ECM
 Section 4: Navigation
 Section 5: Navigation
 Section 6: Navigation
 Section 7: Navigation
 Section 8: Navigation
 Section 9: Navigation
 Section 10: Navigation
 Section 11: Navigation
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 Section 13: Navigation
 Section 14: Navigation
 Section 15: Navigation
 Section 16: Navigation
 Section 17: Navigation
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 Section 94: Navigation
 Section 95: Navigation
 Section 96: Navigation
 Section 97: Navigation
 Section 98: Navigation
 Section 99: Navigation
 Section 100: Navigation

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MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART IV

1. CREW NUMBER	2. TOTAL REFUELING	3. AIR REFUELING (Total A, B, and Above)				4. ONE TANKER DRY CONTACT				5. DRY CONTACT				6. TOTAL REFUELING IN DARTNESS	7. AIR FMH 12/76
		C. AIR REFUELING (Total A, B, and Above)				D. ONE TANKER DRY CONTACT				E. DRY CONTACT					
		ATT.	SUC.	ATT.	SUC.	ATT.	SUC.	ATT.	SUC.	ATT.	SUC.	ATT.	SUC.		
10-10	02-09	01-08	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
10-11	02-09	01-08	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
10-12	02-09	01-08	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
10-13	02-09	01-08	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
10-14	02-09	01-08	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
10-15	02-09	01-08	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
10-16	02-09	01-08	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
10-17	02-09	01-08	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
10-18	02-09	01-08	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
10-19	02-09	01-08	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
10-20	02-09	01-08	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
10-21	02-09	01-08	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
10-22	02-09	01-08	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
10-23	02-09	01-08	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
10-24	02-09	01-08	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
10-25	02-09	01-08	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
10-26	02-09	01-08	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
10-27	02-09	01-08	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
10-28	02-09	01-08	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
10-29	02-09	01-08	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
10-30	02-09	01-08	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
10-31	02-09	01-08	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
TOTAL	02-09	01-08	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

SECTION B - As per existing (Ready and above)
 Items 5, 6, 7 - No entry

SECTION C - Dry Contacts
 Items 12, 13 - No entry

SECTION D - Dry Contacts
 Items 15, 16 - No entry

SAC FORM 120- 10/70

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AS FIVE - SAC OTHER (Pier Filed In)

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1 CREW NUMBER	2 GENERAL B.		3		4		5		6		7		8		9		10		11		12		13		14		15		16				
	A. AIR REFUELING (Combat Ready and Above)		B. AIR REFUELING (Non-Combat Ready)		C. AIR REFUELING (Non-Combat Ready)		D. AIR TANKER MIN CONTACT		E. ONE TANKER MIN CONTACT		F. ONE TANKER MIN CONTACT		G. ONE TANKER MIN CONTACT		H. ONE TANKER MIN CONTACT		I. ONE TANKER MIN CONTACT		J. ONE TANKER MIN CONTACT		K. ONE TANKER MIN CONTACT		L. ONE TANKER MIN CONTACT		M. ONE TANKER MIN CONTACT		N. ONE TANKER MIN CONTACT		O. ONE TANKER MIN CONTACT				
	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.			
6-10	19-15	07-18	21-28	28-27	28-31	28-33	27-29	19-15	17-18	21-23	22-27	22-31	22-33	22-27	22-31	22-33	27-29	27-30	27-30	27-30	27-30	27-30	27-30	27-30	27-30	27-30	27-30	27-30	27-30	27-30	27-30		
TOTAL REFUELINGS								12-15																									
TOTAL REFUELINGS																																	
TOTAL REFUELINGS																																	
TOTAL REFUELINGS																																	
TOTAL REFUELINGS																																	

INSTRUCTIONS: REFER TO THE ORIGINAL FORMS (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, 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) for detailed instructions.

SAC 15 JAN 51 1200

90-1665-9-351E

SECTION B - AV REFUELING (Combat Ready and Above)

SECTION C - AV REFUELING (Non-Combat Ready)

SECTION D - AV REFUELING (One Tanker Min Contact)

SECTION E - AV REFUELING (Two Tanker Min Contact)

SECTION F - AV REFUELING (Three Tanker Min Contact)

SECTION G - AV REFUELING (Four Tanker Min Contact)

SECTION H - AV REFUELING (Five Tanker Min Contact)

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MEDIUM JET PHASE V ECM CREW AIR TRAINING REPORT - PART V

A. CREW NUMBER	B. GUNNERY		C. FORMATION		D. PILOT PROFICIENCY		E. CREW REQUIREMENTS		
	PERCENT FIRED	PERCENT FIRED	TOTAL HOURS	TOTAL HOURS ABOVE FLIGHT	LANDINGS	TAKOFFS	13	14	
1	2	3	4	5	6	7	8	9	
1-1	100	100	04	04	01	01	01	01	01
1-2	100	100	04	04	01	01	01	01	01
1-3	100	100	04	04	01	01	01	01	01
1-4	100	100	04	04	01	01	01	01	01
1-5	100	100	04	04	01	01	01	01	01
1-6	100	100	04	04	01	01	01	01	01
1-7	100	100	04	04	01	01	01	01	01
1-8	100	100	04	04	01	01	01	01	01
1-9	100	100	04	04	01	01	01	01	01
1-10	100	100	04	04	01	01	01	01	01
1-11	100	100	04	04	01	01	01	01	01
1-12	100	100	04	04	01	01	01	01	01
1-13	100	100	04	04	01	01	01	01	01
1-14	100	100	04	04	01	01	01	01	01
1-15	100	100	04	04	01	01	01	01	01
1-16	100	100	04	04	01	01	01	01	01
1-17	100	100	04	04	01	01	01	01	01
1-18	100	100	04	04	01	01	01	01	01
1-19	100	100	04	04	01	01	01	01	01
1-20	100	100	04	04	01	01	01	01	01

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0312

~~CONFIDENTIAL~~

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

August 1957

PART IV. Wing Commander's Remarks (4-SAC-T12 and 5 SAC-T12) 307th BW

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

a. Higher Headquarters:	<u>HOURS ACCOMPLISHED</u>
(1) Operation Order 300-57,8AF, Cobra Killer, USCM, 19-21 August 1957	256:15
(2) B-36 Crew Indoctrination	24:10
(3) Strategic Evaluation	<u>60:35</u>
TOTAL	341:00

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	Higher Headquarters		
	a. Strategic Evaluation	56:00	60:35
	b. Pace Setter VIII	195:00	218:40
	c. B-36 Indoctrination	42:00	24:10
3	Integral NCR Crew Training	682:00	484:00
4	Individual NR Training Includes Staff)	140:00	121:05
5	Ready Crew Training	519:00	644:30
X	Test, ferry, etc.	<u>66:00</u>	<u>51:55</u>
	TOTAL	1700:00	1604:55

(a) Reference Priority 3 and 5: The requirement to fly the "No Notice"USCM "Cobra Killer" during August, reduced priority 3 and increased Priority 5. Since no non-ready crews participated in the USCM, the time flown on this mission is included in Ready Crew Training. ~~(CONFIDENTIAL)~~

(2) Flying time Programmed for the following Month:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
1	AFR 60-2	Concurrent with other flying
2	Strategic Evaluation	None
3	AFRC Support, Operation "Devil Fish"	99:00

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 August 1957

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>
4	NCR Crew Training	465:00
5	Combat Ready Crew Training	776:00
6	Lead and Select Crew Training	250:00
7	Compliance with SAC Reg. 51-26.	Included in 5 & 6
X.	Test hops	<u>50:00</u>
	TOTAL	1640:00

~~(CONFIDENTIAL)~~

2. Test Hops: 11 sorties for 33:10. (UNCLASSIFIED)
3. Weather or Local Conditions: 7 sorties for 55:10 were cancelled due to weather. (UNCLASSIFIED)
4. Restrictive Directives: None. (UNCLASSIFIED)
5. Crew Data: (UNCLASSIFIED)

a. Combat crew member gains and losses:

- (1) Gains: 1 Aircraft Commander, 2 Co-pilots and 1 ECM

Observer.

- (2) Losses: 1 Aircraft Commander PCS 18 August to Plattsburg AFB.

1 Aircraft Commander PCS 18 August to Webb AFB Texas.

b. Crew Member Changes

- (1) 3 Aircraft Commanders
- (2) 6 Co-pilots
- (3) 4 Observers

c. New Crews: None

d. ICM Crews:

- (1) Major J.J. Phillips, Co-pilot
- (2) Secondary duty AFSC (Maintenance) - 3231
Job Title - Assistant Maintenance Supervisor (A & E)
- (3) Date of last standardization check - 4 June 1957
- (4) Flying hours accomplished in tactical aircraft during

this period: None - Officer TDY.

NOTE: This officer is the only ICM member qualified under SAC Reg. 51-19.

e. Crew Status Changes:

R-45 disbanded 18 August - A/C PCS to Plattsburg AFB

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 August 1957

e. Crew Status Changes:

R-10 downgraded to N-10 30 August - Co-pilot to A/C N-26
 R-39 upgraded to L-39 2 August
 N-23 upgraded to R-23 21 August
 N-82 upgraded to R-82 21 August
 N-19 upgraded to R-19 27 August
 N-56 upgraded to R-56 26 August
 R-12 to R-12V 19 August

f. Standardization Crews:

L-02 1 February 1956
 L-11 31 July 1957
 L-34 11 May 1955
 L-36 14 May 1956
 L-37 1 July 1957
 L-61 14 May 1956
 R-62 31 July 1957
 R-73V 31 July 1957 (UNCLASSIFIED)

6. Refueling Data: ~~(CONFIDENTIAL)~~

a. Individual Sorties:

(1) Number of refueling sorties confirmed:	104
(2) Number of sorties airborne:	71
(3) Sorties completing electronic rendezvous:	56
(4) Tanker sorties completing electronic rendezvous on double refueling missions:	N/A
(5) Number of sorties not completing rendezvous:	48
(a) Refueling sorties cancelled due to Cobra Killer	23
(b) Tanker cancellations and aborts:	9
(c) Receiver cancellations and aborts:	8
(d) Weather cancellations	7
(e) Not attempted due to nature of sortie	1
(6) Number of sorties transferring required fuel:	57
(7) Number of tanker sorties transferring required fuel on double refueling missions:	N/A

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 August 1957

(8) Number of sorties failing to transfer required fuel: 47

(a) Tanker cancellations and aborts:	9
(b) Receiver cancellations and aborts:	8
(c) Weather cancellations	7
(d) Cancelled due to Cobra Killer	23

(9) Remarks: None.

b. Mass night cell sorties: Not applicable

(CONFIDENTIAL)

7. Material and Personnel Problems: (UNCLASSIFIED)

a. Materiel:

(1) The shortage of four (4) HD-4 generators exists as previously reported, however, information has been received from 8th Air Force in their message DMS50528 indicating that subject generators will be received by this wing by 15 Sept. 1957.

(2) A shortage of five (5) each Truck, Engine Transport, Bomb Bay Load, Stock Number 8220-772100 exists in this Wing. Information was received that a substitute truck, Stock Number 8220-779300 would be shipped. To date subject trucks have not been received, although five (5) each bows, Stock Number 8220-212700 for use with the substitute truck have been received. When truck 8220-779300 is received 5 each supports, Stock Number 8220-635100 and 5 each mounts 8220-503900 will be required. Shortage of these trucks necessitates shipping engines in cans creating a problem for mobility purposes due to a considerable increase in weight.

b. Personnel:

(1) This Wing has an urgent requirement for a Photo Intelligence Officer (2044). There are 2 authorized with 1 assigned, but the workload requires that both positions be filled.

(2) There is also a requirement for a fully qualified Armament Operations Officer (3244). The 8th AF Assistance Team and HQ SAC Inspection Team stated the section needed more emphasis in manning this position. In the past it has been necessary to use an Officer that did not have retainability to warrant further crew training. This system is unsatisfactory and does not permit stability of the section. Our only resource to fill this position is from crew personnel.

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4-SAC-TL2 and 5-SAC-TL2, 307th Bombardment Wing (M), 1-31 August 1957

8. Comments or Recommendations of the Wing Commander: ~~CONFIDENTIAL~~

a. The execution of "Cobra Killer" delayed upgrading 11 non-ready crews who had been entered into Standboard at the time the execution order was received. Subsequent changes in flying hour allocation further affected programing non-ready crew upgrading.

b. The requirement for three missions to complete a formal standardization check is excessively costly in standardization and aircraft resources. It is believed that the requirements of the pilots sortie and the air refueling sortie could be combined.

c. The small arms range was closed 10 April 1957 due to the armor plating being damaged to the extent that it created a safety hazard. At the present time the range has been outfitted with sandbags for limited use by crews preparing for SES only. This situation precludes accomplishing the hand-gun requirement of SAC Reg. 50-24 by crews of this organization.

9. Ground Training: ~~CONFIDENTIAL~~

a. Phase Training

(1) Total number of combat ready crews responsible for Phase II of SAC Reg 50-24: 40.

(2) Cumulative total of above crews that have completed Phase II of SAC Reg 50-24: 2

(3) Number of crews that were scheduled for block training the month of this report: 3

(4) Number of crews that attended block training the month of this report: 2

(5) Number of crews that completed block training the month of the report: 0

(6) Detailed reasons crews scheduled did not attend and complete block training the month of this report: One crew did not attend due to conflict in schedule during Pace Setter VIII. Two crews did not complete for one or more of the following items: Hand-gun, code, survival intelligence and aircraft systems.

(7) Number of combat ready crews scheduled to attend block training during September: 9

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4-SAC-T12 and 5-SAC-T12, 307th Bombardment Wing (M), 1-31 August 1957

b. Special Weapons Training: ~~CONFIDENTIAL~~

(1) Total number of combat ready crews responsible for special weapons academic training as outlined in SAC Reg 50-24 for applicable four month periods: 34

(2) Cumulative total of the above crews that have completed applicable special weapons training during the four month period: 15

(3) Number of crews that were scheduled to accomplish special weapons training the month of this report: 18

(4) Number of crews that completed special weapons training this month: 4

(5) Explanation of factors if scheduled crews did not accomplish trainings: 4 crews were cancelled because of "Cobra Killer." 10 other crews did not complete due to greater emphasis on upgrading non-ready crews and Face Setter VIII.

(6) Numbers of crews scheduled to accomplish training during September: 13

(7) Remarks: None.

10. H1 Jinks Tactics: (UNCLASSIFIED)

a.	b.	c.	a.	b.	c.
N-20	NO	NO	N-53	NO	NO
N-22	NO	NO	N-56	NO	NO
N-24	NO	NO	N-57	NO	NO
			N-58	NO	NO
N-25	NO	NO	N-81	NO	NO
N-26	NO	NO	N-83	NO	NO
N-27	NO	NO	N-84	NO	NO
N-48	NO	NO	N-85	NO	NO
N-52	NO	NO	N-86	NO	NO

(UNCLASSIFIED)

Robert B. Towell, Col, USAF
ELKINS READ, JR
3rd Colonel, USAF
Commander

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CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										UNIT		MONTH		PAGE NO		NR OF PAGES		REPORT'S CONTROL SYMBOL					
307TH BOMBARDMENT WING (M)										AUGUST		1		5		5-SAC-112							
GENERAL										NAVIGATION													
1 SERIAL NUMBER	2 TYPE AND MODEL AIRCRAFT	3 DATE	4 TIME	5 FLIGHT NUMBER	6 TYPE OF FLIGHT	7 TYPE OF WEAPON	8 TYPE OF TARGET	9 TYPE OF WEAPON	10 TYPE OF WEAPON	11 BOMBING		12 TOTAL LEGS FLOWN		13 CIRCULAR ERROR (MILES)		14 CIRCULAR ERROR (MILES)		15 CIRCULAR ERROR (MILES)		16 CIRCULAR ERROR (MILES)			
										11 TOTAL LEGS FLOWN	12 CIRCULAR ERROR (MILES)	13 CIRCULAR ERROR (MILES)	14 CIRCULAR ERROR (MILES)	15 CIRCULAR ERROR (MILES)	16 CIRCULAR ERROR (MILES)	17 CIRCULAR ERROR (MILES)	18 CIRCULAR ERROR (MILES)	19 CIRCULAR ERROR (MILES)	20 CIRCULAR ERROR (MILES)	21 CIRCULAR ERROR (MILES)			
6-10	B-47E	04	30	01	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L-02	B-47E	04	30	01	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L-11	B-47E	02	16	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L-34	B-47E	03	21	01	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L-36	B-47E	03	23	01	02	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L-37	B-47E	04	28	01	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L-61	B-47E	06	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L-62	NEGATIVE (NO FLIGHT AS A CREW THIS MONTH)										-	-	-	-	-	-	-	-	-	-	-	-	
SUB TOTAL											22	157	05	09	01	01	02	01	-	-	-	-	-
R-40	B-47E	04	29	01	02	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
TOTAL											04	29	01	02	02	01	-	-	-	-	-	-	-
L-08	B-47E	04	27	01	03	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L-39	B-47E	03	23	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L-66	B-47E	05	33	01	02	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

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

SECTION A - General (Items 1-10) (New) SECTION B - Navigation (Items 11-16) (New) SECTION C - Navigation (Items 17-21) (New) (No entry from 20 & 21 - No entry)

SECTION D - Navigation (Items 22-25) (New) (No entry from 20 & 21 - No entry)

SECTION E - Navigation (Items 26-31) (New) (No entry from 20 & 21 - No entry)

FORM 164 PREVIOUS EDITIONS OBSOLETE. (When Filled In) 7C-760 1-5513-C

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UNIT 30TH BOMBARDMENT WING (M)
 MONTH AUGUST 1957
 PAGE NR 2
 NR OF PAGES 5
 REPORTS CONTROL SYMBOL 5-SAC-T12

A. GENERAL			B. SOARING										C. NIGHT CELESTIAL						D. MIGATION					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21				
CHW NUMBER	TYPE AND AIRCRAFT	TIME OF TAKE OFF	TIME OF LANDING	TIME OF CLIMB	TIME OF DESCENT	TIME OF CRUISE	TIME OF STABILIZATION	TIME OF RELEASE	TIME OF RECOVERY	TIME OF RECOVERY	TIME OF RECOVERY	TIME OF RECOVERY	TIME OF RECOVERY	TIME OF RECOVERY	TIME OF RECOVERY	CIRCULAR ERROR (Nautical Miles)	CELESTIAL GRID	BADAR GRID	NR OF LEGS ACCORDING TO	NR OF LEGS ACCORDING TO	NR OF LEGS ACCORDING TO			
6-10	B-47E	11-15	17-19	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			
L-71	B-47E	06	34																					
			18	117	03	06	03	01																
R-03	B-47E	04	29	01	02	04																		
R-06	B-47E	04	30	01	01	01	01	01																
R-09	B-47E	03	23	01	01	01																		
R-13	NEGATIVE (NO FLIGHT AS A CREW THIS MONTH)																							
R-14	B-47E	04	31	01	02																			
R-16	B-47E	05	31	01	01	02	01																	
R-18	B-47E	01	08																					
R-31	B-47E	04	31	01	01	01																		
P-33	B-47E	01	07																					
P-41	B-47E	02	16	01	01	01	01																	
B-42	B-47E	01	09	01	01																			
B-43	B-47E	03	25	01	01	01																		
B-51	B-47E	02	16																					

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

SECTION A: General
 1. Error starts from an integral crew.
 2. Error starts from a whole while hour.
 3. Error starts from a whole while hour.
 4. Error starts from a whole while hour.

SECTION B: Soaring
 1. Error starts from an integral crew.
 2. Error starts from a whole while hour.
 3. Error starts from a whole while hour.
 4. Error starts from a whole while hour.

SECTION C: Navigation
 1. Error starts from an integral crew.
 2. Error starts from a whole while hour.
 3. Error starts from a whole while hour.
 4. Error starts from a whole while hour.

SECTION D: Migation
 1. Error starts from an integral crew.
 2. Error starts from a whole while hour.
 3. Error starts from a whole while hour.
 4. Error starts from a whole while hour.

SAC FORM 144 PREVIOUS EDITION IS OBSOLETE. PG. 27B

7C-7665 9-3575-C

AP Form 1 SAC Other

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CONFIDENTIAL (When Filled In)
MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

1	2	3	4. GENERAL				5. BOMBING				6. NAVIGATION				19	20	21											
			TYPE AND AIRCRAFT	NUMBER OF AIRCRAFT	TIME OF DAY	TIME OF MONTH	TYPE OF AIRCRAFT	NUMBER OF AIRCRAFT	TIME OF DAY	TIME OF MONTH	TYPE OF AIRCRAFT	NUMBER OF AIRCRAFT	TIME OF DAY	TIME OF MONTH				TYPE OF AIRCRAFT	NUMBER OF AIRCRAFT									
R-10	B-47E	06	17-10	21-23	26-27	30-31	31-35	37-39	41-43	45-47	49-51	53-54	11-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	01				
R-54	B-47E	06	16	01	01	03							01	11														
R-55	B-47E	02	16																									
R-68	B-47E	02	15	01																								
R-70	B-47E	04	24	01	01	01							01	16														
R-74	B-47E	01	09																									
R-75	B-47E	01	09	01																								
R-77	B-47E	03	22	01	02																							
R-79	B-47E	02	19		01	01							02	00	10													
R-80	B-47E	02	12		01																							
R-87	B-47E	02	17	01	01																							
R-45	DISARMED EFFECTIVE 18 AUGUST 1957																											
R-23	NEGATIVE (NO FLIGHT AS COMBAT READY CHECK UPHELD 21 AUG 57)																											
R-52	NEGATIVE (NO FLIGHT AS COMBAT READY CHECK UPHELD 26 AUG 57)																											
R-56	NEGATIVE (NO FLIGHT AS COMBAT READY CHECK UPHELD 27 AUG 57)																											
R-19	NEGATIVE (NO FLIGHT AS COMBAT READY CHECK UPHELD 27 AUG 57)																											
R-10	B-47E	03	21		01	01																						

SECTION 1 - GENERAL
SECTION 2 - BOMBING
SECTION 3 - NAVIGATION
SECTION 4 - WEAPONRY
SECTION 5 - ACCIDENTS
SECTION 6 - COMMENTS

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 MAY 1957.
All items are self-explanatory with the following exceptions:
1. Enter time to nearest whole hour.
2. Enter time to nearest whole hour.
3. Enter time to nearest whole hour.
4. Enter time to nearest whole hour.

1-1665 9-3575-C

SAC (100) 184 (REVISED EDITION 8 APR 57) (100)

CONFIDENTIAL

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(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I

UNIT: SOUTH BOMBARDMENT WING (M)

MONTH: AUGUST 1957

PAGE NO: 4

NO OF PAGES: 5

REPORTS CONTROL SYMBOL: S-SAC-112

A.	GENERAL			BOMBING										NAVIGATION					E.				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		19	20	21	
C.	TYPE AND MODEL AIRCRAFT	NUMBER OF PORTS	FLIGHT TIME	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	NUMBER OF PORTS	
																							1
0-10	B-47E	11-15	17-18	21-23	26-27	30-31	33-35	37-39	41-43	44-47	49-51	53-54											
TOTAL			63	173	15	20	17	06	05														
N-10	BOMBARDIER (NO FLIGHT)																						
N-23	B-47E	03	23				01	01													01	75	
N-82	B-47E	04	32																				
N-56	B-47E	02	16																				
N-19	B-47E	05	29																				
N-20	B-47E	04	26				01	01															
N-22	B-47E	04	29				01	03	01														
N-24	B-47E	02	10																				
N-25	B-47E	01	07																				
N-26	B-47E	03	24																				
N-27	BOMBARDIER (NO FLIGHT)																						
N-48	B-47E	04	24				01	04															
N-50	B-47E	03	21																				
N-52	B-47E	04	28				02	01	01	03													
TOTAL																							

SECTION A - General. Item 1. Enter number of aircraft. Item 2. Enter time in minutes. Item 3. Enter number of sorties. Item 4. Enter time in minutes.

SECTION B - Bombing. Item 1. Enter number of aircraft. Item 2. Enter number of sorties. Item 3. Enter time in minutes.

SECTION C - Navigation. Item 1. Enter number of aircraft. Item 2. Enter number of sorties. Item 3. Enter time in minutes.

SECTION D - Accuracy. Item 1. Enter number of aircraft. Item 2. Enter number of sorties. Item 3. Enter time in minutes.

SECTION E - Remarks. Item 1. Enter number of aircraft. Item 2. Enter number of sorties. Item 3. Enter time in minutes.

CONFIDENTIAL

7C-7665 9-3573-C

U 3 2 3

144 PREVIOUS EDITIONS OBSOLETE

CONFIDENTIAL

(When Filled In)

MEDIUM SET BOMBARDMENT AIR TRAINING REPORT - PART II

UNIT
307TH BOMBARDMENT WING (M)

MONTH
AUGUST 1957

PAGE NO.
2

NR OF
5

OFFICE SYMBOL
S-SAC-712

A. GENERAL	REFUELING (Combr Ready and Above)			REFUELING (Combr Ready and Above)		REFUELING (Combr Ready and Above)		REFUELING (Combr Ready and Above)		REFUELING (Combr Ready and Above)		REFUELING (Combr Ready and Above)		REFUELING (Combr Ready and Above)		REFUELING (Combr Ready and Above)		D. CONTACTS	E. DURING DARKNESS	F. TOTAL RENDEZVOUS	G. TOTAL RENDEZVOUS	H. TOTAL RENDEZVOUS	I. TOTAL RENDEZVOUS	J. TOTAL RENDEZVOUS	K. TOTAL RENDEZVOUS	L. TOTAL RENDEZVOUS	M. TOTAL RENDEZVOUS	N. TOTAL RENDEZVOUS	O. TOTAL RENDEZVOUS	P. TOTAL RENDEZVOUS	Q. TOTAL RENDEZVOUS	R. TOTAL RENDEZVOUS	S. TOTAL RENDEZVOUS	T. TOTAL RENDEZVOUS	U. TOTAL RENDEZVOUS	V. TOTAL RENDEZVOUS	W. TOTAL RENDEZVOUS	X. TOTAL RENDEZVOUS	Y. TOTAL RENDEZVOUS	Z. TOTAL RENDEZVOUS																			
	TOTAL REPERLAGE		MAX GROSS WEIGHT		OPT. UNCL. WEIGHT		UNCL. WEIGHT		UNCL. WEIGHT		UNCL. WEIGHT		UNCL. WEIGHT		UNCL. WEIGHT		UNCL. WEIGHT																								UNCL. WEIGHT		UNCL. WEIGHT		UNCL. WEIGHT		UNCL. WEIGHT		UNCL. WEIGHT		UNCL. WEIGHT		UNCL. WEIGHT		UNCL. WEIGHT		UNCL. WEIGHT		
	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.	ATT.	SUCC.	ATT.	SUCC.
6-10	13-15	17-19	22-25	27-30	31-34	35-38	39-42	43-46	47-50	51-54	55-58	59-62	63-66	67-70	71-74	75-78	79-82	83-86	87-90	91-94	95-98	99-102	103-106	107-110	111-114	115-118	119-122	123-126	127-130	131-134	135-138	139-142	143-146	147-150	151-154	155-158	159-162	163-166																					
L-02	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	01	01	01	01	01	01	01	01	01	01	01	01	01																		
L-11	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	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01																
L-34	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	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01															
L-36	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	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01															
L-37	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	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01														
L-61	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	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01														
R-52	SEE PART I																																																										
SUB TOTAL	05	05	03	03	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
R-10	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
SUB TOTAL	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								
L-08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
L-19	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
L-16	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
L-76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-								

SECTION F - Contingency Items (If SEE maximum load mission occurring prescribed & limited will be included in last column. If limited will also be indicated. Those SEE maximum not meeting prescribed & limited will be omitted.)

SECTION G - Refueling (Combr Ready and Above). Item 5 - Enter Creditable missions.

INSTRUCTIONS - EFFECTIVE DATE OF THIS FORM IS AUGUST 1952. All reports are self-explanatory with the following exceptions.

CONFIDENTIAL

SAC (024) 184a emergency doctrine is obsolete. FC, 172

CONFIDENTIAL

(When Filled In)

A. GENERAL	UNIT: 307TH BOMBARDMENT WING (H)										MONTH: AUGUST 1957				PAGE NR: 2		NR OF PAGES: 5		REPORTS CONTROL SYMBOL: 5-SAC-112		
	MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II					REFUELING (Combat Ready and Afloat)					TOTAL REPAIRS		DARKNESS		AMPHIBIOUS		APPROXIMATE		PERCENT FIRE-OUT		
CREW NUMBER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
	TOTAL REPAIRS		REPAIRS		REPAIRS		REPAIRS		REPAIRS		REPAIRS		REPAIRS		REPAIRS		REPAIRS		REPAIRS		
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	
8-10	11-18	17-19	22-23	24-27	28-31	14-15	16-17	18-19	20-21	22-23	24-25	26-27	28-29	30-31	01	01	01	01	01	01	01
SUB TOTAL	02	02	01	01	01	01	01	01	01	01	01	01	01	01	02	02	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
R-06	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-09	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-13	SEE PART I																				
R-14	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-16	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-18	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-31	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02
R-33	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-41	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-42	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-43	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-44	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-45	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-46	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-47	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-48	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-49	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
R-50	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 57. All items are self-explanatory with the following exceptions:

SECTION B - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION C - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION D - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION E - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION F - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION G - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION H - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION I - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION J - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION K - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION L - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION M - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION N - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION O - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION P - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION Q - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION R - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION S - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION T - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION U - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION V - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION W - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION X - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION Y - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SECTION Z - Refueling (Combat Ready and Afloat)
Item 5 - Enter combat missions.

SAC 10/57, Mile previous edition is obsole. etc. PG 172

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II

207TH BOMBARDMENT WING (M)

MONTH: **AUGUST 1957**

PAGE NO: **3**

REP/PTS CONTROL SYMBOL: **5-SAC-112**

A. GENERAL	B. CREW NUMBER	C. TOTAL REFUELINGS	D. REFUELING (Combat Ready and Above)		E. CONTACTS		F. DURING DARKNESS		G. TOTAL REFUELINGS		H. AN/APN-12/78 REFUELINGS		I. APN-69 REFUELINGS		J. MAXIMUM LOAD		K. SHORTS	
			ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		ATT.
1	6-10	11-15	31-30	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
	R-55	01	01	-	01	01	-	-	-	-	-	-	01	01	-	-	-	-
	R-68	01	01	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-
	R-70	01	01	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-
	R-74	02	02	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-
	R-75	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-
	R-77	01	01	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-
	R-79	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-
	R-80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	R-87	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-
	R-45	SEE PART I																
	R-23	SEE PART I																
	R-82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	R-56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	R-19	SEE PART I																
	R-10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	TOTAL	22	22	13	11	-	-	-	-	-	-	-	-	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 57. ALL ITEMS ARE SELF-EXPLANATORY WITH THE FOLLOWING EXCEPTIONS:

SECTION B - Refueling (Combat Ready and Above). SECTION C - Refueling (Combat Ready and Above). SECTION D - Refueling (Combat Ready and Above). SECTION E - Refueling (Combat Ready and Above). SECTION F - Refueling (Combat Ready and Above). SECTION G - Refueling (Combat Ready and Above). SECTION H - Refueling (Combat Ready and Above). SECTION I - Refueling (Combat Ready and Above). SECTION J - Refueling (Combat Ready and Above). SECTION K - Refueling (Combat Ready and Above).

14C 19 1087-1 1046 previous editions is obsolete. GPO: 1957 O 5 2 /

CONFIDENTIAL

CONFIDENTIAL

(When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II		UNIT: 307TH BOMBARDMENT WING (N)										MONTH: AUGUST 1957		PAGE NO: 4		NR OF PAGES REPORTS CONTROL SYMBOL: 5-SAC-112			
A. GENERAL		C. REFUELING (Check Ready and Aft)										D. CONTACTS		E. RADAR BOMBING		F. GUNNERY			
1. CREW NUMBER	2. TOTAL REFUELINGS	3. REFUELING (Check Ready and Aft)		4. SUCCESSFUL REFUELINGS		5. MAXIMUM IN-FLIGHT CONTACT DURATION		6. SUCCESSFUL CONTACTS		7. SUCCESSFUL CONTACTS		8. SUCCESSFUL CONTACTS		9. SUCCESSFUL CONTACTS		10. SUCCESSFUL CONTACTS		11. SUCCESSFUL CONTACTS	
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
8-10	17-20	13-15	17-20	22-24	27-30	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
N-10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SEE PART I

INSTRUCTIONS: REFER TO DATE OF THIS FORM (S1 AND S2) FOR THE LATEST REVISIONS. ALL ITEMS ARE SELF-EXPLANATORY WITH THE FOLLOWING EXCEPTIONS:
 SECTION A - REFER TO THE DATE OF THIS FORM (S1 AND S2) FOR THE LATEST REVISIONS.
 SECTION B - REFER TO THE DATE OF THIS FORM (S1 AND S2) FOR THE LATEST REVISIONS.
 SECTION C - REFER TO THE DATE OF THIS FORM (S1 AND S2) FOR THE LATEST REVISIONS.
 SECTION D - REFER TO THE DATE OF THIS FORM (S1 AND S2) FOR THE LATEST REVISIONS.
 SECTION E - REFER TO THE DATE OF THIS FORM (S1 AND S2) FOR THE LATEST REVISIONS.
 SECTION F - GUNNERY. HERE IS A SECTION USED TO RECORD GUNNERY DATA. GUNNERY DATA IS REPORTED ON THIS FORM ONLY IF IT IS A PART OF THE MISSION. GUNNERY DATA IS REPORTED ON THIS FORM ONLY IF IT IS A PART OF THE MISSION. GUNNERY DATA IS REPORTED ON THIS FORM ONLY IF IT IS A PART OF THE MISSION.

AP Form 1 SAC Form 1 (When Filled In) **CONFIDENTIAL**

CONFIDENTIAL
(When Filled In)

A. GENERAL		B. REFUELING (Columb Ready and above)										C. REFUELING (Non-Columb D. CONTACTS)										D. SUMMARY							
1 GRN NUMBER	2 TOTAL REFUELED	3 MAX GROSS WEIGHT		4 OPT. INFIL. GROSS WT.		5 OPT. INFIL. NET WT.		6 OPT. INFIL. NET WT.		7 OPT. INFIL. NET WT.		8 OPT. INFIL. NET WT.		9 OPT. INFIL. NET WT.		10 OPT. INFIL. NET WT.		11 TOTAL RENDERINGS		12 DURING DARKNESS		13 M/AM/PM 1276 RENDERINGS		14 APR/89 RENDERINGS		15 ENGLISH RENDERINGS		16 PERCENT 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.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.
6-10	12-15	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
N-58	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-76	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-81	-	-	-	-	-	-	-	-	-	-	-	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N-86	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	12	12	04	04	80	-	-	-	-	-	-	-	-	-	-	-	-
MING TOTAL	50	50	18	18	14	14	-	-	-	-	-	-	12	12	04	04	158	-	-	-	-	-	-	-	-	-	-	-	-
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COMBEN R/P/FACT	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NON-READY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FEACT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

INSTRUCTIONS: EFFECTIVE DATE OF THIS FORM IS 1 AUG 87.
All items are self-explanatory with the following exceptions:
SECTION B - Refueling (Columb Ready and above)
Item 5 - Enter readable mission.
SECTION C - Refueling (Non-Columb Ready and above)
Item 11 - Enter maximum gross weight.
Item 12 - Enter maximum net weight.
Item 13 - Enter maximum net weight.
Item 14 - Enter maximum net weight.
Item 15 - Enter maximum net weight.
Item 16 - Enter maximum net weight.
SECTION D - Summary (Items 17-20)
Item 17 - Enter total number of missions.
Item 18 - Enter total number of successful missions.
Item 19 - Enter total number of failed missions.
Item 20 - Enter maximum net weight.
SECTION E - Percent Fire-Out (Items 21-24)
Item 21 - Enter maximum net weight.
Item 22 - Enter maximum net weight.
Item 23 - Enter maximum net weight.
Item 24 - Enter maximum net weight.

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(When Filled In)

A. GENERAL	B. CREW	C. FORMATION	D. PILOT PROFICIENCY	E. APPROACH	F. CREW REQUIREMENTS	G. REPORTS CONTROL SYMBOL
1	2	3	4	5	6	7
CREW NUMBER	BIG SNOW	LITTLE SNOW	LITTLE RIVERS	RIVER	RIVER	RIVER
	NUM ACCOMP	NUM ACCOMP	NUM ACCOMP	NUM ACCOMP	NUM ACCOMP	NUM ACCOMP
8-10	19-15	21-23	25-27	29-31	33-35	37-39
L-02	01	01	01	01	01	01
L-11	01	01	01	01	01	01
L-34	01	00	01	00	01	01
L-36	01	01	01	01	01	01
L-37	01	01	01	01	01	01
L-61	01	01	01	01	01	01
R-62	01	01	01	01	01	01
SUB TOTAL	05	04	03	03	03	03
R-10	01	01	01	01	01	01
SUB TOTAL	01	01	01	01	01	01
L-08	01	00	01	01	01	01
L-39	01	00	01	01	01	01
L-66	01	01	01	01	01	01
L-71	01	01	01	01	01	01

CONFIDENTIAL

GENERAL		UNIT										MONTH			PAGE NR			REFURTS CONTROL SYMBOL					
		307TH BOMBARDMENT WING (M)										AUGUST 1957			5-SAC-112								
		MEDMUM JET BOMBARDMENT AIR TRAINING REPORT - PART III										E			F								
A. CREW NUMBER		B. ECH		C. FORMATION		D. PILOT PROFICIENCY		E. TAKE-OFFS		F. LANDINGS		G. ORCA		H. GYRO-OUT APPROACHES		I. AIR WEAPON SIMULATIONS		J. AIR WEAPON ACCURACY		K. AIR WEAPON REVISION		L. AIR WEAPON REVISION	
NUM POINTS ACCUMULATED		NUM POINTS ACCUMULATED		TOTAL HOURS ABOVE 10,000 FEET		AC CP		AC CP		AC CP		AC CP		AC CP		AC CP		AC CP		AC CP		AC CP	
6-0	13-15	17-18	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
R-55																							
R-68																							
R-70																							
R-74																							
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R-77																							
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R-80																							
R-87																							
R-45	SEE PART I																						
R-23	SEE PART I																						
R-82	SEE PART I																						
R-56	SEE PART I																						
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R-100	SEE PART I																						

CONFIDENTIAL (When Filled In)
 MEDMUM JET BOMBARDMENT AIR TRAINING REPORT - PART III
 UNIT 307TH BOMBARDMENT WING (M)
 MONTH AUGUST 1957
 PAGE NR 11
 REFURTS CONTROL SYMBOL 5-SAC-112

SECTION 5 - Crew Performance
 Item 1: Enter time to start in whole hour.
 SECTION 6 - Formation
 Item 1: Enter whole hour, include previous special training (with activity).
 SECTION 7 - Pilot Proficiency
 Item 1: Enter whole hour, include previous special training (with activity).
 SECTION 8 - Crew Proficiency
 Item 1: Enter whole hour, include previous special training (with activity).
 SECTION 9 - Fuel
 Item 1: Enter whole hour, include previous special training (with activity).
 SECTION 10 - Weather
 Item 1: Enter whole hour, include previous special training (with activity).
 SECTION 11 - Remarks
 Item 1: Enter whole hour, include previous special training (with activity).
 SECTION 12 - Summary
 Item 1: Enter whole hour, include previous special training (with activity).

MAC 10/10/57, 1448 previous version is obsolete. PG. 17/18
 INSTRUCTIONS: All times are self-explanatory with the following exceptions:
 SECTION 8 - Crew Performance: Item 1: Enter time to start in whole hour.
 SECTION 9 - Fuel: Item 1: Enter whole hour, include previous special training (with activity).
 SECTION 10 - Weather: Item 1: Enter whole hour, include previous special training (with activity).
 SECTION 11 - Remarks: Item 1: Enter whole hour, include previous special training (with activity).
 SECTION 12 - Summary: Item 1: Enter whole hour, include previous special training (with activity).

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A. GENERAL	UNIT										MONTH												PAGE NO.	NO. OF PAGES	REPORTS COVERED SYMBOL							
	307th BOMBARDMENT GRP (M)										AUGUST 1957																					
	MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III										CREW REQUIREMENTS																					
CREW NUMBER	BIB SHOW		LITTLE SHOW		LITTLE RIVER		ECHO		FORMATION		D.		PILOT PROFICIENCY		E.		CREW REQUIREMENTS		NUMBER OF WEAPONS IN FLIGHT	NUMBER OF WEAPONS IN FLIGHT	NUMBER OF WEAPONS IN FLIGHT	NUMBER OF WEAPONS IN FLIGHT										
	TIME ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED	PTS. ACCOMPLISHED														
N-10	13-15	17-19	21-23	24-27	28-31	31-35	37-39	41-43	45-47	49-51	52-54	13-18	18-19	22-28	28-27	30-31	34-35	38-39	42-43	46-47	50-51	53-54	13-15	17-18	21-22	25-27	29-31	33-35	37-39	41-43		
N-23																																
N-32																																
N-56																																
N-19																																
N-20	01	26																														
N-22																																
N-24																																
N-25																																
N-26																																
N-27	SEE PART I																															
N-48																																
N-50																																
N-52	01	60																														
N-54																																

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

Section 1 - Formation
 Section 2 - Hours
 Section 3 - Hours
 Section 4 - Hours
 Section 5 - Hours
 Section 6 - Hours
 Section 7 - Hours
 Section 8 - Hours
 Section 9 - Hours
 Section 10 - Hours
 Section 11 - Hours
 Section 12 - Hours
 Section 13 - Hours
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 Section 100 - Hours

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(When Filled In)

MEDWIN JET BOMBARDMENT AIR TRAINING REPORT - PART III

UNIT: 407TH BOMBARDMENT WING (M) MONTH: A. GUST 1957

PAGE NO: 5 NO. OF PAGES: 5 SACS: TU REPORTS CONTROL SYMBOL: 5

A. GENERAL	B. EQUIPMENT			C. FORMATION			D. PILOT PROFICIENCY			E. CREW REQUIREMENTS			F. CREW REQUIREMENTS			G. CREW REQUIREMENTS							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
CREW NUMBER	BIG SHOW	LITTLE SHOW	LITTLE RIVER	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED	NUM. ACCOMPLISHED
8-19	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
N-58																							
N-76	01	00																					
N-81																							
N-83																							
N-84																							
N-85																							
N-86																							
SUB-TOTAL	03	26																					
TOTAL	26	487	18	435		18			30	30	18	18	18	18	18	18	18	18	18	18	18	18	18
CHECK																							
REMARKS																							

SECTION B - CHECK
Items 2 & 3 - Points accrued will be shown in column and will total 18.

SECTION C - CHECK
Items 2 & 3 - Points accrued will be shown in column and will total 18.

SECTION E - CREW REQUIREMENTS
Items 17 - Enter time to train at whole hour.

SECTION F - CREW REQUIREMENTS
Items 17 - Enter time to train at whole hour.

SECTION G - CREW REQUIREMENTS
Items 17 - Enter time to train at whole hour.

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

SAC: N-100, MED: previous edition is obsolete. PG 77P

76-7665 9-3835-C

Air Force - SAC, OTC

FORM Filled In

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307th Air Refueling Squadron
 307th Bombardment Wing, Medium (SAC)
 United States Air Force
 APO 23, New York, New York

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

August 1957

1. Hours flown performing missions ordered by:

a. Higher Headquarters:

	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS FLOWN</u>
(1)	Sun Dog Support	214:00	206:10
(2)	Ferry	00:00	2:00
	TOTAL	214:00	208:10

b. Eighth Air Force training priorities:

(1) Programmed and accomplished for current month:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>PROGRAMMED</u>	<u>ACCOMPLISHED</u>
1	Air Force Regulation 60-2	Concurrent with other flying	
2	Sun Dog Support	214:00	206:10
3	Non-combat ready crew training	105:00	72:15
	a. Individual upgrading	35:00	91:55
4	Combat Ready Crew Training	326:00	276:10
5	Other (test flights)	15:00	14:20
	TOTAL	695:00	660:50

(a) Reference Priority 3a: Due to the necessity to upgrade individuals to replace known losses, this commitment was increased.

(b) Reference Priority total: See Section 4 for flying time allocation reduction.

(2) Flying time programmed for 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	
	a. Sun Dog Support	207:00
	b. Other training	178:00
3	Non-Combat Ready individual upgrading	30:00
4	Non-Combat Ready crew training	90:00
5	Other (test flights)	10:00
	TOTAL	515:00

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93750-C

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9-SAC-F12, 307th Air Refueling Squadron, 1-31 August 1957

2. Test Hops: Eight (8) sorties were flown for a total of 14:20 flying hours.
3. Weather and Local Conditions: One (1) sortie was cancelled for a loss of 11:00 hours.
4. Restrictive Directives: Flying hour allocation for August and September dated 17 Aug 57 from Comdr 8AF, and flying hour allocation change dated 28 Aug 57. Reduced flying time for August by 34:10 hours.
5. Crew Data:
 - a. Combat crew member gains and losses:
 - (1) Crew members gained:
 - (a) None.
 - (2) Crew members lost:
 - (a) Radio Operators - One (1)
 - b. Crew member changes:
 - (1) Aircraft Commanders - Two (2)
 - (2) Pilots - Four (4)
 - (3) Navigators - Two (2)
 - (4) Radio Operators - One (1)
 - c. New Crews:
 - (1) None.
 - d. Incomplete combat maintenance crews: Not Applicable.
 - e. Crew Status changes:
 - (1) None.
 - f. Standardization Crews:

Date Assigned

- | | |
|--|--------|
| (1) T-22 - Wing Standardization Crew | Jun 57 |
| (2) T-14 - Ass't Wing Standardization Crew | Nov 56 |

6. Refueling Data:
 - a. Individual sorties.
 - (1) Number of refueling sorties confirmed: 28
 - (2) Number of sorties airborne: 31
 - (a) Includes three (3) strip alert aircraft utilized.

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

(3) Number of sorties completing electronic rendez:	10
(4) Number of tanker sorties completing electronic rendezvous on double refueling mission:	0
(5) Number of sorties not completing rendezvous:	21
(a) Includes three (3) strip alert sorties.	
(b) Eighteen (18) sorties were in cell formation.	
(6) Number of sorties transferred required fuel:	30
(7) Number of tanker sorties transferred required fuel on double refueling mission:	0
(8) Number of sorties failing to transfer required fuel:	1
(a) Number of aborts due to:	
<u>1</u> . Tanker engine malfunction:	1
b. Mass night cell sorties:	None
c. Fuel transferred:	
(1) Total gallons transferred:	59,072

7. Materiel and Personnel Problems:

a. Personnel: This Squadron is scheduled to lose five (5) navigators in October 1957 and an additional two (2) by 31 December. Although regression of T-Crews can be avoided, this will cause disbanding of some M-Crews to maintain the T-Crew status.

b. Materiel: None.

8. Comments or Recommendations of the Squadron Commander: None

9. Ground Training:

a. Total number of combat ready crews responsible for applicable phase of SAC Regulation 50-24 requirements: 22

b. Cumulative total of above crews that have completed applicable phase of SAC Regulation 50-24 requirements: 14

c. Number of crews that were scheduled for Block Training the month of this report: 6

d. Number of crews that attended Block Training the month of this report: 8

e. Number of crews that completed Block Training the month of this report: 8

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

f. Detailed reasons of crews scheduled did not attend and complete Block Training the month of this report: None

g. Number of Combat Ready Crews scheduled to attend Block Training during the month subsequent to this report: 6

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

4


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307th Air Refueling Squadron
307th Bombardment Wing, Medium (SAL)
United States Air Force
APO 23, New York, New York

PART IV. Wing Commanders Remarks (9-SAC-T-12) August 1957

1. Upgrading progress and projected flying time are consistent with criteria and priorities established by following cited messages of the Flying Hour Program.
 - a. MSG C, 28862, 13 AUG 57 - Serial #1
 - b. MSG C, 28630, 16 AUG 57 - Serial #2
 - c. MSG CB, 2988, 21 AUG 57 - Serial #1
2. Material support continues to be adequate for accomplishment of the
3. The personnel problem cited in Par 7a, Part III relative to loss of navigators is beyond the capability of the 4083D Strategic Wing to correct.


C. F. LASSITER
Colonel, USAF
Commander

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Crew Number	307th F3F Squadron												915AC-112						
	GENERAL				AIR REFUELING				RADAR REFUELING				NAVIGATION						
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
T-22	K0097	01	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T-14	K0097	01	06	-	01	01	-	-	-	-	02	02	01	01	01	-	-	-	-
SUB TOTAL	-	-	02	11	-	01	01	-	-	-	02	02	01	01	01	-	-	-	-
T-01	K0097	03	11	-	03	03	-	-	-	-	02	02	02	02	-	-	-	-	-
T-03	K0097	02	12	-	01	01	-	-	-	-	01	01	01	01	-	-	-	-	-
SUB TOTAL	-	-	05	23	-	04	04	-	-	-	03	03	03	03	-	-	-	-	-
T-05	K0097	02	20	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-
T-06	K0097	03	16	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-
T-07	K0097	04	24	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-
T-08	K0097	06	36	-	04	04	-	-	-	-	04	04	02	02	-	-	-	-	-
T-09	K0097	05	31	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-
T-10	K0097	03	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T-12	K0097	02	12	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-
T-12	K0097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SECTION A - General
 SECTION B - Air Refueling
 SECTION C - Radar Refueling
 SECTION D - Navigation

1. Enter number of this flight in column 1.
 2. Enter number of this flight in column 2.
 3. Enter number of this flight in column 3.
 4. Enter number of this flight in column 4.
 5. Enter number of this flight in column 5.
 6. Enter number of this flight in column 6.
 7. Enter number of this flight in column 7.
 8. Enter number of this flight in column 8.
 9. Enter number of this flight in column 9.
 10. Enter number of this flight in column 10.
 11. Enter number of this flight in column 11.
 12. Enter number of this flight in column 12.
 13. Enter number of this flight in column 13.
 14. Enter number of this flight in column 14.
 15. Enter number of this flight in column 15.
 16. Enter number of this flight in column 16.
 17. Enter number of this flight in column 17.
 18. Enter number of this flight in column 18.
 19. Enter number of this flight in column 19.

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A. CREW MEMBER	B. AIR REFUELING										C. AIRBORNE REFUELING				D. NAVIGATION			
	1. NAME AND AIRCRAFT	2. DATE	3. TIME	4. TIME	5. TIME	6. TIME	7. TIME	8. TIME	9. TIME	10. TIME	11. TIME	12. TIME	13. TIME	14. TIME	15. TIME	16. TIME	17. TIME	18. TIME
T-13	K0097	04	23	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02
T-18	K0097	08	32	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02
T-19	K0097	06	36	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02
T-20	K0097	04	34	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02
T-23	K0097	04	24	03	03	03	03	03	03	03	03	03	03	03	03	03	03	03
T-24	K0097	09	73	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
T-25	K0097	03	24	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
PT-25	K0097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T-26	K0097	02	18	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
T-27	K0097	03	27	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
PT-27	K0097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T-36	K0097	01	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
T-37	K0097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL	-	69	448	24	24	24	22	22	22	22	22	21	21	21	21	21	21	21
M-29	K0097	03	17	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01

SECTION B - Navigation
 SECTION C - Air Refueling
 SECTION D - Air Refueling
 SECTION E - Air Refueling
 SECTION F - Air Refueling
 SECTION G - Air Refueling
 SECTION H - Air Refueling
 SECTION I - Air Refueling
 SECTION J - Air Refueling
 SECTION K - Air Refueling
 SECTION L - Air Refueling
 SECTION M - Air Refueling
 SECTION N - Air Refueling
 SECTION O - Air Refueling
 SECTION P - Air Refueling
 SECTION Q - Air Refueling
 SECTION R - Air Refueling
 SECTION S - Air Refueling
 SECTION T - Air Refueling
 SECTION U - Air Refueling
 SECTION V - Air Refueling
 SECTION W - Air Refueling
 SECTION X - Air Refueling
 SECTION Y - Air Refueling
 SECTION Z - Air Refueling

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GENERAL		AIR REFUELING										RADAR REFUELING				NAVIGATION																			
1 SERIAL NUMBER	2 TYPE AND AIRCRAFT	3 TOTAL REFUELINGS		4 TOTAL REFUELINGS		5 TOTAL REFUELINGS		6 TOTAL REFUELINGS		7 TOTAL REFUELINGS		8 TOTAL REFUELINGS		9 TOTAL REFUELINGS		10 TOTAL REFUELINGS		11 TOTAL REFUELINGS		12 TOTAL REFUELINGS		13 TOTAL REFUELINGS		14 TOTAL REFUELINGS		15 TOTAL REFUELINGS		16 TOTAL REFUELINGS		17 TOTAL REFUELINGS		18 TOTAL REFUELINGS		19 TOTAL REFUELINGS	
		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.		
6-10	M-29	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	
M-31	K0097	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	
M-33	K0097	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	01	04	
SUB TOTAL		11	01	11	01	11	01	11	01	11	01	11	01	11	01	11	01	11	01	11	01	11	01	11	01	11	01	11	01	11	01	11	01	11	
TOTAL		87	10	87	10	87	10	87	10	87	10	87	10	87	10	87	10	87	10	87	10	87	10	87	10	87	10	87	10	87	10	87	10	87	
XXXX	K0097																																		
COMBAT READY PRACTICE																																			
NON-COMBAT READY PRACTICE																																			
SUB TOTAL																																			
M-34																																			
M-35																																			

SECTION A - GENERAL
 SECTION B - AIR REFUELING
 SECTION C - RADAR REFUELING
 SECTION D - NAVIGATION

1. Enter number of aircraft in column 1.
 2. Enter number of aircraft in column 2.
 3. Enter number of aircraft in column 3.
 4. Enter number of aircraft in column 4.
 5. Enter number of aircraft in column 5.
 6. Enter number of aircraft in column 6.
 7. Enter number of aircraft in column 7.
 8. Enter number of aircraft in column 8.
 9. Enter number of aircraft in column 9.
 10. Enter number of aircraft in column 10.
 11. Enter number of aircraft in column 11.
 12. Enter number of aircraft in column 12.
 13. Enter number of aircraft in column 13.
 14. Enter number of aircraft in column 14.
 15. Enter number of aircraft in column 15.
 16. Enter number of aircraft in column 16.
 17. Enter number of aircraft in column 17.
 18. Enter number of aircraft in column 18.
 19. Enter number of aircraft in column 19.

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AIR REFUELING AIR TRAINING REPORT - PART I

GENERAL COMMENTS	COURSE		COURSE		COURSE		COURSE		COURSE		COURSE	COURSE	COURSE	COURSE	COURSE	COURSE	COURSE	COURSE	
	1	2	3	4	5	6	7	8	9	10									11
1. AVERAGE NO. OF AIR REFUELING CREWS AVAILABLE	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
2. AVERAGE NO. CREWS AVAILABLE	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
3. AVERAGE NO. OF STANDARDIZATION AND DESTROYER CREWS AVAILABLE	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
4. AVERAGE NO. OF STANDARDIZATION AND INSTRUCTOR CREWS AVAILABLE	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
5. PERCENTAGE OF AVAILABLE SAC 56-B MINIMUM COMPLETE																			

SECTION A - GENERAL INFORMATION
 SECTION B - AIR REFUELING
 SECTION C - TRAINING DATA
 SECTION D - SUMMARY

UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE
 THIS REPORT IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE
 DATE 4-20-2010 BY 60322 UCBAW/SJS

13C 3 MAY 1 36 PREVIOUS EDITION IS OBSOLETE

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Form 1 (Rev. 6-61)

307th Air Refueling Squadron

Table with columns: GENERAL, NAVIGATION, C. CRUISE CONTROL, PILOT PROFICIENCY, E. LOADING, F. EMERGENCY PROCEDURE DRILLS, G. CELL MISSIONS, H. MISC. Rows include aircraft types (T-12, T-22, T-14, T-01, T-03, T-06, T-07, T-08, T-09, T-10, T-12) and various performance metrics.

SECTION I - Navigation. Section II - Cruise Control. Section III - Emergency Procedure Drills. Section IV - Cell Missions. Section V - Miscellaneous. Form 1 (Rev. 6-61)

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FORM 7-54 (Rev. 1-54)

GENERAL NUMBER	NAVIGATION		C. CRUISE CONTROL		PILOT PROFICIENCY		707th Air R eling Squadron		AUG 57		D. CELL MISSIONS		E. WIC						
	CELESTIAL GRID MAN OPERATIONAL (Revised 1-54)	NO. OF PERFORMANCE INDEX	TAXIOPS		LANDINGS		ILS OR GCA APPROACHES		DRO OUT APPROACHES		NO. OF SIMU- LATION (LANDING)		NO. OF SIMU- LATION (TAXIING)		NO. OF SIMU- LATION (TAXIING)		NO. OF SIMU- LATION (TAXIING)		
			AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	AC	CP	
T-13	03	01	05	02	05	02	03	01	01	01	02	02	02	02	02	02	02	02	02
T-18	02	01	04	02	04	02	05	02	02	01	09	04	04	04	02	02	02	02	02
T-19	08	01	05	05	05	03	03	01	02	02	07	01	01	01	01	02	02	02	02
T-20	03	01	05	01	04	02	01	01	06	01	06	02	02	02	02	02	02	02	02
T-23	03	01	09	09	09	02	02	02	02	02	06	04	04	04	04	04	04	04	04
T-24	03	01	03	01	04	01	04	01	01	01	01	02	02	02	02	02	02	02	02
T-25	02	01	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02	02
HT-25	04	01	02	02	02	02	01	02	02	02	02	01	01	01	01	01	01	01	01
T-26	04	01	02	02	02	02	01	02	02	02	02	02	02	02	02	02	02	02	02
T-27	02	01	02	02	02	01	02	02	02	02	02	02	02	02	02	02	02	02	02
HT-27	02	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
T-36	02	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
T-37	02	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01	01
TOTAL	51	05	54	18	64	18	37	28	01	05	62	01	31	31	04	29	21	21	21
M-29	03	01	03	03	03	04	05	04	04	04	04	02	02	02	02	02	02	02	02

SECTION A - Navigation
SECTION B - Navigation
SECTION C - Cruise Control
SECTION D - Miscellaneous
SECTION E - Miscellaneous
SECTION F - Miscellaneous
SECTION G - Miscellaneous
SECTION H - Miscellaneous
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SECTION V - Miscellaneous
SECTION W - Miscellaneous
SECTION X - Miscellaneous
SECTION Y - Miscellaneous
SECTION Z - Miscellaneous

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Officer Manning as of 31 Aug 57

307 Comptroller

307DFO

4 Sep 57
Capt Gillen/TAM/upt/8152

410 Authorized 105% Body Manning
432 Assigned 95% Effective Manning
383 Effective
405 Authorized for Effective Manning

1. Critical Career field exists when Body Manning is below 86% or if 60% or more are at entry level.

CAREER FIELD	AUTH	ASGN	RANGE	NO AT ENTRY LEVEL	NO % AT ENTRY LEVEL
00	9	8	89		
10-16	320	354	107		
1245A	132	47			
1241A		13			
1234B		38			
1231B		59			
1234C	60	38			
1231C		28			
1416	11	6			
1411		3			
1411V		1			
1435	9	4			
1431		2			
1435V		2			
1431V		2			
1525B	77	49			
1521B		31			
1534A	31	21			
1531A		10			
20	6	5	83		
2016	2	0			
2011		2			
2044	2	1			
2054	2	2			
30	13	14	108		
32	10	8	80		
3-16	2	1			
3211		1			
3234B	5	2			

12

NOV 57, 4 Sep 57, Subj: Officer Manning as of 31 Aug 57

CAREER FAMILY	AUTH	ASGD	FASGD	NO AT SATY LEVEL	NO% AT SATY LEVEL	
3231B		3				
3244	1	0				
32000	2	1				
43	21	21	100			
64	18	7	39			
6416	1	0				
6411		1				
6424	7 9	0				
67	1	2	200			
70	5	3	60			
7024	5	2				
7016		1				
73	5	4	80			
7324	4	2				
7321		1				
73000	1	1				
90-91	1	2	200			
9025	1	1				
9161		1				
9396	6	3	50			
9316	1	0				
9326	0	2				
9356	4	1				
9446	1	0				
98	1	1				
SE.	T TAL AUTH	AUTH LESS NO'S	FASGD LESS NO'S	EFF BY SE.	FASGD	EFF
HJ	61	60	61	60	54	100
370	74	74	81	81	72	109
371	74	74	83	83	72	112
372	74	74	78	78	72	107
FM	8	6	9	7	4	101
AAE	10	8	9	8	8	90
APS	98	98	103	103	96	101
PH	3	3	3	3	3	100
TH	8	8	5	5	3	63%

307DFC, 4 Sep 57, subj: Officer Manning as of 31 Aug 57

2. Officers not IRS and reasons thereto:

NAME	AFSC	ICM	IRAS - NOT IRS
Capt Myerdam	1431	Hq	Overage due to UIC change, officer will be reassigned to AFS, 6 Sep 57.
Capt Bell	9161	Hq	Overage due to UIC change. Officer will be reassigned upon completion of Physiological Training.
Capt Stutt	6741	Hq	Send asgmt as Management Analysis Off Nov 57
Capt Plentje	9326	TH	This is only AFSC officer qualified to perform duty in.
Capt Smith	9326	TH	This is only AFSC officer qualified to perform duty in.
Lt Walters	4341	FM	Off has directed duty in this field for one year.
Lt Butterfield	3024	Hq	Off will replace Capt Emers who is being assigned to 8AF. Lt Butterfield Being asgmt to 372, 1 Sep 57
Lt Aurland	3 24	372	DOS 2 Sep 57
Capt Zester	4344	FM	Off is performing duty in position that authorizes AFSC 8616, but we are not permitted to assign him the AFSC unless he is qualified in AFSC 8616/11
2Lt Wood	4351	Hq	Off recently came on active duty from civ status.
Capt Gates	4344	Hq	Off presently TDY to Omaha U, On Opas Bootstrap.
Lt Col Cochran	4344	FM	No authorized position for his AFSC.
Lt Duke	3234B	A&E	No authorized position for his AFSC.
Maj Gallagher	7016	AFS	Maj Gallagher was suspended from flying status. He will be assigned as a personnel officer 6 Sep
WO Johnson	73000	Hq	
WO Rogers	43100	FM	
WO Olson	43200	FM	
WO Patterson	32000	A&E	
7 Pilots	1234B	370	Combat Crews
2 Observers	1525B	370	Combat Crews
10 Pilots	1234B	371	Combat Crews
1 Observer	1525B	371	Combat Crews
5 Pilots	1234B	372	Combat Crews
6 Pilots	1234C	AFS	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.

A Certified True Copy:
John T. Halbert
 1/Lt USAF

SARNEY E GILLAM
 Capt USAF
 Dep Dir Pers

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
ORGANIZATION AND LOCATION		August 1957		1	13	1-SAG-T35(8AF-1)	
307th Bombardment Wing (H)		LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)			AVERAGE OR TOTAL
307th Bombardment Wing (H)		SAC UPPER QUARTILE	DATA	AUG			
1. PERSONNEL							
a. Officer MIRS, Percent Score							
(1) Number Required				92			92
(2) Number Assigned				405			405
(3) Number IRS				428			428
(4) Percent of Required		96	95	95			95
(5) Percent of Assigned		90	91	89			89
b. Airman MIRS, Direct Support Skills, Percent Score							
(1) Number Required				84			84
(2) Number Assigned				1132			1132
(3) Number IRS				1170			1170
(4) Percent of Required		83	84	85			85
(5) Percent of Assigned		81	82	82			82

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
		August 1957	2	13	1-SAC-T35(8AF-1)		
ORGANIZATION AND LOCATION		LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)			AVERAGE OR TOTAL
307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		SAC UPPER C. ARTILE	DATA	AUG			
ITEM							
c. Airman MIRS, Indirect Support Skills, Percent Score				79			79
(1) Number Required				404			404
(2) Number Assigned				426			426
(3) Number IRS				329			329
(4) Percent of Required		86	80	81			81
(5) Percent of Assigned		86	79	77			77
2. OJT Effectiveness, Percent Score		70	55	57			57
a. Number on OJT vs Number Eligible, Percent Score				15			15
(1) Number on OJT				429			429
(2) Number Eligible				434			434
(3) Percent on OJT				99			99
b. Number Passing Tests (APT and AFJKT) vs Number Tested, Percent Score				42			42
(1) Number Passing Tests				31			31
(2) Number Tested				37			37
(3) Percent Passing Tests				84			84

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
ORGANIZATION AND LOCATION 307th Bombardment Wing (H) Lincoln Air Force Base, Nebraska		August 1957		3	13	1-SAC-T35(BAF-1)	
		LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)			AVERAGE OR TOTAL
		SAC UPPER QUANTILE	DATA	AUG			
ITEM							
c. Number Upgraded of Number on OJT, Percent Score				0		0	
(1) Number Upgraded				2		2	
(2) Number on OJT				493		493	
(3) Percent Upgraded				0.4		0.4	
3. Retention							
a. Officer, Percent Score				(TO BE DEVELOPED)			
b. First Term Airmen, Percent Score		100	100	100		100	
(1) Number Eligible				10		10	
(2) Number Reenlisting				7		7	
(3) Percent Reenlisting				70		70	
c. Career Airmen, Percent Score		100	60	60		60	
(1) Number Eligible				3		3	
(2) Number Reenlisting				2		2	
(3) Percent Reenlisting				67		67	
d. Direct Support Airmen, Percent Score		NS	NS	100		100	
(1) Number Eligible				7		7	
(2) Number Reenlisting				5		5	
(3) Percent Reenlisting				71		71	

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
		August 1957		4	13	1-SAC-T35(BAF-1)	
ORGANIZATION AND LOCATION		LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)			AVERAGE OR TOTAL
307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		SAC UPPER QUARTILE	DATA	AUG			
ITEM							
4. AWOL Rate, Percent Score		80	20	20			20
a. Average Strength				2017			2017
b. Number Going AWOL				4			4
c. Rate Per 1,000				2.0			2.0
B. OPERATIONS - MATERIEL							
1. Bombardment							
a. Flying Hours as Percent of Standard, Percent Score				NA			NA
b. Sorties as Percent of Standard, Percent Score				NA			NA
2. Tanker							
a. Flying Hours as Percent of Standard, Percent Score				NA			NA
b. Sorties as Percent of Standard, Percent Score				NA			NA
C. MATERIEL							
1. Bombardment							
a. Aircraft Maintenance Scheduling							
(1) Airborne Sorties as Percent of Requirement, Percent Score				NA			NA
(a) Sorties Required							
(b) Sorties Scheduled							

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
ORGANIZATION AND LOCATION 307th Bombardment Wing (H) Lincoln Air Force Base, Nebraska		August 1957		5	13	1-SAC-T35(8AF-1)	
ITEM	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)				AVERAGE OR TOTAL
	SAC UPPER QUARTILE	DATA	AUG				
(c) Sorties Airborne as Scheduled							
(d) Sorties Airborne							
(e) Adjusted Sortie Requirement							
(f) Percent Sorties Airborne of Adjusted Sortie Requirement							
(2) Percent of Airborne Sorties which are Variations from Schedule, Percent Score				90			90
(a) Sorties Airborne				244			244
(b) Sorties Airborne as Scheduled				235			235
(c) Percent Sorties which are Variations from Schedule				4			4
(3) Time to Complete Periodic Inspection, Percent Score				100			100
(a) Number of Inspections Completed				7			7
(b) Clock Hours of Work				393			393
(c) Average Clock Hours Per Periodic Inspection				56			56
b. Aircraft Reliability							
(1) Percent Aircraft Operationally Ready and Flyable, Percent Score				100			100
(a) Hours Possessed				33469			33469

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
ORGANIZATION AND LOCATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		August 1957	6	13	1-SAC-T35(8AF-1)	
ITEM	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)			AVERAGE OR TOTAL
	SAC UPPER QUARTILE	DATA	AUG			
(b) Hours Operationally Ready.			30597			30597
(c) Hours Flyable but not Operationally Ready			264			264
(d) Hours Operationally Ready Plus one-half the Hours Flyable but not Operationally Ready			30729			30729
(e) Percent of Possessed Hours Operationally Ready and Flyable			92			92
(2) Percent of Scheduled Sorties Airborne as Scheduled, Percent Score			80			80
(a) Sorties Scheduled			273			273
(b) Sorties Airborne as Scheduled			235			235
(c) Percent of Sorties Airborne as Scheduled			86			86
2. Tanker						
a. Aircraft Maintenance Scheduling						
(1) Airborne Sorties as Percent of Requirement, Percent Score			NA			NA
(a) Sorties Required						
(b) Sorties Scheduled						
(c) Sorties Airborne as Scheduled						
(d) Sorties Airborne						

MANAGEMENT CONTROL STATEMENT	MONTH AND YEAR	PAGE NR	NR OF PAGES	REPORTS COM/INDL SYMBOL	
ORGANIZATION AND LOCATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska	August 1957	7	13	1-SAC-T35(BAF-1)	
ITEM	LAST SAC STATEMENT	CURRENT PERIOD (Applicable Months)			AVERAGE OR TOTAL
	SAC UPPER QUANTILE	DATA	AUG		
(e) Adjusted Sortie Requirement					
(f) Percent Sorties Airborne of Adjusted Sortie Requirement					
(2) Percent of Airborne Sorties which are Variations from Schedule, Percent Score			80		80
(a) Sorties Airborne			118		118
(b) Sorties Airborne as Scheduled			108		108
(c) Number of Variations			10		10
(d) Percent Sorties which are Variations from Schedule			8		8
(3) Time to Complete Periodic Inspection, Percent Score			NA (UNIT TDY)		NA
(a) Number of Inspections Completed					
(b) Clock Hours of Work					
(c) Average Clock Hours Per Periodic Inspection					
b. Aircraft Reliability					
(1) Percent Aircraft Operationally Ready and Flyable, Percent Score			100		100
(a) Hours Possessed			15064		15064
(b) Hours Operationally Ready			13800		13800

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR	PAGE NO	NO OF PAGES	REPORTS CONTROL SYMBOL	
ORGANIZATION AND LOCATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		August 1957	8	13	1-SAC-735(8AF-1)	
ITEM	LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)			AVERAGE OR TOTAL
	SAC UPPER QUANTILE	DATA	AUG			
(c) Hours Flyable but not Operationally Ready			0			0
(d) Hours Operationally Ready Plus one-half the Hours Flyable but not Operationally Ready			13800			13800
(e) Percent of Possessed Hours Operationally Ready and Flyable			92			92
(2) Percent of Scheduled Sorties Airborne as Scheduled, Percent Score			90			90
(a) Sorties Scheduled			122			122
(b) Sorties Airborne as Scheduled			108			108
(c) Percent of Sorties Airborne as Scheduled			89			89
3. Combined Scores where Different Model Aircraft are Involved						
a. Airborne Sorties as Percent of Requirement, Percent Score	70	43	NR			NA
b. Percent of Airborne Sorties which are Variations from Schedule, Percent Score	100	90	87			87
c. Time to Complete Periodic Inspection, Percent Score	100	98	100			100
d. Percent of Aircraft Operationally Ready and Flyable, Percent Score	70	60	100			100
e. Percent of Scheduled Sorties Airborne as Scheduled, Percent Score	90	60	83			83

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
ORGANIZATION AND LOCATION		August 1957		9	13	1-SAC-T35(BAF-1)	
307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)			AVERAGE OR TOTAL
ITEM		SAC UPPER QUARTILE	DATA	AUG			
D. GENERAL ITEMS							
1. Cost Per Flying Hour, Percent Score		79	75	85			85
a. Tactical Flying Hours				1605			1605
b. Tactical Personnel Costs, Percent Score				79			79
(1) Headquarters Squadron Costs				86217			86217
(2) Tactical Squadron Costs				210840			210840
(3) A-E Maintenance Squadron Costs				89953			89953
(4) Field Maintenance Squadron Costs				84408			84408
(5) Periodic Maintenance Squadron Costs				21889			21889
(6) Total Personnel Costs				493307			493307
(7) Cost Per Flying Hour				307			307
(8) Standard Cost Per Flying Hour				242			242
c. Tactical Mission POL Costs, Percent Score				92			92
(1) Total POL Costs				342246			342246
(2) Cost Per Flying Hour				213			213
(3) Standard Cost Per Flying Hour				195			195
d. Tactical All Other Costs, Percent Score				70			70
(1) Headquarters Squadron Costs				610			610
(2) Tactical Squadrons Costs				19015			19015

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
ORGANIZATION AND LOCATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		August 1957	10	13	1-SAC-T35(BAF-1)	
		LAST SAC STATEMENT	CURRENT PERIOD (Applicable Months)			AVERAGE OR TOTAL
		SAC UPPER QUANTILE	DATA	AUG		
ITEM						
(3) A-E Maintenance Squadron Costs				7482	7482	
(4) Field Maintenance Squadron Costs				46498	46498	
(5) Periodic Maintenance Squadron Costs				1894	1894	
(6) Total All Other Costs				75499	75499	
(7) Cost Per Flying Hour				47	47	
(8) Standard Cost Per Flying Hour				33	33	
e. Tanker Flying Hours				666	666	
f. Tanker Personnel Costs, Percent Score				83	83	
(1) Total Personnel Costs				114439	114439	
(2) Cost Per Flying Hour				172	172	
(3) Standard Cost Per Flying Hour				142	142	
g. Tanker Mission PUL Costs, Percent Score				100	100	
(1) Total PUL Costs				62910	62910	
(2) Cost Per Flying Hour				94	94	
(3) Standard Cost Per Flying Hour				135	135	
h. Tanker All Other Costs, Percent Score				100	100	
(1) Total All Other Costs				429	429	
(2) Cost Per Flying Hour				1	1	
(3) Standard Cost Per Flying Hour				5	5	

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
		August 1957	12	13	1-SAC-T35(8AF-1)	
ORGANIZATION AND LOCATION		LAST SAC STATEMENT		CURRENT PERIOD (Applicable Months)		AVERAGE OR TOTAL
307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		SAC UPPER QUARTILE	DATA	AUG		
ITEM						
(2) Accident Cost Index				23		23
(a) Total Cost				871		871
(b) Mean Strength				2038		2038
3. Reports on Time (No Information Required)		100	90	(SCORED BY SAC)		
4. USCM Sabotage, Percent Score		100	NS	(SCORED BY SAC)		
E. OPERATIONS						
1. USCM Effectiveness, Percent Score				96.5		96.5
2. Preparation Phase, Percent Score				99.4		99.4
a. Aircraft Prepared				42		42
b. Total Points Possible				4274		4274
c. Total Points Scored				4248		4248
d. Maximum Points for Preparation Phase				60		60
e. Points Scored for Preparation Phase				59.6		59.6
3. Execution Phase, Percent Score				96.5		96.5
a. Aircraft Airborne				28		28
b. Total Points Possible				5470		5470
c. Total Points Scored				5280		5280
d. Maximum Points for Execution Phase				120		120
e. Points Scored for Execution Phase				115.8		115.8

MANAGEMENT CONTROL STATEMENT		MONTH AND YEAR		PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL	
ORGANIZATION AND LOCATION 307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska		LAST SAC STATEMENT		13	13	1-SAC-T35(8AF-1)	
		CURRENT PERIOD (Applicable Months)		AUG			AVERAGE OR TOTAL
		SAC UPPER QUANTILE	DATA				
ITEM							
4. Reports on Time, Percent Score				87.5		87.5	
a. Reports Required				24		24	
b. Reports Submitted				24		24	
c. Reports Received on Time				20		20	
d. Reports Conforming to SOP				18		18	
e. Maximum Points Possible for Reports Phase				20		20	
f. Points Scored for Reports Phase				17.5		17.5	
5. USCM Scoring							
a. Total Points Possible for USCM				200		200	
b. Total Points Scored for USCM				192.9		192.9	
c. Percent Effective				96.5		96.5	

SEPARATION & REENLISTMENT RATE FOR AUGUST 1957

	ASSIGNED UNITS			818 ADIV	Tenent Units	Base Total
	ABGRU	98th	307th			
1 - Number Separated						
1st Termers.....	26	29	15	70	1	71
Career.....	16	3	6	25	1	26
Totals.....	42	32	21	95	2	97
2 - Number Separated Eligible to Reenlist						
1st Termers.....	15	23	10	48	1	49
Career.....	11	2	3	16	1	17
Totals.....	26	25	13	64	2	66
3 - Number Immediate Reenlistments (Including AFR 39-15's)						
1st Termers.....	8	5	7	20	0	20
Career.....	9	1	2	12	1	13
Totals.....	17	6	9	32	1	33
4 - Number Immediate Reenlistments (Excluding AFR 39-15's)						
1st Termers.....	8	5	7	20	0	20
Career.....	9	1	2	12	1	13
Totals.....	17	6	9	32	1	33
5 - Number Reenlisted within 90 days from other bases						
1st Termers.....	0	0	0	0	0	0
Career.....	0	0	0	0	0	0
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
Totals.....	0	0	0	0	0	0
Percentages (Add 4 & 6 and divide 2 into this)						
1st Termers.....	53.3	21.7	70.0	41.7	00.0	40.8
Career.....	81.8	50.0	66.7	75.0	100.0	76.5
Totals.....	65.4	24.0	69.2	50.0	50.0	50.0

John E. Hagood, Lt
 ROBERT F. SHORT
 Captain, USAF
 Base Reenlistment Officer

COMMANDERS TALLY SHEET (IMMEDIATE REENLISTMENTS) FOR AUGUST 1957

	DISCHARGE			ELIG TO REENL			REENLISTMENTS			RATINGS		
	A	B	C	A	B	C	A	B	C	A	B	C
LCol C F Dean 818th AP Sq	2	2	4	2	2	4	2	2	4	100	100	100
Maj M O Pope 818th Fd Sv Sq	6	0	6	2	0	2	2	0	2	100	Neg	100
Col C E Englehart 4168 USAF Hosp	1	1	2	1	1	2	1	1	2	100	100	100
LCol R L Smith 307th A & E Sq	3	1	4	2	0	2	2	0	2	100	Neg	100
LCol H Phillipaugh 307th FM Sq	4	1	5	1	1	2	1	1	2	100	100	100
LCol A R Fortney 345th Bm Sq	2	0	2	1	0	1	1	0	1	100	Neg	100
LCol R D Smith 370th Bm Sq	1	0	1	1	0	1	1	0	1	100	Neg	100
LCol J E Stay 371st Bm Sq	2	0	2	1	0	1	1	0	1	100	Neg	100
Capt C Frye 38th Trans Sq	0	3	3	0	3	3	0	2	2	Neg	66.7	66.7
Maj J W Gaunt 818th Instal Sq	4	3	7	2	3	5	1	2	3	50.0	66.7	60.0
LCol A B Currie Hq Sq 818th ABGRU	4	4	8	0	2	1	1	0	1	EBB	Neg	50.0
LCol Greene 818th Sup Sq	7	2	9	4	2	6	1	2	3	25.0	100	50.0
LCol G D Miller 98th FM Sq	2	0	2	2	0	2	1	0	1	50.0	Neg	50.0
LCol J V Bisana 343d Bm Sq	2	0	2	2	0	2	1	0	1	50.0	Neg	50.0
LCol C E Fowler 307th AR Sq	2	2	4	2	2	4	1	1	2	50.0	50.0	50.0
Maj D H Grimwood 98th FM Sq	5	0	5	3	0	3	1	0	1	33.3	Neg	33.3
LCol J L Godwin 98th AR Sq	4	0	4	3	0	3	1	0	1	33.3	Neg	33.3
1 W E Miller 372d Bm Sq	3	0	3	3	0	3	1	0	1	33.3	Neg	33.3
LCol W J Seward 98th A & E Sq	11	2	13	10	1	11	0	1	1	00.0	100	09.1
LCol F W Starck 818th Opn Sq	1	1	2	1	0	1	0	0	0	00.0	Neg	00.0
Maj M E Perry 34th Avn Dep Sq	1	0	1	1	0	1	0	0	0	00.0	Neg	00.0
Capt F Dawson Hq Sq 98th Bm Wg	1	1	2	1	1	2	0	0	0	00.0	00.0	00.0
Lt J Pendleton 98th Tac Hosp	1	0	1	1	0	1	0	0	0	00.0	Neg	00.0
Maj V J Voyles 344th Bm Sq	1	0	1	0	0	0	0	0	0	Neg	Neg	Neg
Maj C A Fries Hq Sq 307th Bm Wg	0	1	1	0	0	0	0	0	0	Neg	Neg	Neg
LCol R B Webb 307th FM Sq	0	0	0	0	0	0	0	0	0	Neg	Neg	Neg
Capt K K Scholl 307th Tac Hosp	0	1	1	0	0	0	0	0	0	Neg	Neg	Neg
818th AIR DIVISION	70	25	95	48	16	64	20	12	32	41.7	75.0	50.0

NOTE: COLUMN "A"-First Term Airmen COLUMN "B"-Career Airmen COLUMN "C"-Totals "A" & "B"

IMMEDIATE REENLISTMENT RATE BY CAREER FIELD
FOR MONTH OF AUGUST 1957

FIELD	TITLE	818TH ABGRU			98TH			307TH			818TH ADIV		
		(1)	(2)	(3)	(1)	(2)	(3)	(1)	(2)	(3)	(1)	(2)	(3)
29	Communications Operations	1	1	0				4	4	2	5	5	2
30	Radio & Radar Maintenance				6	5	0	1	1	1	7	6	1
32	Armament System Maintenance				7	6	0	1	0	0	8	6	0
42	Aircraft Accessory Maintenance				1	1	0	1	1	1	2	2	1
43	Aircraft & Engine Maintenance				5	4	1	5	2	1	10	6	2
43 E	Aircraft Mech-Jet over 2 Engine				7	3	3	2	2	1	9	5	4
46	Munitions & Weapons Maintenance	2	1	0	1	1	1	2	1	1	5	3	2
47	Vehicle Maintenance	2	1	1							2	1	1
55	Construction	3	2	2							3	2	2
56	Utilities	1	1	0							1	1	0
57	Firefighting	4	2	1							4	2	1
58	Fabric, Leather, Rubber				1	1	1				1	1	1
60	Transportation	1	1	0							1	1	0
62	Food Service	6	2	2				1	0	0	7	2	2
64	Supply	11	7	4	4	2	2	2	1	1	15	10	5
70	Administration	3	0	0				1	0	0	4	0	0
73	Personnel	2	2	1				1	1	1	3	3	2
77	Air Police	4	4	4							4	4	4
90	Medical	1	1	1	1	1	0				2	2	1
92	Aircraft Protection				1	1	0				1	1	0
98	Dental	1	1	1							1	1	1
TOTALS		42	26	17	32	25	6	21	13	9	95	64	32

LEGEND: COLUMN (1) Total Number Discharged
 COLUMN (2) Total Number Discharged Eligible to Reenlist
 COLUMN (3) Total Number Reenlisted

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

GENERAL ORDERS)
NUMBER 6)

5 August 1957

I. STAFF ASSIGNMENT.--MAJOR CHARLES A FRIEDS, (b) (6), Headquarters, 307th Bombardment Wing, Medium, SAC, this station, is assigned as Commandant, Headquarters Section, effective this date, vice CAPTAIN ROBERT W GOTTLIEB, (b) (6), Headquarters, 307th Bombardment Wing, Medium, SAC, this station, relieved.

FOR THE COMMANDER:

DISTRIBUTION:
"C"

Earlan I Seawards
EARLAN I SEAWARDS
Captain, USAF
Adjutant

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

GENERAL ORDERS)
NUMBER 7)

6 August 1957

I. STAFF ASSIGNMENT.--CAPTAIN JOHN MESSER, (b) (6) Headquarters, 307th Bombardment Wing, Medium, SAC, this station, is assigned as Wing Director of Safety, effective 1 August 1957, vice MAJOR LEMAN HERRIDGE, (b) (6), Headquarters, 307th Bombardment Wing, Medium, SAC, this station, relieved.

FOR THE COMMANDER:

DISTRIBUTION:
"C"

Earl L. Starks
EARL L. STARKS
Captain, USAF
Adjutant

* * EXTRACT * *

816TH AIR DIVISION SQUADRON COMRADES' RATING SYSTEM

DATE June 1957

NS....Not Scored
 *.....Max Points 75
 #.....Max Points 25
 @.....Max Points 40

Hqs	307th Bn Wg	370th Bn Sqdn	371st Bn Sqdn	372nd Bn Sqdn	307th A.F.S.	307th A-E Sqdn	307th F.F.S.	307th P.F.S.
95	60	25	90	100	85	55	40	
				*	*	*	*	*

A CERTIFIED TRUE EXTRACT COPY

Calvin B. Coffin

CALVIN B. COFFIN,
 1st Lt USAF
 Wg Training Officer.

1547 N

BT
 980
 3070

WJ report for month of August
 6 Sep 57
 Capt (assigned) 12/4/57

1. The following information pertaining to WJ is forwarded for your information. This report covers only the month of August.

2. Major Unit Breakdown.

a. 818th Air Division

	<u>Points</u>
(1) Airmen on WJ vs those eligible 1395-1404-99.3%	15
Number passing test vs number tested 14016-87.4%	51
Percent up-graded vs number on WJ 133-1522-8.6%	10
TOTAL	76

b. 818th Air Base Group

(1) Airmen on WJ vs those eligible 496-477-79.4%	15
Number passing test vs number tested 76-88-86.3%	47
Percent up-graded vs number on WJ 76-811-14.8%	25
TOTAL	87

c. 107th Bomb Wing

(1) Airmen on WJ vs those eligible 457-464-93.7%	12
Number passing test vs number tested 31-37-81.7%	23
Percent up-graded vs number on WJ 2-4-57-40%	0
TOTAL	45

d. 98th Bomb Wing

(1) Airmen on WJ vs those eligible 442-443-79.7%	15
Number passing test vs number tested 3-4-82-82.8%	60
Percent up-graded vs number on WJ 54-518-10.6%	16
TOTAL	91

3. The overall Division rating of 76 points is an increase of 15 points over the month of July. Out of a possible 100 points the Division as a whole lost nine points on testing and 15 points on up-grading.

4. I personally checked each failure to determine the cause if possible and what corrective action could be taken to prevent failures in the future. The following factors contributed to the failures.

RF, Subj: WJ Report for Month of August

1. Airmen taking the tests and not on WJ.
2. Airmen taking the test prior to completion of WJ.
3. Several airmen had very low reading ability.
4. Written phase tests were not being accomplished.
5. Airmen not being trained in all sections of his WJ.
6. Little control over who should or should not be tested.
7. An individual written report of the above survey was forwarded to each squadron commander concerned.
8. The 81st Air Base Group earned the maximum number of points for up-grading. The 94th Bomb Wing up-grading rate of 18 points is also fair. However, the 347th Bomb Wing up-graded only two airmen. I discussed this with Lt Coffin (Wing WJ Officer) and feel that positive steps will be taken to improve this up-grade rate.
9. The 94th Bomb Wing lost only nine points out of 100. This is considered an excellent accomplishment.
10. The earning of points in itself is meaningless. We are striving for an excellent WJ training program. This can be accomplished with the cooperation and support of squadron officers and APOs. When this is accomplished, a high point rating is assured.

John T. Holbert
 Captain, USAF
 Base WJ Staff Officer

This is a copy

John T. Holbert
 John T. Holbert
 1st Lt., USAF

DO, 1 Aug 57, Subject: Effects of Curtailed Flying Program

TO: DO FROM: 307DO DATE: 8 Aug 57 COMMENT NO. 2
Maj Minor/ass/8006

1. The curtailment of flying primarily affected the non-ready crew upgrading program of this Wing. Due to reduced flying in April and May and practically no flying in June, the net result was a two month delay in our upgrading program. This, in effect, has delayed this Wing's attaining the status of readiness which would allow us to assign all targets to ready and higher category crews.
2. From a proficiency standpoint during July and the first week of August, two aircraft commanders failed air refueling standardization checks and two additional aircraft commanders failed pilot standardization checks. This is directly attributed to a lack of activity preceding their standardization checks brought about by the curtailment of flying.
3. The Wing CEA for the month of July on ready and higher crews was exceptionally good considering the standdown program. However, there was one gross error made by one of our better combat ready crews. This error was in excess of 25,000 feet. During the first week in August one of our lead crews which had not flown together for more than two months had a gross error in excess of 90,000 feet attributed directly to crew coordination and complex recognition. This was a direct result of inactivity.
4. From a maintenance standpoint, the abort rate and late take-off rate for July was the highest this wing has experienced in more than a year. This is attributed to the lack of activity during the flying curtailment period.

A. E. REINBACHER
Lt Colonel, USAF
Director of Operations

A CERTIFIED TRUE COPY

John T. Walker
JOHN T. WALKER
1/Lt USAF

~~SECRET~~

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

OPLAN 10-58

AIRFIELD EVALUATIONCLASS: (AWG)NAME: Des Moines Municipal
AirportCOORDS: Lat. 41° 32'
Long. 93° 39'ALT: 997'GENERAL LOCATION AND PROMINENT LANDMARKS: 4 1/2 miles southwest of business district.
Terrain flat and level.UNITS ON BASE: Air National Guard
Civil Air Traffic

<u>RWY DIMENSIONS:</u>	<u>RUNWAY NR:</u>	<u>SURFACE:</u>	<u>CAPACITY:</u>	<u>OVERRUN LENGTH:</u>
1. 7500' X 150'	12-30	6" Concrete		Dirt overrun unsuitable for wet WX
2. 4500' X 150'	17-35	Shale		
3. 4519' X 100'	8-25			
4. 4500' X 100'	4-22			(Under construction - being lengthened to 5400')

TAXIWAYS AND PARKING: 50' Taxiways require shut down of engines 1, 2, 3 and 6
prior to taxi. Taxiways would break down with continued use.LIGHTING: Obstruction, Range, HI-intensity and flush type runway. Beacon.CONDITIONS: None Observed.LANDING AND APPROACH FACILITIES: ILS, Radio Low frequency let down and TVOR-S.
No GCACOMMUNICATIONS: CAA Communications Station, CAA Tower, Plan 62WEATHER SERVICE: All WX comes through Plan 62 from Lowry Flight Service.
CAA WX is available.MATERIAL SERVICES:

1. FUEL: 60,000 gallon storage.
2. OXYGEN: Low Pressure only.
3. SERVICING EQUIP: 4 F/7 Units.
4. GROUND POWER: 4 MD-3 and 4 MD-4.
5. MAINT FACIL: 1 Hangar.

~~SECRET~~93745-5
75-1737

~~SECRET~~FIXED INSTALLATIONS:

1. WAREHOUSES: 1 Large - Not adequate for B-47.
2. STOPS: Electrical - Small number of Specialists.
3. BILLBOARDING: None.
4. HOSPITAL: None - Dispensary only. VA Hospital 9 miles from Airfield.
5. MISC BLDGS: None.

TRANSPORTATION FACILITIES:

1. ROAD: Excellent facilities to city of Des Moines.
2. RAIL: Rail Access 4 miles from Airfield.

SECURITY: During Alert, Perimeter Guard is available with good security.

MISCELLANEOUS: All facilities are limited. Taxiways narrow, parking limited. Field considered marginal until programmed runway and taxiway construction is completed.

A certified True Copy:

John T. Halbert
1/4 USAP

~~SECRET~~

~~CONFIDENTIAL~~

104002
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 DE RJEJFM 187
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 FM COMAF 8 WRESTOVER AFB MASS
 TO *****

RJEJFM/COMAF 815 LINCOLN AFB MISS

BT

~~CONFIDENTIAL~~ C 28862. SUBJ: (UNCL) FISCAL YEAR 1958 FLYING HOUR PRO-
 GRAM. THIS MESSAGE IN 2 PARTS. THIS IS SERIAL NUMBER ONE OF A SERIES OF MESS AGES
 CONCERNING THIS SUBJECT. ALL SUBSEQUENT MESSAGES WILL BE SERIALIZED IN SEQUENCE
 IN THE HEADLINE. PART I. THE FOLLOWING SAC MESSAGE FROM GENERAL TRAVELL T. COMMANDER
 EIGHTH AIR FORCE IS QUOTED IN PART FOR YOUR INFORMATION AND STRICT ATTENTION.
 QUOTE, PART I. THIS COMMAND HAS RECEIVED A DRASTIC REDUCTION IN FLYING HOUR FIGURE
 OVER THOSE WE ORIGINALLY REQUESTED FROM USAF. IN MANY CASES THIS REDUCTION WILL
 LIMIT THE NUMBER OF CREWS WE CAN MAINTAIN OVER THE FISCAL YEAR EITHER IN COMBAT
 READY OR TRAINING FOR COMBAT READY ST US, AND WILL INFLUENCE OUR FUTURE CAPA-
 BILITY TO PROVIDE AN EFFECTIVE ALERT FORCE. PART II. IN THE AREA OF FUNDING,
 DOD HAS ALLOCATED FUNDS FOR ONLY THE FIRST HALF OF THE FISCAL YEAR. USAF, IN TURN
 HAS ALLOCATED OUR FUNDS BY QUARTER, WITH SPECIFIC INSTRUCTIONS NOT TO OVERTLY
 ANY QUARTER COMMITMENT. QUOTING FROM A WIRE TO GEN POWER FROM GEN WHITE, HE STATES,
 QUOTE. IT IS IMPERATIVE THAT THE LIMITATIONS ON COMMITMENTS AND OBLIGATIONS NOT
 BE EXCEEDED. TO DO SO WILL CONSTITUTE A VIOLATION OF SECTION 3679, REVISED STATUTES.
 UNQUOTE. IT IS OBVIOUS THAT VERY RIGID CONTROLS MUST BE ESTABLISHED TO INSURE THAT
 WE DO NOT OVERTLY OUR FLYING TIME ALLOCATIONS. IT IS ALSO IMPERATIVE THAT, WITH
 THE REDUCED FLYING TIME AVAILABLE, THESE CONTROLS INSURE WE DO NOT UNDER FLY THE
 ALLOCATED HOUR. END QUOTE. PART II. DESIRE EACH DIVISION/WING/GRUPOUT COMMANDER
 DESIGNATE ONE OFFICER, PREFERABLY IN THE DIVISION/WING/GRUPOUT DIRECTORATE OF OP-
 ERATIONS (AS APPLICABLE), WHO WILL BE RESPONSIBLE FOR THE MONITORING AND CONTROL
 OF THE FLYING HOUR ALLOCATION PROGRAM. THIS OFFICER WILL ASSURE EACH COMMANDER
 DAILY PERSONAL APPRAISAL OF HIS UNIT'S FLYING HOUR UTILIZATION. NAMES OF THESE OFF-
 ICERS WILL BE FORWARDED THIS HEADQUARTERS AS SOON AS POSSIBLE. IT IS EMPHASIZED
 THAT AN OVERTLY WILL BE OF SERIOUS CONSEQUENCE AND COULD CAUSE UNWITTINGLY SHOOTING
 OF AIRCRAFT WITHIN THE COMMAND, AS WELL AS PUNITIVE MEASURES UNDER CITED REVISED
 STATUTES.

BT

13/2106Z AUG 1957

TRUE EXTRACT COPY.

John T. Halbert
 JOHN T. HALBERT
 1st Lt., USAF

22

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

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RJEPEO/COMAIRDIV 818 LINCOLN AFB MSBR

BT
~~CONFIDENTIAL~~ 28984 FISCAL YEAR 1958 FLYING HOUR ALLOCATION PRO-
GRAM GUIDE LINES TRANSMITTED ON FIRST QUARTER FISCAL YEAR 1958 FLYING HOUR
ALLOCATION ARE NO LONGER VALID. COMBAT READY AND CREW UPGRADING PROGRAM IS RE-
DUCED DRAMATICALLY. REQUEST ALL TACTICAL FLIGHT PLANNING BE WITHHELD PENDING TRANS-
MISSION OF REDUCED FIRST QUARTER FISCAL YEAR 1958 FLYING HOUR ALLOCATION
APPROXIMATELY 15 AUGUST 1957.
BT
14/1750Z AUG RJEPEO

TRUE EXTRACT COPY:

John T. Halbert
JOHN T HALBERT
1st Lt., USAF

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

EOAGGASHMOR59
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 DE RJEPRO 397
 O 162121Z 177-1
 FM COMAF 6 WESTOVER AFB MASS
 TO RJEEDD/COMAIRMOV 818 LINDSEY AFB NEBR
 INFO * * * * *

BT

~~/C C E Y~~ 1/C 28634 SUBJECT: (UNCL) FLYING HOUR ALLOCATION FIRST
 QUARTER FY 58. THIS IS SERIAL NR 3. THE FOLLOWING IS THE FLYING HOUR ALLOCATION
 FOR TACTICAL UNITS FOR AUGUST AND SEPTEMBER AND NON-TACTICAL UNITS FOR JULY,
 AUG AND SEPTEMBER.

UNIT	TYPE	STRIP	CODE	HOURS
98 BW	B-47	E	CC	2715 (TWO SEVEN ONE FIVE)
98BW	TB-47	B	TC	58 (FIVE EIGHT)
307 BW	B-47	X	CC	2647 (TWO SIX FOUR SEVEN)
307 BW	TB-47	B	TC	59 (FIVE NINE)
98 ARHFS	KC-97	G	CC	1217 (ONE TWO ONE SEVEN)
307 ARHFS	KC-97	FG	CC	994 (NINE NINE FOUR)
818 AEG	C-47	D	CS	551 (FIVE FIVE ONE)
818 AEG	C-45	G	CS	125 (ONE TWO FIVE)
818 AEG	B-25	N	CS	412 (FOUR ONE TWO)

BT

16/2212Z AID RJEPRO

TRUE EXTRACT COPY:

John T. Halbert
 JOHN T HALBERT
 1st Lt., USAF

24

~~CONFIDENTIAL~~

~~SECRET~~

Headquarters
 410th Air Division
 United States Air Force
 Lincoln Air Force Base, Nebraska

0

21 NOV 1957

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

TO: Commander
 81st Air Force
 Westover Air Force Base, Massachusetts

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

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

~~7-47-57~~ 0 8-263-3. Subject: (Unclassified) Flying Hour Allocation First Quarter Fiscal Year 58. This message in four parts.

Part I. 98th Bombardment Wing:

- a. 52
- b. 150
- c. 3
- d. 1-47 1930
1-47 26:50
- e. 1-47 11:15
1-47 1:30

Part II. 98th Air Refueling Squadron

- a. 23
- b. 42
- c. 2
- d. 13-77. 650
- e. 13-77. 567

~~SECRET~~

~~SECRET~~

C, by ~~REDACTED~~, Subject: (UNCLASSIFIED) Flying Hour Allocation Part
Quarter Fiscal Year 1950

"Remarks: Flying hours for C-45 in both C-47 and C-77 aircraft, indicated above, includes eight hours and twenty minutes per month for half the total number of non-ready crew members not selected for thirty hours per month upgrading time.

"Part III. 307th Combarbant Wing.

- a. 45
- b. 100
- c. 5
- d. C-47 1475
C-47 5
- e. C-47 1172
C-47 1

"Remarks: Above figures assume "Face Letter VIII" will be flown as scheduled.

"Part IV. 818th Air Base Group.

a. C-45	C-47	C-45
167:55	201:15	78:30
b. C-45	C-47	C-45
176:05	179:45	31:05
c. C-45	C-47	C-45
68:00	170:00	15:25

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

3. This correspondence is classified ~~SECRET~~ in accordance with Air Force Regulation 405-1, 3 January 1950, as amended. (UNCLASSIFIED)

A CLASSIFIED THIS DUPE

John T. Hackett
1/Lt USAF

PERRY M HOISINGTON, II
Colonel, USAF
Commander

2

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~~SECRET~~

27

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 OO RJJPTW RJJTCM RJJFPM RJJPLM RJJRBO RJJTCO RJJONG RJJEMP RJJFFB
 DE RJJTTC 405
 O 162121Z JUL 57-1
 FM COMAF 8 WESTOVER AFB MASS
 TO *****
 RJJRBT/COMAINDIV 816 LINCOLN AFB NEBR

BT

~~16-26-170~~ 28690. SECTION I OF II SECTIONS; (UNCL) FISCAL YEAR 1958 FLYING HOUR PROGRAM. THIS IS SERIAL NUMBER TWO, THIS MESSAGE IN FIVE PARTS. PART ONE. THE HOURS THIS COMMAND CAN FLY IN THE FIRST QUARTER FISCAL YEAR 1958 HAVE BEEN PRACTICALLY CURTAILED DUE TO BUDGET LIMITATIONS. THE TOTAL FIRST QUARTER FISCAL YEAR 1958 AVIATION FUEL AND OIL (F-410) FUND ALLOCATION FOR STRATEGIC AIR COMMAND IS \$54,971,000. THIS IS 9.4 PERCENT BELOW COST OF PROGRAM ALL UNITS ARE NOW FLYING. RESTRICTIONS PLACED ON THE COMMAND PROHIBITS AN OVERFLY OF ALLOCATED HOURS. REFERENCE IS MADE TO SERIAL NUMBER ONE, SAME SUBJECT, WHICH STATED THAT TO OVERFLY WILL CONSTITUTE A VIOLATION OF SECTION 3679 OF REVISED STATUTES. THIS SECTION IS QUOTED IN PART. QUOTE. NO OFFICER OF THE U.S. SHALL MAKE OR AUTHORIZE AN EXPENDITURE FROM OR CREATE OR AUTHORIZE AN OBLIGATION UNDER ANY APPROPRIATION OR FUND IN EXCESS OF THE AMOUNT AVAILABLE THEREIN. UNQUOTE. VIOLATIONS OF THIS LAW MAY RESULT IN PUNITIVE ACTION UNDER APPLICABLE PROVISIONS OF UNIFORM CODE OF MILITARY JUSTICE 1951. HOWEVER, IT IS MANDATORY THAT, INsofar AS IS HUMANLY POSSIBLE, ALL TIME ALLOCATED MUST BE FLOWN. PART TWO. THE PRIORITY FOR FLYING OF TACTICAL AIRCRAFT WILL BE AS FOLLOWS: 1. AN AVERAGE OF 25 HOURS PER MONTH PER COMBAT READY CREW ASSIGNED MUST BE ATTAINED. 2. ALL RATED PERSONNEL ASSIGNED TO TACTICAL UNITS REQUIRED TO MAINTAIN PROFICIENCY IN THE ASSIGNED AIRCRAFT MUST MEET A PROPORTIONATE SHARE OF 60-2 REQUIREMENTS. 3. THE REMAINING TIME MUST BE UTILIZED TO GIVE SELECTED AVAILABLE NON-COMBAT READY CREWS 30 HOURS PER MONTH. COMMANDERS MUST CAREFULLY EXAMINE THE QUALIFICATION, RETAINABILITY AND APETITUDE OF THOSE NON-COMBAT READY CREW MEMBERS TO WHICH THEY ALLOT THE 30 HOURS PER MONTH DURING THE QUARTER TO INSURE THE MOST RAPID ADVANCEMENT TO A COMBAT READY STATUS. BASED ON PLANNING AND INFORMATION AT THIS HEADQUARTERS, IT APPEARS THAT THERE WILL BE ONLY SUFFICIENT NUMBER OF HOURS REMAINING TO TRAIN APPROXIMATELY ONE OUT OF EACH THREE AVAILABLE NON-COMBAT READY CREWS WITHIN THE COMMAND. IT MUST BE EMPHASIZED THAT THE IMPACT OF THIS REDUCTION NECESSITATES CONTINUED, CONCENTRATED EFFORT BY COMMANDERS, OPERATIONS AND MAINTENANCE OFFICERS AT EVERY LEVEL TO PRODUCE THE MAXIMUM TRAINING CAPABILITY WITHIN THE LIMITED HOURS AVAILABLE. THIS WAS CLEARLY DONE OUT IN A RECENT SAC MEM AOR TO THIS HEADQUARTERS, QUOTED IN PART. QUOTE. GENERAL PORDER WAS VERY FORCEFULLY DIRECTED THAT THE FLYING HOUR REDUCTION WILL NOT AFFECT THE QUALITY OF THE FORCE, THAT QUALITY WILL BE MAINTAINED AT THE EXTREME OF EFFICIENCY. UNQUOTE. PART THREE. HEADQUARTERS SAC HAS ALLOCATED THE FLYING HOURS FOR THE FIRST QUARTER FISCAL YEAR 1958. THIS HEADQUARTERS IN TURN HAS INDICATED TACTICAL HOURS FLOWN FOR JULY AS REPORTED ON THE JULY 1-AM-AL. THEREFORE, TACTICAL HOURS ALLOCATED BY TYPE AND SERIAL IS THE TOTAL ALLOCATION FOR AUGUST AND SEPTEMBER AND WILL NOT BE EXCEEDED. IN ORDER TO EXPEDITE TRANSMISSION TO THE UNITS, NON TACTICAL FLYING HOURS WILL BE THE TOTAL ALLOCATION FOR FIRST QUARTER FISCAL YEAR 1958. TO PROVIDE THE MAXIMUM FLEXIBILITY POSSIBLE WITHIN THE

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~~SECRET~~

ALLOCATION, THE FOLLOWING EXCHANGE OF HOURS HAS BEEN AUTHORIZED:

- A. B-47, S - BETWEEN B-47A, S, B, S AND K, S. THE HOURS ALLOCATED FOR B-47H, S CAN NOT BE EXCHANGED.
- B. B-47, S - BETWEEN B-47A, S AND I, S. B-47 HOURS CAN NOT BE EXCHANGED WITH B-47 HOURS. NOR CAN THE HOURS ALLOCATED FOR B-47, S BE EXCHANGED WITH ANY OTHER TYPE B-47.
- C. KC-97, S - BETWEEN KC-97A, S AND KC-97C, S.
- D. B-52, S - BETWEEN B-52A, S AND B, S.
- E. NON TACTICAL AIRCRAFT OF SAME TYPE - BETWEEN COMB, CP AND TC.

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

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

BT
16/2248Z AUG 1958

~~SECRET~~ 70 28630 SECTION II OF II SECTIONS.

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

ONCE RECEIVED BY THIS HEADQUARTERS, THE NUMBER OF HOURS REPORTED BY TACTICAL COMMANDERS TO BE FLOWN BY MONTH FOR BOMBARDMENT, RECONNAISSANCE OR TANKER AIRCRAFT, BECOMES THE APPROVED TACTICAL FLYING HOUR PROGRAM FOR THE UNIT. LIKEWISE, THE BREAKDOWN REPORTED BY AIR BASE GROUP COMMANDERS BECOMES THE APPROVED NON TACTICAL PROGRAM. THIS REPORT IS EXEMPT FROM REPORT CONTROL UNDER IN ACCORDANCE WITH PARAGRAPH 7C(3), AFR 174-1. THIS MESSAGE TRANSMITTED TO UNIFORM LINE INFORMATION OFFICE TO CINCPAC, 7TH AIR DIVISION, 40TH BOMBARDMENT WING, OR IRAN COMBAT WING;

~~SECRET~~

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~~SECRET~~

45TH AIR REFUELING SQUADRON, POONAH AIR BASE 1ABW, AND 307TH AIR REFUELING SQUADRON, THULE AIR BASE, GREENLAND.
BT
16/7779Z AIR 030500

TRUE EXTRACT COPY:

John T. Halbert
JOHN T HALBERT
1st Lt., USAF

~~SECRET~~

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28

7-1950-1

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DO 30265 SUBJECT. (UNCL) FLYING HOUR ALLOCATION

PROGRAM OF 200 HOURS IS BEING IN THE FOLLOWING IS YOUR HEAD-
 QUARTERS ALLOCATION FOR AUGUST AND SEPTEMBER FOR THE UNIT

UNIT	TYPE AND SERIES	CHANGE	NEW ALLOCATION
00 F	D-47E	MINUS 79	2638 (TWO SIX THREE EIGHT)
307 L	D-47E	MINUS 120	2827 (TWO FIVE TWO SEVEN)
96 H	NO-37E	PLUS 47	1264 (ONE TWO SIX FOUR)
307 A	NO-37E 1 E	PLUS 33	1027 (ONE ZERO TWO SEVEN)

FLYING HOUR ALLOCATION CHANGE WAS NECESSARY DUE TO HEADQUARTERS SAC'S
 BUREAU COMMANDER'S REDISTRIBUTION OF NON-COMBAT READY CREW FLYING
 HOURS AVAILABLE. THIS HEADQUARTERS WILL ASSUME HOURS FROM AS
 REPORTED IN THE 1-25-51 FOR AUGUST AS AUGUST ALLOCATION AND HOURS
 WILL BECOME THE UNIT'S SEPTEMBER ALLOCATION.

24/16002 AUG 1950

~~SECRET~~

BOX-2

22 AUG 1957

SUBJECT: Combat Reporting Mission Critique

29

TO: Commander
81st Air Division
Lincoln Air Force Base
Nebraska

1. Following is critique of combat reporting for the 307th Bombardment Wing on Exercise "Game Time" conducted in accordance with Eighth Air Force Operations Order 70-57. Cut-off time for the purpose of this critique was 13/1022Z, August 1957.

2. The overall reporting effectiveness of this mission is considered GOOD.

a. The following discrepancies were noted:

(1) M-2 reports and M-10 reports from Wheelus: 16th Air Force was omitted as an addressee.

(2) M-2 and M-10 reports from Bruntingthorpe: Departure point was omitted in all reports.

(3) M-2 report "Zippo" 08-174 from Bruntingthorpe: EED should have been 09/0414Z to 09-0617Z in paragraph 3.

(4) M-10 report "Zippo" 08-229 from Bruntingthorpe: Date-time-group should have been 09/0727Z. Report was filed thirty (30) minutes late.

(5) M-10 report "Zippo" 08-237 from Bruntingthorpe: Date-time-group should have been 09/0932Z. Report was filed forty-seven (47) minutes late.

(6) M-10 report "Zippo" 08-248 from Bruntingthorpe: Date-time-group should have been 09/0932Z. Report failed eighteen (18) minutes late.

(7) M-15 report "Zippo" 08-217 from Thule: Paragraph 2 listed three (3) aircraft and paragraph 3 listed only two (2) arrival times.

(8) M-15 report "Zippo" 08-249 from Bruntingthorpe: Report should have been sent to "Texas 20" only an additional report sent with a date-time-group of 09/0945Z. Report as sent was filed thirty-five (35) minutes late.

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75-1737

~~SECRET~~

BOX -2 SUBJECT: Combat Reporting Mission Critique

(9) M-15 report "Zippo" 08-253 from Bruntingthorpe: Date-time-group should have been 09/1002Z. Report was filed twelve (12) minutes late.

(10) M-2 report from Bruntingthorpe due at 09/0411Z was not received by this headquarters.

(11) M-10 report from Bruntingthorpe "Zippo" 08-239: Date-time-group should have been 08/0824Z. Report was filed forty-seven (47) minutes late.

(12) B-10 report "Zippo" 08-110 from Lincoln: Reporting period should have been 08/1609Z, to 08/1709Z. Then an additional report sent covering a period of 08/1709Z to 08/1756Z.

(13) B-10 report "Zippo" 08-226 from Thule: Reporting period should have been 08/1825Z.

(14) B-15 reports from Wheelus: 16th Air Force was omitted as an addressee.

(15) B-11 and B-15 report on "Texas 53" from Tuslog not received by this headquarters.

(16) B-15 report on "Texas 24" from Bruntingthorpe not received at this headquarters.

(17) B-15 report "Zippo" 08-223 from Bruntingthorpe: Date-time-group should have been 09/0705Z. Report was filed thirty (30) minutes late.

(18) B-15 report "Zippo" 08-241 from Bruntingthorpe: Date-time-group should have been 09/0842Z. Report was filed forty-two (42) minutes late.

(19) B-15 report "Zippo" 08-286 from Bruntingthorpe: Date-time-group should have been 09/0842Z. ETA should have been 09/1819Z in paragraph 3.

(20) B-15 reports "Zippo's" 08-130, 08-153, 08-173, 08-175, 08-191 and 08-197: Paragraph 2c omitted arrival base name.

(21) B-11 report missing on "Texas 39" from Bruntingthorpe.

(22) M-12 airborne report missing on "Texas 56".

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DOX-2 SUBJECT: Combat Reporting Critique

(23) B-30 reports: Only two (2) intercepts were reported. Reference Eighth Air Force O/O 70-57, Annex B, Paragraph 4b (3)(a).

3. A review of the discrepancies listed in this critique reveals one clearly defined area of weakness. Overall, the timeliness of the reports rendered by the 307th Bombardment Wing during this exercise is not entirely satisfactory. The reasons for this are not readily apparent. The "Game Time" Operations Order contained a firm guide (Reference paragraph 2c (1), Annex B, Page 7) for the determination of originator's date-time-group, and when unit personnel couriered the reports to this headquarters for review the correct times were entered on the reports. The unexplained changing of many of these times prior to actual submission for transmission creates the appearance of belated preparation of reports; this resulted in actual late submission of a large number of reports for transmission. These, which drastically affected the unit's overall reporting effectiveness on this exercise, are noted in this critique; numerous other date-time-group changes were discovered but not noted since late reports did not result. Various other discrepancies of a general nature have been critiqued, and which such errors were not totally unexpected, therein is indicated weaknesses which have adversely affected reporting effectiveness. Therefore, in formulating plans for corrective action to enhance the future reporting capability, unit staff should give equal cognizance to all areas in which erroneous reporting has been noted.

4. It is requested that each discrepancy listed in this critique be revealed in detail and that indorsement of this letter be forwarded to this headquarters, ATTN: DOX, within five (5) working days after receipt. Indorsement will be forwarded in original and two (2) carbon copies together with basic correspondence, and contents will indicate action taken to correct discrepancies noted;

FOR THE COMMANDER:

L. R. KNOBLOCK
Major, USAF
Assistant Adjutant

~~SECRET~~

~~SECRET~~
COPY

DXK-2, Hq 8AF, 22 Aug 57, Subject: Combat Reporting Mission Critique

DO 1st Ind 27 August 1957

Headquarters 818th Air Division, Lincoln Air Force Base, Nebraska

TO: Commander, 307th Bombardment Wing (M), Lincoln Air Force Base,
Nebraska

Forwarded for compliance with basic communication.

FOR THE COMMANDER:

IRVING S. BEEK
MAJOR, U.S.A.F.
Adjutant

307IXP 2d Ind 4 September 1957

Headquarters 307th Bombardment Wing (M), Lincoln Air Force Base,
Nebraska

TO: Commander, 818th Air Division, Lincoln Air Force Base, Nebraska

1. The following is an analysis of the discrepancies listed in the Combat Mission Reporting Critique for the 307th Bombardment Wing on Exercise "Game Time", conducted in accordance with Eighth Air Force Operations Order 70-57.

2. Noted.

a. All discrepancies have been carefully reviewed and those factors contributing to each discrepancy are listed below:

- (1) All 307th Bombardment Wing Reports, forwarded to units of the 16th Air Force, listed 16th Air Force as an addressee. Omission of 16th Air Force as an addressee was evidently done by the Controller at the base where message was transmitted, since no 307th Bomb Wing personnel were in place at any 16th Air Force Bases.

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DOK-2, Hq SAF, 22 Aug 57, Subject: Combat Reporting Mission Critique

- (2) Departure point of Bruntingthorpe was listed on all M-2 and M-10 reports when given to Senior Controller, Bruntingthorpe. Departure points were omitted on these reports by the Senior 7th Air Division Controller who directed the word "BLANK" be used in lieu of "Bruntingthorpe" to avoid confusion over listing Bruntingthorpe as both the departure and arrival base.
- (3) Concur in remark that M-2 report "Zippo" 08-174 from Bruntingthorpe should have indicated EDT from 09/0414Z to 09/0617Z, as listed in paragraph 3, basic letter.
- (4) M-10 report "Zippo" 08-229 from Bruntingthorpe: This message was transmitted late due to a breakdown of transmitting equipment. The message was received for by the communications center at 09/0727Z but was not transmitted until 09/0839Z.
- (5) M-10 report "Zippo" 08-0237 from Bruntingthorpe: Message late due to reasons outlined in preceding paragraph. Message was received for by the communications center at 09/0832Z but was not transmitted until 09/0951Z.
- (6) M-10 report "Zippo" 08-0243 from Bruntingthorpe: Message late due to reasons outlined in paragraph 2.a.(4) above. Message was received for by the communications center at 09/0932Z but was not transmitted until 09/1052Z.
- (7) M-15 report "Zippo" 08-0248 from Thule: Paragraph 2 of subject message did list three (3) aircraft. However paragraph 3 listed a date-time-group of 08/1502Z to 08/1505Z which indicated that three (3) aircraft landed during that period, at one (1) minute intervals.
- (8) M-15 report "Zippo" 08-249 from Bruntingthorpe: This headquarters misinterpreted SAC Manual 55-2K. Re: first report should have been submitted on "Texas 20" then a two hour summary. Message late due to reasons stated in paragraph 2.a.(4) and the resulting backlog of messages for transmission. Message was received for by the communications center at 09/0945Z but was not transmitted until 09/1052Z.
- (9) M-15 report "Zippo" 08-253 from Bruntingthorpe: The message was received for by the communications center at 09/1002Z but was not transmitted until 09/1046Z. Reasons for delay are outlined in paragraph 2.a.(4), above.

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DOX-2, Hq 3AF, 22 Aug 57, Subject: Combat Reporting Mission Critique

- (10) M-12 report due at 09/0411Z was transmitted from Bruntingthorpe at 09/0413Z as "Zippo" 08-178.
- (11) M-10 report "Zippo" 08-239 from Bruntingthorpe was late due to reasons outlined in paragraph 2.a.(4), above. Message was receipted for by the communications center at 09/0834Z but was not transmitted until 09/0953Z.
- (12) B-10 report "Zippo" 08-110 from Lincoln: Concur that reporting period should have been 08/1609Z to 08/1709Z then an additional report covering the period from 08/1709Z to 08/1756Z.
- (13) B-10 report "Zippo" 08-226 from Thule: Reporting period should have been 08/1823Z to 08/1825Z since the next ETD was reported as 08/1823Z.
- (14) All 307th Bomb Wing B-15 reports forwarded to Wheelus for submission did list 16th Air Force as an addressee. See paragraph 2.a.(1).
- (15) B-11 and B-15 report on "Texas 53" were forwarded to the 823rd Air Division, Homestead AFB, Florida for submission from Tuslog. This headquarters unable to determine cause of failure to submit these reports from Tuslog.
- (16) B-15 report "Zippo" 08-188 on "Texas 34" was submitted from Bruntingthorpe at 09/0504Z.
- (17) B-15 report "Zippo" 08-223 from Bruntingthorpe: This report late due to reasons stated in paragraph 2.a. (3). Message was receipted for by the communications center at 09/0705Z but was not transmitted until 09/0824Z.
- (18) B-15 report "Zippo" 08-241 from Bruntingthorpe : This report late due to reasons listed in paragraph 2.a. (4). Message was receipted for by the communications center at 09/0842Z but was not transmitted until 09/0956Z.
- (19) B-15 report "Zippo" 08-286 from Bruntingthorpe: Record copy of this message indicates that the date-time-group was 09/1508 and that the ETA of 08/1818Z was stated in paragraph 6 of the above cited report. Any omissions from the original message are the result of transmission or retransmission errors.

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- (20) B-15 Reports "ZIPPO" 08-143, 08-173, 08-191 and 08-197: Paragraph 2.c. omitted arrival base name due to being so directed by Senior Controller, 7th Air Division. Landing or arrival base name was listed in all B-15 Reports when given to the Senior Controller, Bruntingthorpe.
- (21) B-11 Report "ZIPPO" 08-151 on "TEXAS 39" was transmitted from Bruntingthorpe at 09/0303Z. Message was received for by the communications center at 09/0251Z.
- (22) B-12 Airborne Report "ZIPPO" 08-307 on "TEXAS 55" was transmitted from Bruntingthorpe at 09/1855Z. Message was received for by the communications center at 09/1823Z.
- (23) Personnel preparing B-30 Reports overlooked instructions contained in Eighth Air Force Operations Order 70-57, Annex B, paragraph 4.b.(3),a).

3. An analysis of the apparent cause for late reports rendered by the 307th Bombardment Wing indicated that failure of transmission equipment at Bruntingthorpe delayed the transmission of messages during the period that equipment was inoperative. This in turn created a sizeable backlog of messages with a resulting delay in dispatching subsequent messages. All messages prepared for transmission from bases in 16th Air Force listed that headquarters as an addressee. The omission of 16th Air Force as addressee was accomplished at the bases where messages were transmitted. This tends to indicate that these bases were instructed to omit 16th Air Force as an addressee. The deletion of Bruntingthorpe as an arrival or departure base on certain reports was directed by the Senior Controller, 7th Air Division. Failure to receive reports, cited in paragraphs 2.a.(10), (16), (21) and (22), must be attributed to transmission difficulties, since messages were transmitted from Bruntingthorpe at the times specified in the indorsement. In view of these conditions, it is felt that a satisfactory percentage of reports submitted by the 307th Bombardment Wing did meet the timeliness criteria established in 8th Air Force Operations Order 70-57.

4. All personnel responsible for the preparation of these messages have reviewed this report and are cognizant of the listed discrepancies. A copy of the basic letter and this indorsement will be placed on file to be used as a ready reference in formulating plans for future operations of this nature.

FOR THE COMMANDER:

A Certified True Copy:

John T. Halbert
1/2- 03 AF2

WARREN L. SEAWARDS
Captain, USAF
Adjutant

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