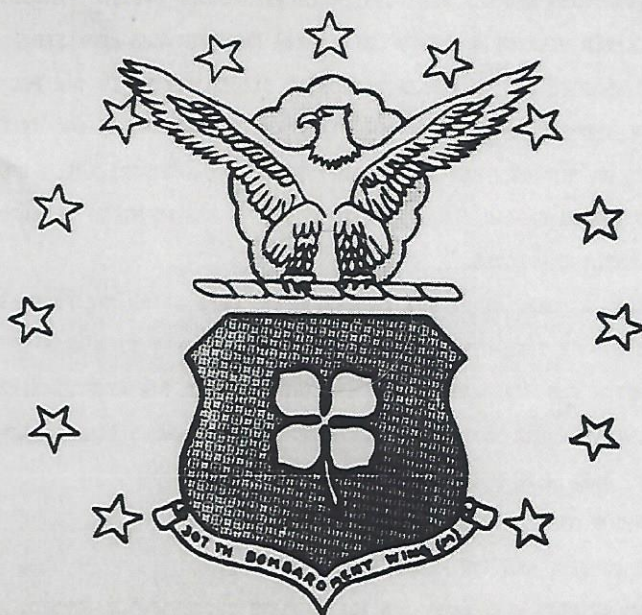


~~CONFIDENTIAL~~

307th Bombardment Wing



PACESETTER VIII

OPERATIONS ORDER

NO. 232-57 COPY NR 74 OF 20 COPIES

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Headquarters 307th Bombardment Wing (M)
Lincoln Air Force Base, Nebraska
1400Z, 1 August 1957

OPERATIONS ORDER

"PACE SETTER VIII"

NO. 232-57

This document consists of 53 pages

Control No. 70-1379

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8-3117-C

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OPERATIONS ORDER
"PACE SETTER VIII"

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APPENDIX 2 - Navigation and Bombing
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307BW OPSORD
NO. 232-57

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Control No. 7C-1379

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Headquarters 307th Bombardment Wing (M)
Lincoln Air Force Base, Nebraska
1400Z, 1 August 1957

OPERATIONS ORDER - PACE SETTER VIII

CHART REFERENCES:

Navigation: JNX/01

Bombing: TCC-S0358-9954-100
TCC-0409-9997-100 (PROV)
TCC-0357-9984-100 (PROV)

TASK ORGANIZATIONS:

370th Bombardment Squadron	Lt Col Smith
371st Bombardment Squadron	Lt Col Stay
372nd Bombardment Squadron	Lt Col Miller
307th Field Maintenance Squadron	Lt Col Johns
307th Armament and Electronics Squadron	Lt Col Smith
307th Periodic Maintenance Squadron	Lt Col Tillapaugh
307th Bombardment Wing Headquarters Section	Capt Gottlieb

1. GENERAL SITUATION: A requirement exists for the 307th Bombardment Wing to conduct a bomber stream mission against targets at N. Vernon, Indiana, Charlotte, North Carolina and Richmond, Virginia; then navigate the prescribed withdrawal route using grid procedures with celestial fixing. The unclassified nickname of this operation is Pace Setter VIII. (UNCLASSIFIED)

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a. Enemy Forces: Omitted. (UNCLASSIFIED)

b. Friendly Forces:

(1) 818th Air Division: Provide overall supervision of this operation. (UNCLASSIFIED)

(2) 818th Air Base Group: Provide required base support. (UNCLASSIFIED)

(3) 1911-2 AACS Det.: Provide tower facilities, electronic navigation and landing aids. (UNCLASSIFIED)

(4) Det. 8, 2nd Weather Sqdn.: Prepare the Weather Annex to this Order and present weather briefings as required. (UNCLASSIFIED)

2. MISSION: Conduct simulated bombing attacks against Target C (Seymour), E (Charlotte) and P (Richmond); perform an ECM attack against the "OPPOSE" site and navigate the withdrawal route to the post-strike base. ~~(CONFIDENTIAL)~~

3. TASKS FOR SUBORDINATE UNITS:

a. 370, 371, 372 Bombardment Squadrons will:

(1) Schedule the required aircraft and crews listed in Annex B, Appendix 1 to fly this mission. (UNCLASSIFIED)

(2) Execute the mission when directed by the Wing Commander. (UNCLASSIFIED)

(3) Direct each observer to disable the optics at the HHOL by the prescribed method. (UNCLASSIFIED)

(4) Assure that each observer scheduled for this mission completes the training program prescribed by the Director of Operations. (UNCLASSIFIED)

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Headquarters 307th Bombardment Wing (M)
Lincoln Air Force Base, Nebraska
1400Z, 1 August 1957

OPERATIONS ORDER - PACE SETTER VIII

CHART REFERENCES:

Navigation: JNX/O1
 Bombing: TCC-S0358-9954-100
 TCC-0409-9997-100 (PROV)
 TCC-0357-9984-100 (PROV)

TASK ORGANIZATIONS:

370th Bombardment Squadron	Lt Col Smith
371st Bombardment Squadron	Lt Col Stay
372nd Bombardment Squadron	Lt Col Miller
307th Field Maintenance Squadron	Lt Col Johns
307th Armament and Electronics Squadron	Lt Col Smith
307th Periodic Maintenance Squadron	Lt Col Tillapaugh
307th Bombardment Wing Headquarters Section	Capt Gottlieb

1. GENERAL SITUATION: A requirement exists for the 307th Bombardment Wing to conduct a bomber stream mission against targets at N. Vernon, Indiana, Charlotte, North Carolina and Richmond, Virginia; then navigate the prescribed withdrawal route using grid procedures with celestial fixing. The unclassified nickname of this operation is Pace Setter VIII. (UNCLASSIFIED)

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(5) Insure all crews use the selected OAP's and methods of bombing as directed in this order. (UNCLASSIFIED)

(6) Assure that aircraft commanders are familiar with instrument approach procedures and NOTAMS for the briefed alternates and emergency air bases enroute. (UNCLASSIFIED)

(7) Accomplish other tasks as specified. (UNCLASSIFIED)

b. 307th Field Maintenance Squadron will:

(1) Provide the required field maintenance support necessary to mount the prescribed number of aircraft. (UNCLASSIFIED)

c. 307th Armament and Electronics Squadron will:

(1) Insure that all O-15 and O-23 camera magazines are fully loaded and pre-flighted on mission dates. (UNCLASSIFIED)

(2) Have all aircraft A&E systems ready for observers' pre-flight or acceptance check by 1300C, 27 August 1957, for aircraft flying 28 August and 1300C, 28 August 1957, for aircraft flying 29 August. These are local dates. ~~(CONFIDENTIAL)~~

(3) Provide maximum A&E maintenance support to assure mounting the required aircraft. (UNCLASSIFIED)

d. 307th Periodic Maintenance Squadron will:

(1) Provide the required periodic maintenance support necessary to mount the prescribed number of aircraft. (UNCLASSIFIED)

e. 307th Headquarters Section will:

(1) Support this operation as required. (UNCLASSIFIED)

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(2) Submit Special Maintenance/Engineering Report (Wing Maintenance Control) in accordance with Eighth Air Force Regulation (PROP) (file MDML), Subject: Evaluation and/or Special Mission Reports, dated 28 November 1955. (UNCLASSIFIED)

X. GENERAL INSTRUCTIONS:

(1) The effective date of the mission is 0100Z, 29 - 30 August 1957. (1900Z, 28-29 August). ~~(CONFIDENTIAL)~~

(2) The first H-Hour control time is 0215Z, 29 August. HHCP times commensurate with slot times will be made good plus or minus two (2) minutes. ~~(CONFIDENTIAL)~~

(3) Aircraft will be scheduled to take off so that the lead aircraft will make the first HHCP good, with each succeeding aircraft scheduled to arrive over the HHCP at ten (10) minute intervals thereafter. ~~(CONFIDENTIAL)~~

(4) Crews scheduled in Annex B will fly this mission. (UNCLASSIFIED)

(5) Crews and aircraft airborne which abort cannot be rescheduled. Unused ground spares may be rescheduled. (UNCLASSIFIED)

(6) Weather minimums for take-off and landing will be in accordance with Air Force Regulation 60-16 or local directives. (UNCLASSIFIED)

(7) Minimum fuel reserves from Lincoln Air Force Base to weather alternates, computed in accordance with Air Force Regulation 60-16 will be as outlined in paragraph 10, Annex B. (UNCLASSIFIED)

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(8) Routes and alternates will be as shown in Annex B.
(UNCLASSIFIED)

(9) Safe withdrawal procedures for aborting aircraft are specified in Annex B, paragraph 8. (UNCLASSIFIED)

(10) All danger areas will be avoided by aborting aircraft. The ~~mission route~~ overflies three danger areas, R-65, R-110, R-437, which will be cleared on effective dates. (UNCLASSIFIED)

(11) Method of bombing will be offset at Seymour, direct on Charlotte and offset on Richmond. All crews are directed to use the OAP combinations briefed by the Target Study Section. (~~CONFIDENTIAL~~)

(12) IBDA Tactics flown at Mach .81 will be used on the DGZ at Richmond. (~~CONFIDENTIAL~~)

(13) Crossover Photography will be obtained on the target at Richmond for PI scoring and evaluation in competition with other participating wings. (~~CONFIDENTIAL~~)

(b) (1) (A), (b) (3) (B)

(15) Bombing Altitudes:

(a) The first, third and subsequent odd slots will bomb at 3,000 feet INDICATED ALTITUDE. (~~CONFIDENTIAL~~)

(b) The second, fourth and subsequent even slots will bomb at 4,000 feet indicated altitude. (~~CONFIDENTIAL~~)

(NOTE: Aircraft commanders will obtain altimeter setting from the nearest available source prior to the navigator's altitude measurement point.) (~~CONFIDENTIAL~~)

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

(16) All navigators will record exact bombs away time and photo frame number unless PMG is used. SAC Form 284, Scope Photo Log will be completed in accordance with SAC Regulation 95-11. (UNCLASSIFIED)

(17) Aircrews will not request transmitted scores from Richmond bomb plot. (UNCLASSIFIED)

(18) Recall Message TALL CORN. ~~(CONFIDENTIAL)~~

(19) Destruction of this Operations Order in accordance with Air Force Regulation 205-1 will be effected within thirty (30) days after completion of the mission except for those staff agencies which desire to maintain a file on Pace Setter missions. (UNCLASSIFIED)

(20) General Briefing will be at 0830C, Tuesday, 27 August 1957, in the Wing Briefing Room, Target Intelligence Building. Attending personnel will be in place ten (10) minutes prior for roll call. (UNCLASSIFIED)

(21) Reports: See Annex A. (UNCLASSIFIED)

(22) Disposition of Photography: See Annex A. (UNCLASSIFIED)

(23) Mission Debriefing will be held immediately after landing and all applicable charts and forms will be turned in. Place of debriefing will be announced. (UNCLASSIFIED)

(24) Mission Critique will be conducted at 0830C, ~~10 Sept,~~ in the Wing Briefing Room, Target Intelligence Building. All crews present for duty, who flew the mission, will attend and be seated at 0825C. (UNCLASSIFIED)

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(25) Press Releases will not be made on this operation without permission of the Commander, Eighth Air Force. (UNCLASSIFIED)

(26) Project Officer is Major Frank M. Goetz, Jr., Base Extension 617 - 8320, Home Phone L-7640. (UNCLASSIFIED)

4. ADMINISTRATION AND LOGISTICAL:

a. Normal administration and logistical matters will be provided by task organization. (UNCLASSIFIED)

b. Maintenance Control will establish an aircraft pre-flight schedule which will state a "ready" time for each crew pre-flight. (UNCLASSIFIED)

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal. (UNCLASSIFIED)

b. Communications: See Annex C. (UNCLASSIFIED)

A. E. Aenebacher
A. E. AENECHBACHER
Lt Colonel, USAF
Director of Operations

~~CONFIDENTIAL~~

ANNEXES:

- A. Intelligence (~~CONFIDENTIAL~~)
- B. Operations (CONFIDENTIAL), Appendix 1 (~~CONFIDENTIAL~~),
Appendix 2 (~~CONFIDENTIAL~~)
- C. Communications (~~CONFIDENTIAL~~)
- D. Flying Safety (~~CONFIDENTIAL~~)
- E. Maintenance (~~CONFIDENTIAL~~)
- F. Weather (~~CONFIDENTIAL~~)

DISTRIBUTION:

SAF	5 cys
818ADIV	2 cys
818ABOp	2 cys
1911-2 AACS Det	2 cys
Det 21, 5th WEAGP	1 cy
370BS	15 cys
371BS	15 cys
372BS	15 cys
307FMS	2 cys
307A&E	2 cys
307FMS	1 cy
307HS	1 cy
Base Ops	2 cys
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STAFF DISTRIBUTION:

307C	1 cy
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OFFICIAL:

A. E. Aemchbacher
A. E. AEMCHBACHER
Lt Colonel, USAF
Director of Operations

307BW OPSORD
NO. 232-57

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Control No. 7C-1379

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

ANNEX A

TO

OPERATIONS ORDER

NO. 232-57

INTELLIGENCE

This Annex Consists of 6 Pages

Control No. 7C-1379

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~~CONFIDENTIAL~~HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, NebraskaANNEX A TO 307TH BOMB WING OPERATIONS ORDER NO. 232-57 - INTELLIGENCE1. INTELLIGENCE SUMMARY:

a. General Situation: Significance of the mission is stated in paragraph 2 of the Operations Order. (UNCLASSIFIED)

b. Enemy Order of Battle: ADC and Canadian fighters have not been requested to simulate intercepts; however, identification passes or practice intercepts may be made by ADC or Canadian units even though not specifically requested. Type aircraft, range and location of fighters will be furnished in the General Mission Briefings. (UNCLASSIFIED)

c. Capabilities of Enemy Forces:

(1) Aircraft:

<u>Type</u>	<u>Combat Radius</u>	<u>Hours Endurance</u>	<u>Speed 40,000</u>	<u>Time to 40,000</u>	<u>AI Equip</u>
F-86D	250	1.41	535	6.8	AN/APG-37
F-89C	297	1.54	487	9.8	AN/APG-33
F-94C	---	.86	472	9.1	E-5
CF-100	230	---	550 (30,000)	7.0	Unk Type
F-102A	620	.95	680 (35,000)	8.6	MG-10 FCS (CONFIDENTIAL)

(2) Radar: There are many factors that effect the capabilities of the EW-GOI equipment. In addition, ADC uses a variety of equipment. Therefore, the following capabilities should be used as a generalization only:

ANNEX A to
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- (a) EW over water - 200NM.
- (b) EW over land - 180NM.
- (c) GCI - 120NM. (~~CONFIDENTIAL~~)

(3) General Briefings will include areas of EW and GCI coverage. (UNCLASSIFIED)

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

(1) General: Crews will record and report all sightings or observations of intelligence interest including unidentified flying objects, aircraft in distress, items requiring CIRVIS reports in accordance with JANAP 146C, etc. (UNCLASSIFIED)

(2) Specific: Crews will obtain and record, in accordance with instructions on page 75, SAC Manual 50-38, the following information concerning each fighter intercept and/or sighting:

(a) Coordinates where attack or observation took place. If repeated passes were made by the same aircraft, the coordinates of start and stop of intercept and/or sighting is required.

(b) ZULU time of attack or observation. If repeated passes are made by the same aircraft, the time of start and stop of intercept and/or sighting is required.

(c) Total number of attacks and/or passes made by each fighter.

(d) Number and type of aircraft attacking and/or sighted.

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- (e) Pressure altitude at time of attack.
- (f) Clock position of aircraft on its attack into the bomber and clock position of breakaway.
- (g) Relative altitude of fighter on its attack into the bomber and relative altitude of breakaway, i.e., high, level, low.
- (h) Visibility at flight altitude. Use following terms:
GOOD - Six (6) miles or more.
FAIR - Two (2) to six (6) miles.
POOR - Less than two (2) miles.
- (i) Weather - report overcast, undercast or clouds at flight altitude at time of intercept in eighths.
- (j) Altitude of non-attacking fighters observed.
- (k) Action of observed aircraft if it did not attack.

(UNCLASSIFIED)

b. Means of Obtaining Information:

- (1) Visual and radar observation by crew members in flight. Crews will make every effort to record information concerning observations immediately so that it is not forgotten. (UNCLASSIFIED)

c. Means of Reporting EEL:

- (1) Transmit urgent and transitory information from the aircraft in accordance with JANAP 146C and other pertinent directives.
- (2) Flash type information whether or not transmitted from the air will be reported immediately after landing at the Intelligence debriefing.

ANNEX A to
307EW OPSORD 232-57

Control No. 7C-1379

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(3) Routine information will be reported to the Intelligence debriefer during normal debriefing.

(4) Crew will report intact to the Intelligence desk to initiate the debriefing and will expeditiously complete entire debriefing in accordance with instructions displayed in the debriefing room.

(UNCLASSIFIED)

3. INTELLIGENCE ACTIVITIES:

a. Maps and Targets Materials:

(1) Navigational materials will be furnished by each Tactical Squadron Operations.

(2) Target materials will be provided in mission folders by Wing Target Intelligence personnel. (UNCLASSIFIED)

b. Photographic Requirements:

(1) Visual strike photography will be obtained if conditions permit.

(2) Maximum radar photography will be obtained on all targets.

(3) All photography will be obtained in accordance with the SAC Tactical Doctrine and applicable observer publications.

(4) Observers photo logs will be accomplished on all photography in accordance with the provisions of SAC Regulation 95-11. Special emphasis will be placed on the preparation of these logs to insure that all data required for film identification and for preparation of special reports (i.e., IBDA, etc), is made available to recipients of the logs and corresponding photography. (UNCLASSIFIED)

c. Survival Intelligence:

ANNEX A to
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(1) Rescue facilities and/or aircraft are located at the following points:

UNITED STATES AIR FORCE:

49th Air Rescue Sqdn, Selfridge AFB, Mt Clements, Mich.
RCC, 32nd Air Division, Syracuse, N.Y. (Syracuse 5-42411,
Ext 105 or 289)

UNITED STATES NAVY

NAS, Norfolk, Va.

UNITED STATES COAST GUARD

RCC, St. Louis, Mo. (Main 1-8100 (day), Main 1-8847 or
1-8845 (night))

CIVILIAN

For civilian rescue aid, contact the local Air Traffic
Control Center or local Flight Information Service
Station; see appropriate Radio Facility Chart for
all call signs and frequencies. (UNCLASSIFIED)

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1400Z, 1 August 1957

ANNEX B

TO

OPERATIONS ORDER

NO. 232-57

AIR OPERATIONS

This Annex Consists of 5 Pages

Control No. 7C-1379

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4. TARGETS: Seymour "Charlie", Charlotte "Echo", Richmond "Papa".

See paragraph 2, Appendix 2 to this Annex. (UNCLASSIFIED)

5. NAVIGATION: A grid leg, with celestial fixing will begin at Winchester, Va. and end at 41 25'N-76 20'W with a turning point at 41 25'N-76 20'W. Procedures in SAC Regulation 51-11 will be strictly adhered to. (UNCLASSIFIED)

6. PRE-TAKE OFF:

a. For times of Pre-Take Off Meeting, see Appendix 1 to this Annex. (UNCLASSIFIED)

b. Any aircraft which aborts BEFORE TAXI will notify TEXAS CONTROL immediately; aircraft aborting AFTER TAXI will notify TOWER and request a "slot time" for re-entry into bomber stream. (UNCLASSIFIED)

c. Aircraft pre-flight and MA Acceptance will be completed the day prior to the mission. Reference paragraph 3, sub paragraph c(2) of basic order. (UNCLASSIFIED)

7. TAKE OFF:

a. For times, see Appendix 1 to this Annex. (UNCLASSIFIED)

b. Any aircraft which has begun its take-off roll four (4) minutes after scheduled take-off time will abort and clear the runway via the WEST exit of the center taxi way. (UNCLASSIFIED)

8. EMERGENCIES:

a. Any aircraft aborting after take-off will leave the stream via the shortest route to an emergency base and avoid all RBS sites by 60NM.

ANNEX B to
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b. If conditions permit, ARTC clearance will be obtained prior to departing bomber stream. Aircraft will avoid all danger areas and will not cross the bomber stream unless 2000' above the highest or 2000' below the lowest aircraft at the point of crossing.

c. Priority for bases to be used in emergency will be SAC, Military Bases, Civilian Bases.

Enroute Emergency AirfieldsWeather Alternates

Whiteman AFB Savannah AFB
Campbell AFB Westover AFB
Little Rock AFB Plattsburgh AFB

See Attachment

9. ADIZ:

a. Aircraft must be within ten (10) nautical miles of course and plus or minus five (5) minutes of ETA when crossing ADIZ boundary or notify the nearest radio facility. No altitude deviation is permitted.

(UNCLASSIFIED)

10. FUEL CONSIDERATION:

a. The following amounts of fuel, at optimum altitude over Lincoln, are required to reach the indicated alternate bases and have 12,000 pounds over the alternate (60K headwind and optimum alternate).

17,800#	Ellsworth
17,800#	Tinker
15,150#	Whiteman
14,200#	Schilling
12,575#	Offutt

ANNEX B to
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NO. 232-57

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b. See Attachment 1, Appendix 2 to this Annex for fuel loads and predicted reserves over Lincoln. (UNCLASSIFIED)

11. COMMUNICATIONS: See Annex C. (UNCLASSIFIED)

12. INTERROGATION: Crews will report to the 370th Bombardment Squadron Briefing Room as soon as possible after landing. All forms, charts, logs, etc., required for the mission will be processed during debriefing.

a. Debriefing Officer, 29 August - Captain Bilek.

b. Debriefing Officer, 30 August - Captain Hesse.

APPENDIX 1 - Time Schedule

APPENDIX 2 - Navigation and Bombing

Attachment 1 - Flight Plan

Attachment 2 - Route Overlay

Attachment 3 - Profile

Attachment 4 - Bomb Data

Attachment 5 - Weather Alternates

OFFICIAL:

A. E. Arenchbacher

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

ANNEX B to
307BW OPSORD
NO. 232-57

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1400Z, 1 August 1957

APPENDIX 1

TO

ANNEX B

TO

OPERATIONS ORDER

NO. 232-57

NAVIGATION AND BOMBING

This Appendix Consists of 3 Pages

Control No. 7C-1379

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SCHEDULE

29 AUGUST 1957 (ZULU)

SLOT	CREW NO.	A/C	TAIL #	PREFLIGHT/ ACCEPT	STATION TIME	PRE T/O BRIEF	START ENG	T/O TIME (NORTH)	HHCT
1	L-37	Ames	234	0800-27 Aug (Local)	2225Z	2315Z	0028Z	0053Z	0215Z
2	R-39	Hofman	220	0800-27 Aug	2235Z	2315Z	0038Z	0103Z	0225Z
3	N-52	Pearce	918	0800-27 Aug	2245Z	2315Z	0048Z	0112Z	0235Z
4	R-33	Minnick	243	1300-27 Aug	2255Z	2315Z	0058Z	0123Z	0245Z
5	R-43	Williams	218	1300-27 Aug	2305Z	2345Z	0108Z	0133Z	0255Z
6	R-41	Peterson	228	1300-27 Aug	2315Z	2345Z	0118Z	0143Z	0305Z
7	R-03	Koudsi	224	0800-27 Aug	2325Z	2345Z	0128Z	0152Z	0315Z
8	R-06	Crook	143	0800-27 Aug	2335Z	2345Z	0138Z	0203Z	0325Z
9	R-09	Chappelle	210	0800-27 Aug	2345Z	2415Z	0148Z	0213Z	0335Z
10	L-11	Biggs	139	1300-27 Aug	2355Z	2415Z	0158Z	0223Z	0345Z
11	R-16	Echelbarger	901	1300-27 Aug	2405Z	2415Z	0208Z	0233Z	0355Z
12	L-66	Gieker	141	0800-27 Aug	2415Z	2415Z	0218Z	0243Z	0405Z
13	R-70	Morrison	917	0800-27 Aug	2425Z	2445Z	0228Z	0253Z	0415Z
14	R-79	Meyers	244	0800-27 Aug	2435Z	2445Z	0238Z	0303Z	0425Z
15	R-80	McKenzie	910	1300-27 Aug	2445Z	2445Z	0248Z	0313Z	0435Z
16	N-83	Martin	128	1300-27 Aug	2455Z	2445Z	0258Z	0323Z	0445Z
17	NON SCHEDULED							0333Z	0455Z
18	NON SCHEDULED							0343Z	0505Z
19	NON SCHEDULED (LAST POSSIBLE T/O TIME)							0353Z	0515Z

APP 1 to Annex B
307BW ORD 232-57~~CONFIDENTIAL~~

Control No. 70-1379

~~CONFIDENTIAL~~

SCHEDULE
30 AUGUST 1957 (ZULU)

SLOT	CREW NO.	A/C	TAIL #	PREFLIGHT/ ACCEPT	STATION TIME	PRE T/O BRIEF	START ENG	T/O TIME (NORTH)	HHGT
1	R-73	Terry	225	0800-28 Aug (Local)	2225Z	2315Z	0028Z	0053Z	0215Z
2	R-75	Dodge	217	0800-28 Aug	2235Z	2315Z	0038Z	0103Z	0225Z
3	R-82	Pumford	223	0800-28 Aug	2245Z	2315Z	0048Z	0113Z	0235Z
4	R-77	Heller	413	1300-28 Aug	2255Z	2315Z	0058Z	0123Z	1245Z
5	R-69	Wheeler	900	1300-28 Aug	2205Z	2345Z	0108Z	0133Z	0255Z
6	L-02	Sullivan	242	0800-28 Aug	2315Z	2345Z	0118Z	0143Z	0305Z
7	N-24	Burkett	916	0800-28 Aug	2325Z	2345Z	0128Z	0153Z	0315Z
8	R-10	Shaver	208	0800-28 Aug	2335Z	2345Z	0138Z	0203Z	0325Z
9	R-14	Mills	241	1300-28 Aug	2345Z	2415Z	0148Z	0213Z	0335Z
10	R-20	Knight	232	1300-28 Aug	2355Z	2415Z	0158Z	0223Z	0345Z
11	R-31	Bifford	227	0800-28 Aug	2405Z	2415Z	0208Z	0233Z	0355Z
12	L-34	Hoover	219	0800-28 Aug	2415Z	0218Z	0243Z	0243Z	0405Z
13	L-36	Darden	226	1300-28 Aug	2425Z	2445Z	0228Z	0253Z	0415Z
14	R-40	Guy	912	1300-28 Aug	2435Z	2445Z	2238Z	0303Z	0425Z
15	SPARE				2445Z	2445Z	0248Z	0313Z	0435Z
16	SPARE				2455Z	2445Z	0258Z	0323Z	0445Z
17	SPARE				0005Z	2445Z	0308Z	0333Z	0455Z
18	NON SCHEDULED				0015Z		0318Z	0343Z	0505Z
19	NON SCHEDULED (LAST POSSIBLE T/O TIME)				0015Z		0328Z	0353Z	0515Z

APP 1 to Annex B
3077th OPORD 232-57

~~CONFIDENTIAL~~

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Control No. 70-1379

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1400Z, 1 August 1957

APPENDIX 2

TO

ANNEX B

TO

OPERATIONS ORDER

NO. 232-57

NAVIGATION AND BOMBING

This Appendix Consists of 5 Pages

Control No. 7C-1379

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~~CONFIDENTIAL~~

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1400Z, 1 August 1957

APPENDIX 2 TO ANNEX B TO 307TH BOMB WING OPERATIONS ORDER 232-57 -

NAVIGATION AND BOMBING

1. NAVIGATION:

- a. Maps and Charts: JNY-01. (UNCLASSIFIED)
- b. Route: See Attachments 1 and 2 to this Appendix. (UNCLASSIFIED)
- c. Control Times: See Appendix 1 to Annex B. (NOTE: ALL times are ZULU; date of preflight LOCAL). ~~(CONFIDENTIAL)~~
- d. Target Times: See Attachment 1 to this Appendix.

~~(CONFIDENTIAL)~~

e. Control Altitudes:

- (1) Bomber stream aircraft will have a 2,000 foot vertical separation and a ten (10) minute horizontal separation. ~~(CONFIDENTIAL)~~
- (2) Odd "slot numbered" aircraft (1-3-5 etc.) will fly the high altitude enroute at all times. ~~(CONFIDENTIAL)~~
- (3) Altitudes will be maintained as listed in Attachment 1 to this Appendix. ~~(CONFIDENTIAL)~~

f. Navigation Accomplishments:

- (1) A nite celestial grid leg will be flown from Winchester, Va. to $43^{\circ}11'N$ $78^{\circ}30'W$ via a turning point at $41^{\circ}25'N$ $78^{\circ}17'W$.

- (2) Primary scoring method for this leg will be GCI site "Butterfly" at termination point. Navigators will take 0-15 scope photography for back-up in the event GCI scoring is not accomplished. ~~(CONFIDENTIAL)~~

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(3) A controlled ETA will be accomplished at the HMOP by each navigator. Tolerances of plus or minus two (2) minutes is allowed. ~~(CONFIDENTIAL)~~

g. All available navigation aids may be used throughout the mission with the exception of the navigation leg. As required by SAC Regulation 51-11, during all celestial missions, a rated officer other than the primary navigator will monitor aircraft position at all times to observe traffic regulations and insure flying safety. (UNCLASSIFIED)

h. Observers will monitor letdown and landing phase of flight by radar in accordance with current directives. (UNCLASSIFIED)

2. BOMBING:

a. Three (3) RBS runs will be accomplished as outlined below:

(1) Seymour RBS

(a) Pre IP - Kankakee, Ill. ($41^{\circ}08'N-86^{\circ}52'W$)

(b) IP - Crawfordsville, Ind. ($40^{\circ}02'N-82^{\circ}53'W$)

(c) Target "Charlie" ($39^{\circ}02'N-85^{\circ}36'W$)

1. Elevation - 750'

2. Variation - Minus 1°

3. GPI - Shelbyville ($39^{\circ}30'N-85^{\circ}47'W$ /Elev 800')

(d) Offset Aiming Points

1. Hospital (Initial)

a. Elevation - 750'

b. Components: N - 2865' E - 22400'

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2. Building N. of N. Vernon (Final)

- a. Elevation - 750'
- b. Components: S - 9860' W - 7660'

(2) Charlotte RBS

- (a) Pre IP - Cherokee Res. (36°09'N-83°32'W/Elev 1070')
- (b) IP - Asheville, N. C. (35°35'N-82°33'W/ Elev 2000')
- (c) Target "Echo" - (35°13'N-80°53'W)
 - 1. Elevation - 734'
 - 2. Variation - Plus 1 1/2°
 - 3. GPI - Spartansburg (34°57'N-81°56'W/Elev 1070')
- (d) Direct Aiming

(3) Richmond RBS

- (a) Pre IP - Roanoke (37°17'N-79°58'W/Elev 1174')
- (b) IP - Lynchburg (37°25'N-79°09'W/Elev 850')
- (c) Target "Papa" (
 - 1. Elevation - 197'
 - 2. Variation - Plus 6°
 - 3. GPI - Charlottesville (38°02'N-78°30'W/Elev 300')
Farrville (37°18'N-78°23'W/Elev 325')
- (d) Offset Aiming Points
 - 1. Westham Bridge (Initial)
 - a. Elevation - 200'
 - b. Components - S - 28582' W - 33120'

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2. Administration Building (Final)

a. Elevation - 200'

b. Components - S - 24960' E - 10660'

~~(CONFIDENTIAL)~~

b. Method of Bombing: Radar with no visual assistance.

(UNCLASSIFIED)

c. GPI procedures WILL be utilized on ALL bomb runs and 0-15 photography will be taken of the directed GPI points. (UNCLASSIFIED)

d. Photography: 0-15/0-23 photography will be obtained on all bomb runs. (UNCLASSIFIED)

e. Bombing Tables: Mark VI tables will be used with 2000' height of burst. (UNCLASSIFIED)

APP 2 to ANNEX B
307BW OPSORD
NO. 232-57

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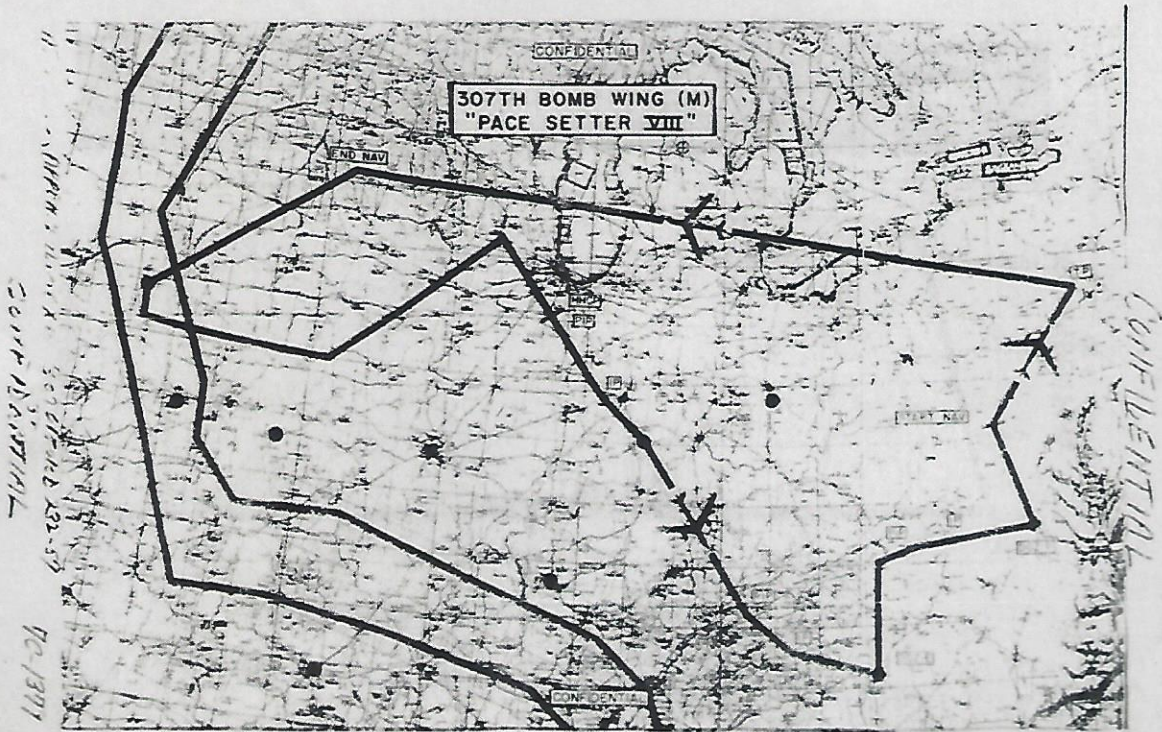
Control No. 7C-1379

~~CONFIDENTIAL~~

Attach 1, Appendix 2 to Annex B-307AWOP08 832-67

MISSION FLIGHT PLAN		O. O. AND NICKNAME	UNIT	TYPE ACFT	WAVE	CELL CALL SIGN	REMARKS
		232-57 Base Set + ea	307 th BW	B-47			
POUNDS				POUNDS		RUNWAY	
ACFT BASIC	82,200					PRESSURE ALT	1580
CREW	101					LENGTH	12900
OIL	304					AIR TEMP	88°F
ATO						CRITICAL FIELD LENGTH	9300
RACK						CRITICAL AIR TEMP	
EXT TANKS WEIGHT (EMPTY)	1560					TAKE-OFF DISTANCE	8,200
MISCELLANEOUS						TAKE-OFF SPEED	153K
CHAFF						CRITICAL WIND COMPONENT	
OPERATING	85,255	TOTAL FUEL	93,504	TAKE-OFF GROSS	177,159	1ST LEG	
						2ND LEG	
						3RD LEG	

PRE-FLIGHT PLAN																		
FROM	ROUTE	FLT COND	T. C.	WIND D/V	T. H.	VAR	M. H.	TEMP	IAS	T. A. S.	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN		
															PRED FUEL REMAINS	GROSS WT		
Lincoln AFB																	93,504	184,059
	NORTH TAKE OFF																4,800	10,100
	SC 770/ACCEL																13,704	13,959
	TURN																1,100	1,100
																	87,604	172,859
	Disataice, Neb	CL	154	280/20	106	-10	146	70-120	76%	390	405	52	08	52			2,300	2,200
	Level off			+2								54	15	86			85,304	170,559
	40° 10' N 100° W	CL	052		091	9	082	30-35m	✓	✓	✓	82	12	78			6,200	6,200
	Knoxville, Tenn	CL	147	250/10	090	-5	082	✓	✓	✓	✓	166	127	164			79,104	164,359
	Beverport, Iowa	CC	046	-2	042	-6	036	33-35m	✓	✓	✓	108	14	98			2,830	2,830
	Rockford, Ill	CR	059	-4	048	-4	044	✓	✓	✓	✓	274	41	262			76,274	161,529
	HNC											124	17	119			3,700	3,700
	Kankakee, Ill.	CR	146	+3	149	-3	146	✓	✓	✓	✓	398	58	32			72,574	157,829
	Drawersville, Ind.	CR	146	290/26	149	-2	147	✓	✓	✓	✓	83	12	84			2,429	2,429
	N. Vernon, Ind.	CR	137	+2	139	-1	138	✓	✓	✓	✓	487	1:10	465			70,145	155,400
	PIP - Chokokee Res.	CL	150	+4	154	0	154	33-35m	✓	✓	✓	90	12	84			2,370	2,370
	Ashville, N.C.	CR	129	+2	131	0	131	✓	✓	✓	✓	571	1:23	549			67,775	153,030
	Charlotte, N.C.	CR	104	-1	103	+1	104	✓	✓	✓	✓	78	10	70			2,000	2,000
	Pulaski, W.V.	CR	359	-5	354	+3	357	✓	✓	✓	✓	649	1:32	619			65,775	151,030
												86	11	77			2,100	2,100
												930	2:09	879			63,675	148,930
												155	26	187			4,830	4,830
												60	08	56			1,420	1,420
												950	2:17	935			59,425	142,680
												87	12	84			2,100	2,100
												1077	2:29	1015			55,325	140,580
												112	19	114			2,925	2,925
												1184	2:46	1138			52,400	138,655



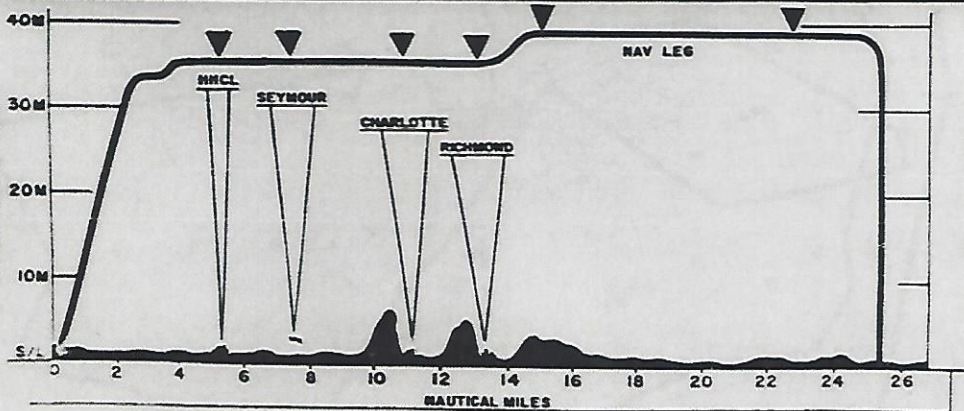
~~CONFIDENTIAL~~

307TH BOMB WING

OPSORD 232-57

MISSION PROFILE

Attach. 3, App. 2 to Annex B - 307 BW OPSORD 232-57
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TARGETS	SEYMOUR	CHARLOTTE	RICHMOND
PRE-STRIKE BASE TO TARGET	735	1077	1353
TGT TO NEAREST EMERG BASE	130	184	200
TGT TO POST-STRIKE BASE	524	822	924
TOTAL DISTANCE		2530	
FUEL RES OVER LAFB		194650	

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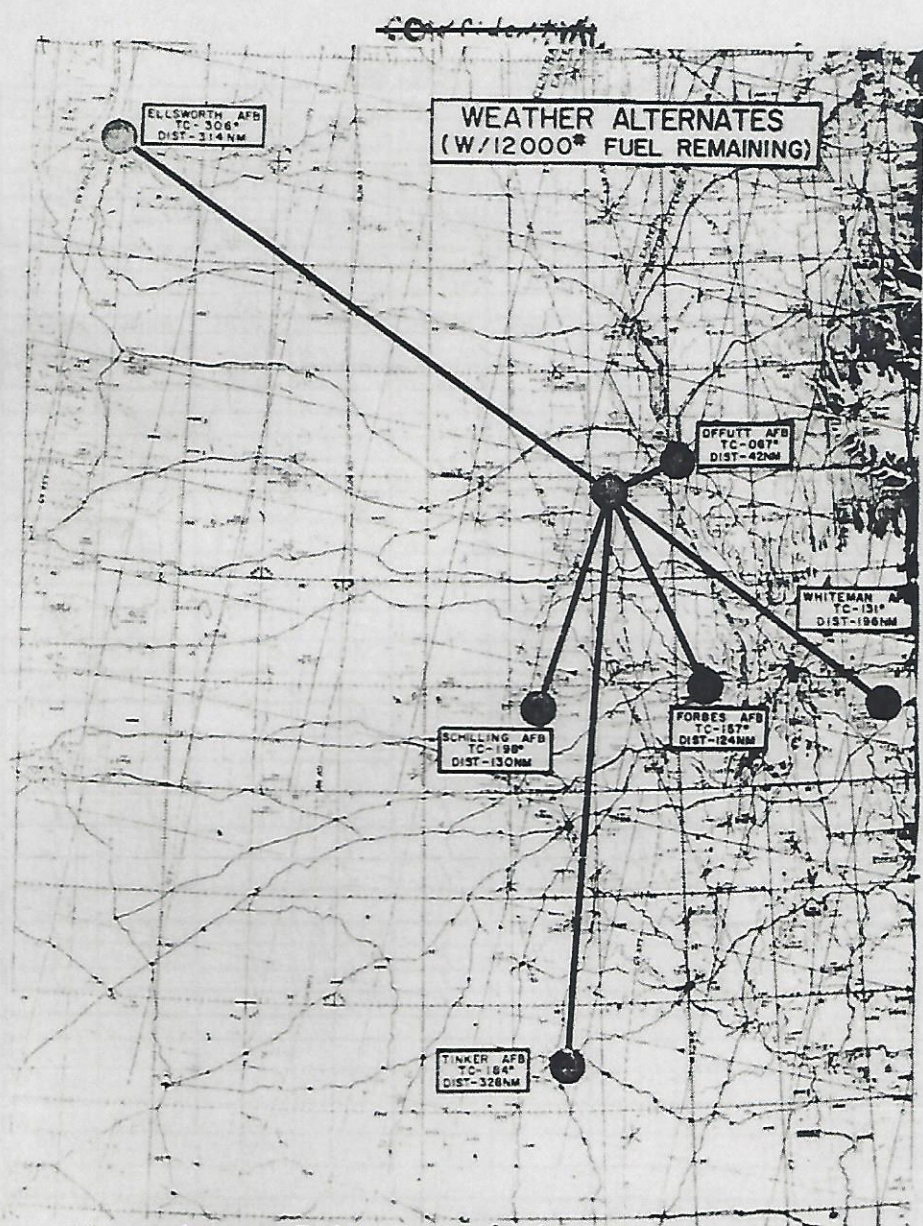
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TARGET DATA		BOMBING DATA							
RUN NUMBER		1		2		3		4	
TARGET COMPLEX OR BOMBING RANGE		Seymour		Charlotte		Rimond			
NAME - VAR. - ELEV.		C -1 750'		E EL 734'		P 12 197'			
LATITUDE - LONGITUDE		39° 02'N 85° 36'W		35° 13'N 80° 53'W		37° 37'N 77° 26'W			
NAME - VAR. - ELEV.		Crawfordsville 800'		Asheville 800'		Lynchburg 1950'			
LATITUDE - LONGITUDE		40° 03'N 86° 54'W		35° 36'N 82° 33'W		37° 22'N 79° 09'W			
NAME		Hosp. Bldg.		N I A		Bridge Bldg.			
M/S COMPONENTS		N-2865 5-9865		N I A		5-28630 5-24960			
S/S COMPONENTS		E-22400 W-7665				W-33120 W-10660			
POSITION FOR ALTITUDE MEASUREMENT		PRECOMP. INFLIGHT		PRECOMP. INFLIGHT		PRECOMP. INFLIGHT		PRECOMP. INFLIGHT	
TERRAIN ELEVATION									
M MEASURED ALTITUDE									
RELEASE ALTITUDE ABOVE MSL									
W D ₁ D ₂									
ADJUSTED RELEASE ALTITUDE ABOVE MSL									
- GAP ELEVATION		750				200			
RELEASE ALTITUDE ABOVE GAP									
ADJUSTED RELEASE ALTITUDE ABOVE MSL									
M TARGET ELEVATION		750		734		197			
RELEASE ALTITUDE ABOVE TARGET									
M HEIGHT OF BURST ABOVE TARGET		2000		2000		2000			
RELEASE ALTITUDE ABOVE BURST									
HEIGHT OF BURST ABOVE TARGET		2000		2000		2000			
M TARGET ELEVATION									
HEIGHT OF BURST ABOVE MSL									
UNCORRECTED SETTINGS AT/T/TRAJ									
HEIGHT OF BURST ADJ. AT/T/TRAJ									
CORRECTED SETTINGS AT/T/TRAJ									
TRUE AIR SPEED/TRAJ									
T.G. / DRIFT		137 / -2		104 / +1		083 / 4 5			
T.M. / M.M.		139 / 138		103 / 104		088 / 093			
G.A. / D.G.		452 / 86		456 / 87		498 / 84			
EVA / T.A.		:11		:12		:10			
T.M. T.A.S.									
TIME OF RELEASE									
CAMERA FRAME NO.									
WIND DATA									
SPEEDY W. VELOCITY & D.									
RUN TYPE									
RUN CLASS									
CODES									
SINGULAR ERROR									
AIRCRAFT CONTROL									
METHOD OF RELEASE									

Attach. 4, Appen. 2 to Annex B-387BW OpOrd 232-57 Control No. 70-1379

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Attach 5, Appendix 2 To Annex B-307 ON OPLD 232-57

APPENDIX A

Control No. 7C-1379

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

ANNEX C

TO

OPERATIONS ORDER

NO. 211-11

COMMUNICATIONS - ECM

This Annex Consists of 4 Pages

Control No. 70-1379

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

ANNEX C TO 307TH BOMB WING OPERATIONS ORDER 219-57 - COMMUNICATIONS - ECM

1. GENERAL: SAC Manuals 55-8M, SACCEI, Radio Facility Charts United States and Supplemental Flight Information Document North America apply unless modified herein. (UNCLASSIFIED)
2. AIRBORNE COMMUNICATIONS:
 - a. High Frequency Radio will be limited to the following:
 - (1) Back-up for RBS Communication in event of UHF failure.
 - (2) Emergencies. (~~CONFIDENTIAL~~)
 - b. HF Channelization dated 1 January 1957 applies. (UNCLASSIFIED)
 - c. HF Strike Reports will not be transmitted. (~~CONFIDENTIAL~~)
 - d. SAC monitoring procedure ALFA applies. (UNCLASSIFIED)
 - e. First and last aircraft in the bomber stream will make all ATC/ADIZ reports for the stream. (UNCLASSIFIED)
 - f. UHF channelization will be as specified in crew flimsy. (UNCLASSIFIED)
 - g. Call sign TEXAS with permanently assigned two digit suffix will be used for all air/ground reporting. (~~CONFIDENTIAL~~)
 - h. Authentication will be in accordance with current edition of air/ground code (KAC-1). (~~CONFIDENTIAL~~)
 - i. Aircraft Commanders will be prepared to utilize SACSUBS procedures when communication with RBS and GCI sites. (UNCLASSIFIED)

ANNEX C to
307BW OPSORD
NO. 232-57

Control No. 70-1379

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

j. IFF will be as specified in SAC Regulation 55-23 except for special procedures to be utilized for scoring of Navigation leg at termination point. (~~CONFIDENTIAL~~)

k. Recall word for this mission is TALL CORN. (~~CONFIDENTIAL~~)

l. Navigation leg will be scored by GCI. Detailed procedures to be followed will be included in crew flimsy. (~~CONFIDENTIAL~~)

3. EMERGENCY PROCEDURES:

a. Emergency procedures will be in accordance with ACP's 130 and 135, current Radio Facility Charts and SPID, North America. (UNCLASSIFIED)

4. NAVIGATIONAL AIDS:

a. Navigational aids will be as listed in current Radio Facility Charts. (UNCLASSIFIED)

5. HF RADIO SETS will not be pre-flight or post flight checked by air crew or maintenance personnel. (~~CONFIDENTIAL~~)

6. SECURITY:

a. Communications Security will be observed and no clear text transmissions will be made that would reveal unit designation, location, aircraft type or nature of the mission. (~~CONFIDENTIAL~~)

7. ECM:

a. Each aircraft will have one operational ALT-6 or ALT-8 system to accomplish a Little Snow run against GCI site "OPPOSE".

(~~CONFIDENTIAL~~)

ANNEX C to
307BW OPSORD
NO. 232-57

Control No. 76-1379

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~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

b. Form 175 will be accomplished as per Annex 1, SAC Regulation 51-6. In addition, the following phrase will be included: "Pass to 30 ADIV (DEF)".

8. Airborne clearance will be accomplished per Annex 1, SAC Regulation 51-6. In event "OPPOSE" is unable to handle aircraft, or interference is caused to other agencies, the site will terminate the jamming by requesting operator to "stop buzzer". ~~(CONFIDENTIAL)~~

9. No spot jamming or chaff activity is scheduled on this mission.
~~(CONFIDENTIAL)~~

10. Equipment will be preset and preflighted by A&E ECM personnel.
(UNCLASSIFIED)

11. ECM brevity code will be used to assure security. This is as shown on Co-Pilot's ECM Check List. (UNCLASSIFIED)

ANNEX C to
307EW OPSORD
NO. 202-57

Control No. 70-1379

~~CONFIDENTIAL~~

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1400Z, 1 August 1957

ANNEX D

TO

OPERATIONS ORDER

NO. 232-57

FLYING SAFETY

This Annex Consists of 3 Pages

Control No. 70-1379

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
 Lincoln Air Force Base, Nebraska
 1400Z, 1 August 1957

ANNEX D TO 307TH BOMB WING OPERATIONS ORDER 232-57 - FLYING SAFETY

1. Flying Safety will take precedence throughout the entire mission. In the event of an emergency, flying safety consideration will take precedence over mission accomplishment. (UNCLASSIFIED)
2. All crews will be thoroughly briefed on adequate alternates over entire route with priority given in the following sequence:
 - a. SAC bases.
 - b. AMC bases.
 - c. Air Force bases.
 - d. Other (UNCLASSIFIED)
3. All crews scheduled for this mission will be checked out in accordance with SAC Regulation 51-19. (UNCLASSIFIED)
4. All participating pilots will be briefed and become familiar with letdown procedures for destination, selected emergency alternates and weather alternates prior to departure. (UNCLASSIFIED)
5. The provisions of SAC Regulation 62-19, and Eighth Air Force Regulation 62-2, Crew Rest, should be fully implemented. (UNCLASSIFIED)
6. All navigational aids and facilities will be used on this mission. (UNCLASSIFIED)
7. Radar observers will monitor all approaches and landings in accordance with Eighth Air Force Regulation 51-3. (UNCLASSIFIED)

ANNEX D to
 307BW OPSORD
 NO. 232-57

Control No. 7C-1379

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

8. Crew members will be briefed on their responsibilities of complying with SAC Regulation 62-4 and Eighth Air Force Regulation 62-5, insofar as preliminary reports are concerned, if they are involved in an accident at or near a base other than a SAC base. (This primarily concerns minor accidents since AFR 62-14 does not require a preliminary report of a minor accident.) (UNCLASSIFIED)

9. a. Crews will be briefed to adhere closely to the planned route to preclude violations of flying regulations. (UNCLASSIFIED)

b. One crew member, other than the primary navigator, will flight follow the aircraft to assure compliance with ARTC instructions and AFR 60-22 on ADIZ tolerances. (UNCLASSIFIED)

10. SAC Regulation 60-10, as amended, pertaining to personnel limitations aboard tactical aircraft, will be complied with. (UNCLASSIFIED)

11. Fuel reserve for each flight will be planned to insure adequate reserve to destination and/or alternate, as required. (UNCLASSIFIED)

12. Crews will be briefed on emergency and crash landing procedures. (UNCLASSIFIED)

13. Current radio facilities charts, pilot's handbooks and/or jet letdown procedures for the appropriate areas will be in all aircraft utilized for this mission. (UNCLASSIFIED)

14. Pilots will have in their possession current dash one technical orders. (UNCLASSIFIED)

OFFICIAL:

A. E. Aenschbacher
A. E. AENSCHBACHER
Lt Colonel, USAF
Director of Operations

ANNEX D to
307EW OPSORD NO. 232-57

Control No. 70-1379

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

1 August 1957

ANNEX E

MAINTENANCE PLAN

Number 232-57

307th BWG
Maint Plan No. 232-57

Annex Consists of 8 Pages
Control No. 7C-1379

~~CONFIDENTIAL~~

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

MAINTENANCE PLAN
NUMBER 232-57

1 August 1957

TASK ORGANIZATIONCOMMANDER

307th Bombardment Wing (M)	Col Elkins Read, Jr.
370th Bombardment Squadron	L/C Raleigh D. Smith
371st Bombardment Squadron	L/C Jess E. Stay
372nd Bombardment Squadron	L/C William E. Miller
307th Field Maintenance Squadron	L/C Herbert J. Tillapaugh
307th Armament & Electronics Squadron	L/C Ralph L. Smith
307th Periodic Maintenance Squadron	L/C Howard G. Johns
307th Bombardment Wing Headquarters Squadron	Capt Robert W. Gottlieb

1. GENERAL:

a. A requirement has been placed on the 307th Bombardment Wing (M) to fly a total of 30 B-47 aircraft on the 28th and 29th of August 1957. (Code name PACESSETTER VIII). Pacesetter VIII will consist of a series of simulated combat missions for 18 B-47 aircraft on the 28th of August 1957 and 12 B-47 aircraft on the 29th of August 1957.

b. The overall operational timing during Pacesetter VIII will require complete integration of all aircraft maintenance functions. The success of Pacesetter VIII depends on the capability of Wing Maintenance Activities to produce fully operational aircraft at the times specified.

2. MAINTENANCE MISSIONS: The 307th Bombardment wing (M) will provide complete maintenance support required to:

a. Launch 18 B-47 aircraft on 28 August 1957.

b. Launch 12 B-47 aircraft on 29 August 1957.

3. The 818th Air Base Group will provide Logistical support of POL, Supply Expediter Service, and Vehicles as required. Exact timing for this support will be coordinated by the 307th Wing Maintenance Control.

4. TASK FOR SUBORDINATE UNITS:

a. The 370th Bombardment Squadron will provide:

(1). Flight line maintenance support to launch and receive 6 B-47 aircraft on 28 August 1957 and 4 B-47 aircraft on 29 August 1957.

307th BWG
Maint Plan No. 232-57

Control No. 70-1379

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

- b. The 371st Bombardment Squadron will provide:
- (1). Flight Line Maintenance support to launch and receive 6 B-47 aircraft on 28 August 1957 and 4 B-47 aircraft on 29 August 1957.
- c. The 372nd Bombardment Squadron will provide:
- (1). Flight Line Maintenance support to launch and receive 6 B-47 aircraft on 28 August 1957 and 4 B-47 aircraft on 29 August 1957.
- d. The 307th Armament and Electronics Maintenance Squadron will provide:
- (1). The necessary personnel and tools to assure Armament and Electronics support to launch and receive 18 B-47 aircraft on 28 August 1957 and 12 B-47 aircraft on 29 August 1957.
- e. The 307th Field Maintenance Squadron will provide:
- (1). The necessary specialist personnel and tools to assure maintenance support to launch and receive 18 B-47 aircraft 28 August 1957 and 12 B-47 aircraft on 29 August 1957.
- f. The 307th Periodic Maintenance Squadron will provide:
- (1). The normal periodic aircraft inspections as indicated on the 307th Bomb Wing Maintenance Plan 202-57.
 - (2). Flight Line support as required to expedite maintenance of Flight Line Aircraft.
5. GENERAL INSTRUCTIONS:
- a. All maintenance will be controlled and directed by Wing Maintenance Control.
 - b. Maintenance debriefing will be held immediately after landing in a place designated by the Wing Director of Materiel.
 - c. The functions, schedules, and responsibilities of all Maintenance and supply personnel concerned with Pacemaker VIII are covered in detail in the following annex's:
 - "A" 370th Bombardment Squadron
 - "B" 371st Bombardment Squadron
 - "C" 372nd Bombardment Squadron
 - "D" 307th Armament and Electronics Maintenance Squadron
6. Administrative and Logistical Matters:
- a. Omitted.

307th BWG
Maint Plan No. 232-57

Control No. 70-1379

~~CONFIDENTIAL~~

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~~CONFIDENTIAL~~7. COMMAND AND COMMUNICATIONS MATTERS:

a. Command Omitted

b. Communications for this exercise will be by radio vehicles, fixed stations, dial phones, field phones and hot lines.

4 Incls:

1. Annex "A" 370th Fly Schedule
2. Annex "B" 371st Fly Schedule
3. Annex "C" 372nd Fly Schedule
4. Annex "D" A&E Maint Sqdn

ELKINS READ, JR
Colonel, USAF
Commander

DISTRIBUTION:

8th Air Force	5 Cys
8 AIRDIV	3 Cys
818 Air Base Group	2 Cys
818 AIRDIV Base Munitions Officer	1 Cy
818 AIRDIV Motor Vehicle Squadron	2 Cys
818 AIRDIV Base Supply Officer	2 Cys
370th Bombardment Squadron	3 Cys
371st Bombardment Squadron	3 Cys
372nd Bombardment Squadron	3 Cys
307th Field Maintenance Squadron	5 Cys
307th A&E Squadron	5 Cys
307th Periodic Maintenance Squadron	2 Cys
307th Bomb Wing Hq Squadron	1 Cy

STAFF DISTRIBUTION:

Wing Adjutant	2 Cys
DM	5 Cys
	1 Cy
DO	5 Cys
Safety Officer	1 Cy
Comptroller	1 Cy

307th BWG
Maint Plan No. 232-57

Control No. 70-1379

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

307th Armament and Electronics Maintenance Squadron

1. The 307th Armament and Electronics Maintenance Squadron will:
 - a. Insure that all O-15 and O-23 camera magazines are fully loaded. That these camera magazines are installed in the aircraft and are fully operational.
 - b. Have all aircraft Armament and Electronics systems ready for Observer pre-flight and/or acceptance check by 1200 hours 27 August 1957 for aircraft flying on 28 August and by 1200 hours 28 August 1957 for aircraft flying 29 August 1957.
 - c. Provide maximum Armament and Electronics maintenance support to assure mounting the required aircraft at the time specified.
 - d. As far as practical, insure that the maximum number of accuracy checks on computer systems and power and sensitivity checks on radar systems to insure optimum operation

ANNEX "D"

307th BWG
Maint Plan No. 232-57

Control No. 70-1379

~~CONFIDENTIAL~~

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~~CONFIDENTIAL~~370th Bombardment Squadron

Tail #	26	27	28	29	30	31
916	F			M		
236			M			F
901			M			F
242				M		
140	F				F	
214		F				F
139			M			
909	F			M		
210		SD	M		SD	
232			M SP			F
208	F			M		
222		F			F	
143	←		SES	→		
241	F			M		
224			M			F

LEGEND

M - Mission

SP - Spare

F - Normal Fly

SD - Stand Down

1. The fuel load is 93,500. WAI will be used.
2. Aircraft airborne on the first day will not be rescheduled.

~~CONFIDENTIAL~~

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371st Bombardment Squadron

Tail #	26	27	28	29	30	31
227	F			M		
220			M			F
918			SP			F
219				M		
138	← DOCK →				F	
911	← SES →					
234			M			
228	F			M		
240		F			F	
915	← DOCK →					
912	F			M		
218		SD	M		SD	
902			M			F
226	F			M		
243		SD	M		SD	

LEGEND

M - Mission

SP - Spare

F - Normal Fly

SD - Stand Down

1. The fuel load is 93,500. WAI will be used.
2. Aircraft airborne on the first day will not be rescheduled.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

372nd Bombardment Squadron

Tail #	26	27	28	29	30	3
142	←		SES	→		
417	←		DOCK	→		
917			M			F
413				M		
906	F				F	
134		SD	M SP			SD
128			M			
900	F			M		
223		SD		M	SD	
416	←		DOCK			→
217	F			M		
TB 087		F			F	
910			M			F
225	F			M		
141		SD	M		SD	
244			M			F

LEGEND

M - Mission

SP - Spare

F - Normal Fly

SD - Stand Down

1. The fuel load is 93,500. WAI will be used.
2. Aircraft airborne on the first day will not be rescheduled.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1400Z, 1 August 1957

ANNEX F
TO
OPERATIONS ORDER
NO. 232-57
WEATHER

This Annex Consists of 3 Pages

Control No. 7C-1379

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~~CONFIDENTIAL~~

HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
1400Z, 1 August 1957

ANNEX F TO 307TH BOMB WING OPERATIONS ORDER 232-57 - WEATHER

1. This Annex contains procedures for the preparation, coordination and presentation of forecasts for this operation. (UNCLASSIFIED)

2. PREPARATION OF FORECASTS: The 307th Bombardment Wing Weather Officer is responsible for providing planning and operational forecasts to interested units and persons of the 307th Bombardment Wing. (UNCLASSIFIED)

a. Planning winds will be provided each crew scheduled to fly this mission. This forecast will be made available for each squadron, at the Base Weather Station on 28 August for first take-off and 29 August for second take-off. ~~(CONFIDENTIAL)~~

b. The operational forecast and a final weather flimsy will be presented to the crews at the pre-take-off meeting. The weather flimsy will contain the following information:

- (1) Wind flow chart for 34,000 feet pressure altitude.
- (2) Take-off data.
- (3) Climb data and route wind data.
- (4) Target and pre-IP data.
- (5) Terminal, alternate and route weather conditions.

(UNCLASSIFIED)

c. A general planning outlook will be presented at the general briefing. (UNCLASSIFIED)

ANNEX F to
307BW OPSORD
NO. 232-57

Control No. 7C-1379

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~~CONFIDENTIAL~~

d. All changes to the weather forecast subsequent to the general briefing that are of operational significance will be brought to the attention of the Wing Commander and appropriate Directorate of Operations personnel by the Wing Weather Officer. (UNCLASSIFIED)

3. COORDINATION OF FORECASTS: The 307th Weather Officer, utilizing SOCS lines, will coordinate mission forecasts with the Duty Forecaster, Eighth Air Force Control Room (SOCS Drop 35) twenty-four (24) hours and twelve (12) hours prior to departure time for planning and operational forecasts respectively. Specific information required is as follows: (UNCLASSIFIED)

a. Route forecasts:

- (1) Winds 30M, 35M, 40M.
- (2) Clouds and weather above 30M. (UNCLASSIFIED)

b. Terminals, alternate and target forecasts. The Duty Forecaster, Eighth Air Force Control Room, will be kept fully advised of significant changes or amendments made subsequent to the routine coordination set out above. (UNCLASSIFIED)

4. DEBRIEFING: 307th Bombardment Wing Weather Officer will debrief for weather with emphasis on target and route winds, measured and bombing altitudes. (UNCLASSIFIED)

5. REPORTS: 307th Bombardment Wing Weather Officer will assist in the collection and transmission of B-21 (COMBAR) reports in accordance with SAC Regulation 105-2 and 1st Weather Group Regulation 55-86. (UNCLASSIFIED)

ANNEX F to
307BW OPORD
NO. 22-57

Control No. 70-1379

~~CONFIDENTIAL~~

~~SECRET~~

Headquarters
 816th AIR DIVISION
 United States Air Force
 Lincoln Air Force Base, Nebraska

30700

SUBJECT: (Unclassified) Final Mission Summary

TO: Commander
 Eighth Air Force
 AFM: Office Director of Training
 Westover Air Force Base, Massachusetts

1. In accordance with Paragraph 12, Annex F, Operations Plan "Pace Setter," 19 April 1957, the Final Mission Summary Report is inclosed herewith. (Unclassified)

2. This correspondence is classified Secret in accordance with Paragraph 37b, Air Force Regulation 205-1, dated 3 January 1956. Classification of Secret will be cancelled upon removal of inclosures. (Unclassified)

FOR THE COMMANDER:

Incl:

1. Summary of Unit Results
~~(1 cy)~~
2. Summary of Indiv. Crew Accorp.
~~(1 cy)~~
3. Summary of Outstanding Crews
~~(1 cy)~~
4. Remarks (S) (1 cy)

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

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COPYSUMMARY OF MISSION RESULTS
307th Bomb Wing (H)

Call Sign: Texas
 Mission: Pace Setter VIII
 Dates: 28-29 August 1957
 Inclosure 2: Summary of Individ. Crew Accomplishments

Crew No.	Navigator	1st Tot	2nd Tot	3rd Tot	OEA	NAV
I-08	Schisler	2470	400	370	1080	5
I-39	Bardwell	220	370	770	453	7
N-52	Carrier	152	3050	2370	2313	14
R-33	Allen	1350	650	1150	1050	5.5
R-31	Johnson	1420	2600	2070	2030	20
R-06	Wassett	4000	370	1300	1190	NS
R-03	Flynn	1170	1320	1400	1296	10
I-02	Bathurst	1850	1450	2420	1040	15.5
I-11	Evans	5000	920	A	2960	6.5
R-16	Timmons	1770	450	1620	1246	9
I-64	Hudkins	1120	1400	650	1056	19
R-70	Kennedy	2220	720	550	1563	NS
						26.5
R-75	Short	A	7570	20700	14135	9.5
R-14	Najera	5320	900	3520	29.3	1.5
R-69	Orrey	1770	1970	1350	1630	NS
						5.0
R-41	Sarmels	2320	1700	5770	3263	9.5
R-43	Jorgensen	2150	950	1050	1050	11
R-73	Roseling	1250	1750	1550	1550	25.5
N-76	Wilson	2700	1270	1300	1423	20
R-82	King	2500	1600	4450	3183	18
R-79	Welch	2470	170	1070	1236	7
R-09	Jones	1970	920	4020	2303	NS
						7.0 P.I.
R-10	Mattoli	2300	1000	1550	1616	1
N-20	Polson	900	1750	1420	1360	6
L-37	Blunt	3820	550	250	1740	17.5
L-34	Moore	7070	2420	10170	9753	5
I-36	Bick	3270	1750	1050	1733	13
R-40	Flier	3220	1050	3420	2563	14.5
R-12	Kretchner	870	770	1700	1113	12
R-54	Powell	4520	1300	1970	2596	24

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SUMMARY OF MISSION RESULTS
307th Bomb Wing (H)

Call Sign: Texas
Mission: Pace Setter VIII
Dates: 28-29 Aug 1957
Inclosure 3: Summary of Outstanding Crews

Crew No.	Last Name	First Name	MI	Rank
I-08	Schieler	Charles	W	Capt.
I-39	Hardnell,	Edward	E	Capt.
B-33	Allen,	R	Ward	Capt.
B-03	Flyn ,	Bernard	R	1st Lt.
V-20	Felton,	Donald	S	Capt.
B-12	Kretchner,	Robert	F	Capt.

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COPY

~~SECRET~~SUMMARY OF MISSION RESULTS
307th Bombardment Wing (M)

Call Sign: Texas
 Mission: Pace Setter VIII
 Dates: 28-29 August 1957
 Inclosure #: Remarks

Line 6, Incl: 2

1. Crew R-06, Unrel. Seymour - Erratic offset mechanism attributed to materiel failure; S-2401 was replaced.

Line 9, Incl: 2

2. Crew L-11, Unrel. Seymour - In the final portion of the run the navigator was on the briefed aiming point. In rechecking his double offset the cross hairs did not traverse to the proper point and in switching back to his original point the cross hairs did not go back correctly. The observer then left the cross hairs where they stopped, not replacing them on his briefed point. Attribute error to navigator procedure.

Type 3 Abort, Richmond - RNS site claims the aircraft made a turn just prior to bombs away.

Line 14, Incl: 2

3. Crew R-14, Unrel. Seymour - Navigator identifies the aiming point too late in the run but never places his cross hairs on it also failing to make a wind run on the aiming point. Procedure and synchronization cause of error.

Unrel. Richmond - Cross hairs show to be just off the briefed aiming point, synchronization good. Observer failed to replace cross hairs on the aiming point and error attributed to procedure.

Line 25, Incl: 2

4. Crew L-37, Unrel. Seymour - Scope presentation at the end of the run hampered final synchronization and cross hair placement. Film shows multiple target break-up which confused the navigator causing the unreliable score.

Line 26, Incl: 2

9. Crew L-34, Three fixed angle runs - A&E found two relays frozen in the CAU which caused the cross hairs to be locked out and immovable.

Line 30, Incl: 2

10. Crew R-14, Unrel. Seymour - Poor definition and target breakup near the end of the run precluded good synchronization and cross hairs drifted off of the aiming point.

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JOINT MESSAGEFORM				SECURITY CLASSIFICATION <u>SECRET</u>			
SPACE BELOW RESERVED FOR COMMUNICATION CENTER							
PRECEDENCE		TYPE MSG (Check)			ACCOUNTING SYMBOL	ORIG OR REFERS TO	CLASSIFICATION OF REFERENCE
ACTION	PRIORITY	BOOK	MULTI	SINGLE		ORIG	
INFO	P			X			
FROM: COMAIRDIV 818 LINCOLN AFB, NEBR						SPECIAL INSTRUCTIONS	
TO: COMAF 8 WESTOVER AFB, MASS							
/SECRET/ZIPPO/307C/O-9049/B-27/OPS ORD 232-57/818AD/ 307BW/PACESETTER VIII.							
2. A. FAIR B. 1) NEED FOR MORE ACCURATE COMBAT CREW ESTIMATION OF BOMBING RESULTS. C. NONE 3. A. N/A B. N/A C. N/A D. N/A E. N/A F. GOOD G. GOOD H. GOOD I. N/A						DATE _____ TIME _____ MONTH _____ YEAR _____	
SYMBOL 307 DOW/17 Sept 57				SIGNATURE			
TYPED NAME AND TITLE (Signature, if required) FRANK M. GOETZ/MAJ/USAF				TYPED (or stamped) NAME AND TITLE			
PHONE 8320		PAGE 1		NR. OF 2			
SECURITY CLASSIFICATION <u>SECRET</u>							

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JOINT MESSAGEFORM - CONTINUATION SHEET

SECURITY CLASSIFICATION

~~SECRET~~

FROM:

COMAIRDIV 818 LINCOLN AFB, NEBR

~~/SECRET~~/ZIPPO/O-9049

4.

- A. EXCELLENT
- B. LOSS OF IFF TX INFLIGHT IS NOT CONTROLLABLE BY COMBAT CREWS. THIS EQUIPMENT WAS THE CAUSE OF THE DECLINE OF THIS ORGANIZATIONS EQUIPMENT RELIABILITY.
- C. PHOTOGRAPHY PROCEDURES ON IBDA CAUSED THE LOSS OF EVALUATION BY P.I. ON THE FILM.
- D. N/A
- E. FORECASTING WAS GOOD; WEATHER DID NOT AFFECT THE SUCCESS OF THIS MISSION.
- F. NAVIGATION WAS GOOD. ONE LEG WAS LOST DUE TO THE FAILURE OF IFF EQUIPMENT AND THE LACK OF ADEQUATE FILM.
- G. FLIGHT ENGINEERING HAD NO EFFECT ON THE MISSION SUCCESS.
- H. USE OF MALFUNCTIONING EQUIPMENT RAISED THE WING CIRCULAR ERROR CONSIDERABLY. IT IS FELT THAT THE USE OF EMERGENCY BOMBING PROCEDURES SHOULD BE MADE HOWEVER TO MORE ACCURATELY EVALUATE A UNITS EMP CAPABILITY.
- I. SPECIAL TACTICS HAD NO EFFECT ON THE MISSION SUCCESS.

CERTIFIED TRUE COPY

Bill F. Francis
 BILL F. FRANCIS
 CAPT, USAF
 AO 1457564

SYMBOL

307 DO/QAM/17Sept 57

PAGE
NR

1

NR OF
PAGES

2

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INITIALS

DD FORM 173-1

U. S. GOVERNMENT PRINTING OFFICE: 1955-258284

THE UNITED STATES OF AMERICA
 DEPARTMENT OF DEFENSE
 OFFICE OF THE SECRETARY OF DEFENSE
 WASHINGTON, D. C. 20301

Handwritten: 18-13
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0A12HC054
 BY RJP/PGH RJEPM RJEPLM RJEPMO RJEEDD RJEEDG RJEEDM RJEEDN
 DE RJP/PEO 233
 R 171045Z ZFF 1
 FM COMAF S WESTOVER AFB MASS
 TO RJA/AFD/COMAIRDIV 31 FORNIA AFB CA
 RJEPL/COMAIRDIV 45 LORING AFB NE
 RJEK/COMAIRDIV 57 WESTOVER AFB MASS
 RJEEDD/COMAIRDIV 834 LOCKPORT AFB OHIO
 RJEEDG/COMAIRDIV 832 SCHILLING AFB MISS
 RJEPM/COMAIRDIV 817 PEACE AFB TX
 RJEEDM/COMAIRDIV 818 LINCOLN AFB MISS
 RJEEDN/COMAIRDIV 820 PLATTSMOUTH AFB IA
 RJEEDK/COMAIRDIV 849 WILYERMAN AFB MO
 BT

Handwritten: T-21/11-11

L/C 33316 SUBJECTS (UNCL) PAGE SEVEN VLT
 THE FINAL STANDING FOR PAGE SEVEN VLT ARE AS FOLLOWS:

UNIT	STANDING	TOTAL NUMBER POINTS
310BU	FIRST	919.54
340BU	SECOND	934.96
260BU	THIRD	887.45
307BU	FOURTH	859.54
90BU	FIFTH	846.30
42 BU	SIXTH	836.83
910BU	SEVENTH	829.93
900BU	EIGHTH	794.79
300BU	NINTH	783.34
100BU	TENTH	781.31

 BT
 17/10 72 56 RJP/PEO

~~CONFIDENTIAL~~ 44

MANAGEMENT CONTROL DATA	PERIOD COVERED	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL		
	1 Apr 57 - 31 Jul 57	1	2	1-SAO-T35		
ORGANIZATION	307th Bombardment Wing (M) Lincoln Air Force Base, Nebraska				CURRENT PERIOD (Enter months that apply)	AVERAGE OR TOTAL
ITEM	APR	MAY	JUN	JUL		
1. Training Accomplishments						
a. Tanker, Percent Score, Nonrestricted		19.8	6.3	46.4	72.5	
b. Tanker, Percent Score, Restricted					83.0	
(1) Average Number NCR Crews		1.0	3.0	3.0	2.4	
(2) Average Number Combat Ready Crews		21.0	21.0	21.4	21.2	
(3) Number Stbd and Inst Crews Auth		9	9	9	9	
(4) Average Number Standboard and Instructor Crews Assigned by Crew Category						
(a) Standboard						
1. Combat Ready		3	3	3		
(b) Instructor						
1. Combat Ready		2	2	2	2	
2. Wing Reliability - Tanker						
a. Nite Cel Navigation, Percent Score		100	NA	100	100	
(1) Number Accomplished		4	0	20	24	
(2) Number Acceptable		4	0	20	24	
b. Grid Cel Navigation, Percent Score		80	NA	100	96	
(1) Number Accomplished		10	0	42	52	
(2) Number Acceptable		8	0	42	50	
c. Cruise Control, Percent Score		NA	NA	100	100	
(1) Number Accomplished		0	0	44	44	
(2) Number Acceptable		0	0	44	44	
d. Rendezvous, Percent Score		91	100	100	94	
(1) Number Accomplished		23	7	6	36	
(2) Number Acceptable		21	7	6	34	

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8-3412-C

TANKER
ITEMS OF TRAINING
(1)

- 1. Complete - Training Accomplishment
- 2. Refueling - Day
- 3. Radio Silence
- 4. Rendezvous - Total
- 5. Multiple Pattern
- 6. APN 12/76 Primary
- 7. Navigation - Day Celestial Leg
- 8. Night Celestial Leg
- 9. Radar Leg
- 10. Pressure Pattern Leg
- 11. Loran Leg (if equipped)
- 12. Celestial Grid Leg
- 13. Pilot Proficiency Mission
- 14. Take Offs - Acft Comm.
- 15. Landings - Acft Comm.
- 16. Landings - Co-Pilot
- 17. Landings - Co-Pilot
- 18. IIS or GCA - Acft Comm.
- 19. IIS or GCA - Co-Pilot
- 20. PFI Approach - Acft Comm.
- 21. PFI Approach - Co-Pilot
- 22. Gyro - Out Approach - Acft Comm.
- 23. Gyro - Out Approach - Co-Pilot
- 23a. Average of Items 21, Thru 23
- 24. Cruise Control Mission
- 25. EWP Loading and Unloading
- 26. Precomp of Max Load
- 27. Emergency Procedure - Simulated Ballout
- 28. Simulated Ditching
- 29. Simulated Crash Leg-Crews
- 30. Simulated Crash Leg-Pass
- 31. Pass, Emerg. Proc. Briefing
- 31a. Average of Items 27 - 31 Incl
- 32. Cell Flying - Day Missions
- 33. Cell Flying - Night Missions
- 34. Airborne Radar Directed Approach

	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
	END	TOTAL	ACCOMP	END	TOTAL	ACCOMP	END	ACCOMP	ACCOMP	END	ACCOMP	ACCOMP
1	50	120	20	3	49	59	169	79	72.5	125	79	83.0
2	5	12	0	0	49	17	61	17	46.7	45	17	37.8
3	0	0	0	3	49	29	49	29	59.2	36	29	80.6
4	6	14	6	6	97	30	111	36	32.4	32	36	43.9
5	2	5	0	1	16	11	18	11	61.1	13	11	84.6
6	2	5	5	2	32	22	37	27	73.0	27	27	100.0
7	1	7	5	3	16	25	18	30	100.0	13	30	100.0
8	3	7	2	3	49	21	56	23	41.1	41	23	56.1
9	2	5	4	2	32	61	37	75	100.0	27	75	100.0
10	1	2	4	1	16	20	18	24	100.0	13	24	100.0
11	2	5	5	2	32	14	37	61	51.4	27	19	70.4
12	2	5	8	2	32	45	37	53	100.0	27	53	100.0
13	1	7	6	1	16	8	18	11	77.8	13	14	100.0
14	7	17	36	7	113	165	130	201	100.0	96	201	100.0
15	5	12	21	5	61	62	93	83	89.2	69	83	100.0
16	7	17	36	7	113	163	130	199	100.0	96	199	100.0
17	5	12	21	5	61	64	93	85	91.4	69	85	100.0
18	4	10	14	3	49	79	59	123	100.0	44	123	100.0
19	2	5	11	2	32	28	37	39	100.0	27	39	100.0
20	2	5	1	1	16	7	21	8	38.1	16	8	50.0
21	2	5	0	1	16	2	18	2	11.1	13	2	15.4
22	2	5	3	1	16	6	21	9	42.3	16	9	50.3
23	1	2	2	1	16	6	18	8	44.4	13	8	61.5
23a	1	2	2	1	16	6	18	8	71.7	13	8	78.3
24	1	2	4	1	16	36	18	84	100.0	13	84	100.0
25	1	2	0	1	16	23	18	23	100.0	13	23	100.0
26	6	14	24	6	97	105	111	129	100.0	82	129	100.0
27	3	7	7	3	49	44	56	51	91.1	41	51	100.0
28	3	7	7	3	49	44	56	51	91.1	41	51	100.0
29	3	7	7	3	49	44	56	51	91.1	41	51	100.0
30	1	2	0	1	16	20	18	20	100.0	13	20	100.0
31	3	7	0	3	49	52	56	52	92.9	41	52	100.0
31a	1	2	0	0	0	4	6	4	66.7	4	4	100.0
32	1	2	0	0	0	7	34	7	20.6	25	7	28.0
33	1	2	0	0	0	7	34	7	20.6	25	7	28.0
34	3	7	14	3	49	55	56	69	100.0	41	69	100.0

76-1500A

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

PART IANALYSIS OF POINTS LOSTSAC Management Control Statement, July 1957

1. Airborne Sorties as a percent of Required - Tanker - Wing Score 10%

Had the same number of sorties been scheduled as were required, the Wing would have received 80% of score. The remaining 20% was lost due to flying 20 additions to the schedule. The majority of both the excess number of aircraft scheduled as required and the aircraft flown but not scheduled occurred during the month of May, when flying hour limitations made scheduling particularly difficult. Considerable improvement in this area is expected in the future by scheduling according to requirements.

2. Percent of Operational Ready and Flyable - Tanker - Wing Score 30%

The 77% operational readiness rate reported for the Wing's Tankers - and the resultant 30% of max score - is mainly a result of the QBC modernization program in effect during the quarter. Other contributing factors were engine changes, an extensive TCC program, addition of H-1 compasses in "F" type aircraft, and preparation for TDY of the ARFFS.

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PART IISPECIAL PROJECTS

1. USCM Scoring - Reference Change 1 to SAC Technical Pamphlet 170-1A. Although the change referenced above does not go into effect until 1 August 1957 this office published and distributed a pamphlet (see inclosure 1 to this report) on the revised method of scoring Unit Simulated Combat Missions. These pamphlets have been distributed to all crew members and maintenance personnel from the Chief of Maintenance down to and including crew chiefs. Also, a briefing was given to all crew members and key maintenance personnel by the Wing Comptroller and the Director of Operations on the necessary steps to be taken in order to obtain the maximum number of points on a Unit Simulated Combat Mission. This briefing stressed the importance of aircraft security measures, proper method and time to declare an aircraft ready, combat reporting, etc. It is believed that with the aid of this briefing and the pamphlet, all personnel will better understand their individual contributions toward a successful mission, thereby raising the effectiveness of this wing on all such type missions in the future.

2. Operational Readiness Reporting

This office is experiencing difficulty in obtaining valid

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Unit Mission Equipment data for the quarterly Operational Readiness Report, R03: 1-AF-V2. The official data source for this information is the monthly Status Report of UME and USE (RIS: CAF-52) - an "End of Month" report prepared by the Wing Supply Officer - but the due date of this report - the seventh calendar day following the "as of date" - is too late for the V2 report as it is due in the office of the Director of Operations, 618th Air Division, not later than the fifth calendar day following the "as of date" in order to meet higher headquarters expense dates. For a report of the magnitude and importance of the V2 report, this office requires a monthly V2 report from each squadron assigned to the Wing with a due date prior to the end of the month. Only the first five items of the report are required - the overall readiness estimate of the unit commander, the non-crew assigned and operationally ready indices, and the UME on hand and operationally ready indices. The other items for the report - aircraft and combat crew data - are obtained from the Maintenance Control and Combat Crew Resources sections.

With the exception of the UME data, information obtained as of the 25th or 26th day of the month usually remains the same as of the last day of the month. But UAL changes and EOL changes are frequently received in the last few days of the month that materially affect the UME on hand percentage of a unit. Also, these changes sometimes result in an index lower than that required by SAC for combat ready status when, in fact, and according to the unit commander's estimate, no regression in combat capability has occurred.

An example of this situation occurred in June. The A-E Maintenance Squadron in its monthly V2 report to this office reported an UME on hand index of 8 - an 81% total of items on hand versus items authorized. This index was lower than the SAC minimum of 9, but a high UME percentage - 92% - reported by the 307th Field Maintenance Squadron - resulted in an index of 9 for the three maintenance squadrons reported as a single unit on the V2.

However, a new and consolidated EOL for the A-E Maintenance Squadron, after posting to unit supply records, resulted in an on-hand UME percentage of only 69% which caused the combined maintenance squadron index for this item to fall below SAC minimum. This fact was not learned by this office until the V2 report had been forwarded to higher headquarters and a correction was forwarded on 8 July. This correction reiterated the remark reported on the V2 that shortages were not considered critical.

The corrected June report for the A-E Squadron also serves as an instance wherein a regression report was required by reason of the SAC minimums established although the unit commander estimated no regression in combat readiness had occurred. Under previous EOL's in the A-E Squadron approximately 4,000 three-eighths inch drive socket sets were authorized. Under the new EOL one-quarter inch drive socket sets became authorized. As none of the newly authorized sets were on hand at the end of the month, the unit must report a shortage of more than 3,000 UME items. The three-eighths inch drive socket sets, although still on hand, serviceable and in use, as excess equipment could not be reported on the 52 report (see paragraph 2b(2), Eighth Air Force Regulation 67-2, dated 3 August 1956). Thus no decrease in capability occurred because the unauthorized drive socket sets

2
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were utilized in accomplishing the tasks requiring use of the new sets. Incidentally, it is pointed out that in Column G of the V2 report - the commander's estimate of operational readiness of his W2B - no regression was reported; an index of 9 is still reported and the SAC minimum for this item is 8.

PART IIISPECIAL SUBJECTWAR DANCE

The date of "War Dance", 12 July, was known by the Wing prior to the preparation of the July 60-9 Maintenance Order. However, since War Dance was not to begin until 0900, the Wing scheduled twelve B-47 sorties for 12 July, with take-offs prior to 0900. This was done to allow the Wing to participate in War Dance and still accomplish flying training.

In accordance with instructions received for Hq SAC just prior to War Dance, however, all sorties scheduled for 12 July were cancelled. The effects of cancelling these 12 sorties were as follows:

1. Management Control Statement - The only item affected was Percent of Scheduled Sorties Airborne as Scheduled-Bomber where the Wing would have scored an additional 10 points, assuming that all 12 sorties would have been airborne as scheduled.

2. V-1 - The Wing was unable to meet the SAC guide lines in item a. - aircraft scheduled deviations for the reports as of 15 and 22 July due to the loss of the 12 sorties.

NOTE: 1 - Under separate letter of transmittal, the tanker operators part of the 1-MC-T35, is being forwarded this date. The tanker T-12 report was not received from the TDY station (APO 23, New York) until 19 August.

NOTE: 2 - As no additional MC-97 costs were reported from the TDY station, the tanker Cost per Flying Hour data reported in the T35 report forwarded on 14 August will not change.

1 Incl:
Scoring Methods for
USC's (3 cys)(Uncl)

William R. Soukup
WILLIAM R. SOUKUP
1st Lt, USAF
Comptroller

~~SECRET~~

0510

~~CONFIDENTIAL~~

PACESSETTER SCORING

<u>SCORABLE ITEMS</u>	<u>MAX POINTS</u>
1. BOMBING ACCURACY	200
2. BOMBING RELIABILITY	150
3. GROSS ERROR RELIABILITY	100
4. EQUIPMENT RELIABILITY	300
5. PERCENT REQUIRED AIRCRAFT AIRBORNE	50
6. PERCENT COMPLETING MISSION	100
7. NAVIGATION RELIABILITY	100
8. HI-JINKS BREAKAWAY MANEUVER:	
SATISFACTORY BREAKAWAY	25
SCORABLE PHOTOGRAPHY	25
9. INDIRECT BOMB DAMAGE ASSESSMENT (IEDA)	
PHOTO RELIABILITY	20
P. I. SCORING ERROR	<u>30</u>
TOTAL POINTS	1100

(1)

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7c-16-N

copy # 46

ATTNMT / * INCL /

05 / /

~~CONFIDENTIAL~~Facemaker Scoring for Crews

1. Bombing Accuracy - Score each CE according to the Bombing Index, and average the indices.

Example

<u>CE</u>	<u>Index Points</u>	<u>Score:</u>
300	207	
900	174	
1700	122	
	<u>496</u>	$\frac{496}{3} = 165.3$

2. Bombing Reliability - Divide the number of reliable runs by the total number of runs scored, then multiply by 150.

<u>Example:</u>	<u>Score:</u>
2 Reliable Bombs	$\frac{2}{3} \times 150 = 100$ points
1 Unreliable	

3. Gross Error Reliability - Divide the number of runs not gross errors by the total number of runs, then multiply by 100.

<u>Example:</u>	<u>Score:</u>
1 Gross Error	$\frac{2}{3} \times 100 = 66.7$
3 Total Runs	

4. Equipment Reliability - Divide the total number of scores earned by four, then multiply by 300.

<u>Example:</u>	<u>Score:</u>
1 Nav Leg Score	$\frac{2}{4} \times 300 = 225$
2 Bomb Scores	
1 Bomb Run Abort	

5. Percent Required Aircraft Airborne - Each crew becoming airborne will receive 50 points. The Wing will be scored by dividing the number of aircraft airborne by the number required, then multiplying by 50.

6. Percent Completing Mission - If scores are obtained for all three bomb runs and the Nav. Leg, score 100 points. If at least one bomb run and/or the Nav. Leg is aborted, Score: 0 Points

7. Navigation Reliability - Score the Navigation CE according to the Navigation Index.

<u>Example:</u>	
Nav CE =	6.5 Nautical Miles
Score:	80.08

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7C-1611

(2)

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8. Hi-Jinks Breakaway - Not a crew scored item.

9. IEBA - Not a crew scored item.

NOTE: Crews that deviate on any bomb run by more than 15 degrees either side of briefed track unless for reasons of weather or other circumstances beyond their control will be penalized three points.

Outstanding Crews - 8AF Lighter Award

All participating crews - combat ready and non-combat ready are eligible.

Requirements are:

Three bomb scores and the Nav Leg must accomplished. CEA must be 1500 feet or less. At least two of the three bombs must be 1500 feet or less. The Nav error must be 15 nautical miles or less.

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BOMBING INDEX

<u>C</u>	<u>E</u>	<u>PTS</u>	<u>C</u>	<u>E</u>	<u>PTS</u>	<u>C</u>	<u>E</u>	<u>PTS</u>	<u>C</u>	<u>E</u>	<u>PTS</u>	<u>C</u>	<u>E</u>	<u>PTS</u>	<u>C</u>	<u>E</u>	<u>PTS</u>	<u>C</u>	<u>E</u>	<u>PTS</u>			
500	200.0		960	170.1		20	140.2		80	110.3		40	80.4		2800	50.5		3260	20.6				
20	198.7		80	168.8		40	138.9		1900	109.0		60	79.1		20	49.2		80	19.3				
40	197.4		1000	167.5		60	137.6		20	107.7		80	77.8		40	47.9		3300	18.0				
60	196.1		20	166.2		80	136.3		40	106.4		2400	76.5		60	46.6		20	16.7				
80	194.8		40	164.9		1500	135.0		60	105.1		20	75.2		80	45.3		40	15.4				
600	193.5		60	163.6		20	133.7		80	103.8		40	73.9		2900	44.0		60	14.1				
20	192.2		80	162.3		40	132.4		2000	102.5		60	72.6		20	42.7		80	12.8				
40	190.9		1100	161.0		60	131.1		20	101.2		80	71.3		40	41.4		3400	11.5				
60	189.6		20	159.7		80	129.8		40	99.9		2500	70.0		60	40.1		20	10.2				
80	188.3		40	158.4		1600	128.5		60	98.6		20	68.7		80	38.8		40	8.9				
700	187.0		60	157.1		20	127.2		80	97.3		40	67.4		3000	37.5		60	7.6				
20	185.7		80	155.8		40	125.9		2100	96.0		60	66.1		20	36.2		80	6.3				
40	184.4		1200	154.5		60	124.6		20	94.7		80	64.8		40	34.9		3500	5.0				
60	183.1		20	153.2		80	123.3		40	93.4		2600	63.5		60	33.6		Over	0.0				
80	181.8		40	151.9		1700	122.0		60	92.1		20	62.2		80	32.3		3500					
800	180.5		60	150.6		20	120.7		80	90.8		40	60.9		3100	31.0							
20	179.2		80	149.3		40	119.4		2200	89.5		60	59.6		20	29.7							
40	177.9		1300	148.0		60	118.1		20	88.2		80	58.3		40	28.4							
60	176.6		20	146.7		80	116.8		40	86.9		2700	57.0		60	27.1							
80	175.3		40	145.4		1800	115.5		60	85.6		20	55.7		80	25.8							
900	174.0		60	144.1		20	114.2		80	84.3		40	54.4		3200	24.5							
20	172.7		80	142.8		40	112.9		2300	83.0		60	53.1		20	23.2							
80	171.4		1400	141.5		60	111.6		20	81.7		80	51.8		40	21.9							

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0580

~~CONFIDENTIAL~~

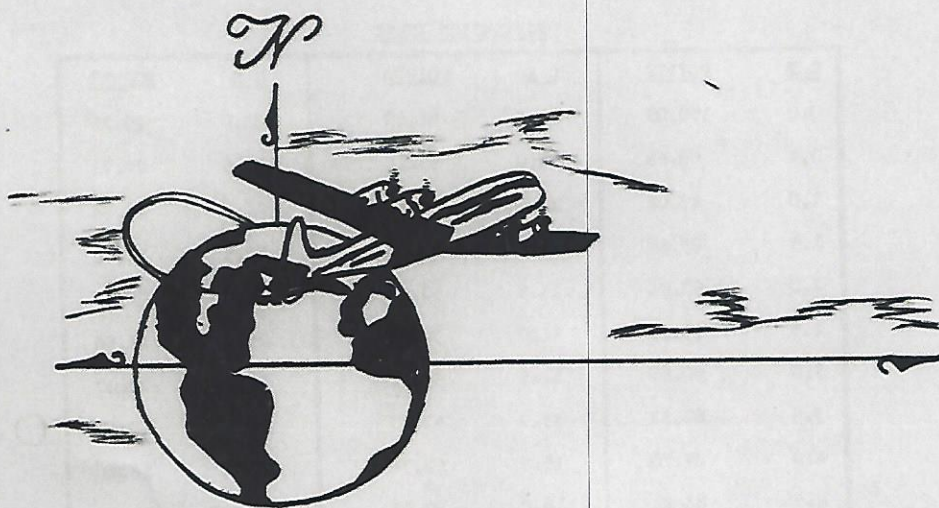
NAVIGATION INDEX

<u>C E</u>	<u>POINTS</u>	<u>C E</u>	<u>POINTS</u>	<u>C E</u>	<u>POINTS</u>
0.0	100.00	11.5	64.68	23.0	29.26
0.5	98.56	12.0	63.14	23.5	27.72
1.0	97.02	12.5	61.60	24.0	26.18
1.5	95.48	13.0	60.06	24.5	24.64
2.0	93.94	13.5	58.52	25.0	23.10
2.5	92.40	14.0	56.98	25.5	21.56
3.0	90.86	14.5	55.44	26.0	20.02
3.5	89.32	15.0	53.90	26.5	18.48
4.0	87.78	15.5	52.36	27.0	16.94
4.5	86.24	16.0	50.82	27.5	15.40
5.0	84.70	16.5	49.28	28.0	13.86
5.5	83.16	17.0	47.74	28.5	12.32
6.0	81.62	17.5	46.20	29.0	10.78
6.5	80.08	18.0	44.66	29.5	9.24
7.0	78.54	18.5	43.12	30.0	7.70
7.5	77.00	19.0	41.58	30.5	6.16
8.0	75.46	19.5	40.04	31.0	4.62
8.5	73.92	20.0	38.50	31.5	3.08
9.0	72.38	20.5	36.96	32.0	1.54
9.5	70.84	21.0	35.42	Over 32	0.00
10.0	69.30	21.5	33.88		
10.5	67.76	22.0	32.34		
11.0	66.22	22.5	30.80		

~~CONFIDENTIAL~~

(5)

7C-1611



RECEPTION PLAN

307th AIR REFUELING SQUADRON

37

WELCOME HOME AFTER A JOB WELL DONE

INCL 1/1

9-3688-E

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

307C

SUBJECT: 307th Air Refueling Squadron Reception Plan

TO: All Personnel Concerned

1. Contained herein is the Reception Plan for the 307th Air Refueling Squadron. Personnel concerned will utilize this plan as a guide in the preparation of detailed unit and section SOPs to facilitate the expeditious processing of incoming Air Refueling Squadron personnel and materiel.

2. Appropriate personnel will complete all arrangements to facilitate reception of the 307th Air Refueling Squadron by 25 September 1957.

FOR THE COMMANDER:

Earlan L. Seawards
EARLAN L. SEAWARDS
Captain, USAF
Adjutant

DISTRIBUTION:

2 D/P 818AD	1 COMDR, 307TH
2 ADJ 307BS	1 COMDR, 818ABG
2 D/P 307BS	2 COMDR, 818 SUP SQ
1 D/O 307BS	1 818FAK
5 D/M 307BS	1 COMDR, 818FS
2 BASE COM TRANS	1 COMDR, 818 INST SQ
1 HQ SQ SEC	2 COMDR, 818APS
22 COMDR, 307ARS	1 COMDR, 818MVS
2 COMDR, 307A&E	1 COMDR, 2nd WEA SQ
2 COMDR, 307FMS	2 COMDR, 307 ARS RE
2 COMDR, 307PMS	

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PART I

GENERAL

1. This plan outlines specific instruction for the implementation of procedures established to facilitate inbound processing of 307th Air Refueling Squadron Aircraft, crews, personnel, and materiel, and the rapid transition of these resources from an in-transient status to a status of alert readiness.

2. Inbound processing of passengers and crews will be conducted in Building 967. Inbound processing of materiel will be conducted in Building 998. Incoming personnel will join their dependents at Building 967. Dependents "waiting" facilities will be available in Building 967. Transportation will be available to transport personnel and baggage from Flight Line to the processing building. Materiel processing will continue around the clock until all incoming materiel is returned to its proper organization.

PART II

RESPONSIBILITIES

1. Passenger-Processing:

a. The Wing Director of Personnel will coordinate with the Air Base Group Director of Personnel in establishing a processing line in Building 967. Said line will include, but will not be limited to, the following stations:

Station 1	Sign In
Station 2	Customs, Aircraft Clearance, Training Forms
Station 3	Maintenance Debriefing
Station 4	Weapon Turn-In
Station 5	Finance
Station 6	Pass and Sign-Out
Station 7	Baggage Pick-Up
Station 8	Refreshments

(1) The Sign-In station will be manned by 307th Bomb Wing Consolidated Personnel Section.

(2) The Customs and Aircraft Clearance station will be manned by personnel of 307th ARS Rear Echelon.

(3) The weapons Turn-In Station will be manned by Supply Representatives of the following affected units:

Hq 307th BW	818th ABC
307th ARS RE	818th OPS
307th FMS	818th SUP
307th A&E	818th FSS
307th PMS	818th APS
	818th INST
	818th MVS

(4) The Finance Station will be manned by personnel assigned to Base Finance, as augmented by finance personnel assigned to the 307th Bomb Wing Consolidated Personnel section.

(5) The Pass and Sign-Out station will be manned by representatives of units listed in sub-paragraphs 1a(3) above, under the supervision of the Wing Director of Personnel.

(6) The baggage Pick-Up Station will be manned by personnel assigned to the office of the Base Commercial transportation Officer.

b. The Base Commercial transportation Officer will provide transportation for inbound personnel from the aircraft to the processing building and from the processing building to the barracks area. Transportation will also be provided for passenger baggage.

c. Suitable refreshments will be provided by the Air Base Group Director of Personnel, working in coordination with the Base Food Service Officer.

d. The Commander, 307th Air Refueling Squadron Rear Echelon will establish procedures for the timely notification of dependents of arrival time of a sponsor's specific aircraft and where said dependent may join sponsor.

2. Materiel Processing:

a. The Base Commercial Transportation Officer will be responsible for the expeditious off-loading of cargo aircraft, the segregation of said cargo, and the delivery of unit cargo to owning units. A twenty-four hour operation will be established and required transportation, equipment, and materiel handling crews will be on hand to insure a continuous operation.

b. Unit Commanders will direct a twenty-four standby operation in order to receive and sign for all materiel delivered

by the representatives of the Base Commercial Transportation Officer. Standby work crews will be available to off-load all delivered materiel. Weapons and ammunition will be signed for and stored as soon as delivered.

c. The Director of Plans will appoint an officer to pick-up, sign for, and store all classified documents. The Base Transportation Officer will provide this officer with a vehicle to be utilized for classified pick-up.

3. Maintenance and Operations:

a. The Commander 307th ARS (Rear Echelon) will appoint aircraft parking crews.

b. The Base Commercial Transportation Officer will provide an aircraft refuse collection vehicle and crews.

c. Station No. 3 Maintenance Debriefing Teams will be provided by the Wing Chief of Maintenance.

d. The Commander, 307th ARS (RE) will provide three refueling crews to refuel all aircraft.

e. The Commander, 307th ARS (RE) will insure that all personal equipment is off-loaded from unit aircraft and returned to storage, within twenty-four hours after arrival of the aircraft.

PART III

PROCEDURES

1. Personnel Processing:

a. Each unit and MATS aircraft arriving at this station with passengers will be met by one truck (1-1/2 ton), and one bus

(30 passenger or larger). Passengers will off-load all hold baggage on the aircraft and place same on the 1-1/2 ton truck provided, which will transport them to the Personnel Processing Center in Bldg. 967. Off-loaded baggage will also be taken to Bldg. 967 for separation and issue.

b. Passengers will be processed by aircraft load in order of arrival.

c. The Wing Director of Personnel will provide personnel and equipment to operate the processing line. Personnel will be processed through seven stations. Processing activities for each station will be as listed below:

Station No. 1 - Sign In

(a) All incoming personnel will sign in on Unit Sign-In Roster provided.

Station No. 2 - Customs and Aircraft Clearances

(a) All incoming personnel will turn in customs declaration forms completed en route. Forms will be complete and signed prior to reaching this station.

Station No. 3 - Maintenance Debriefing

(a) Flight Crews and Crew Chiefs only will be processed at Station No. 3.

Station No. 4 - Finance

(a) Incoming personnel will pick up and sign for per diem checks or cash.

Station No. 5 - Pass and Sign Out

(a) Passes will be issued by the First Sergeant of each

affected organization to designated returnees. Personnel given leave or pass will sign out on sign out roster.

Station No. 6 - Weapon Turn-In

(a) All personnel will turn in their weapons to their respective supply representative who will receipt for same and deliver turned in weapons to the applicable supply for storage.

Station No. 7 - Baggage Pick Up

(a) Incoming personnel will surrender hold baggage claim checks to commercial transportation representatives and pick up their hold baggage. Hold baggage will only be issued to persons holding an authorized claim check. Persons without a claim check must identify baggage and receipt for same prior to baggage pick up.

Station No. 8 - Refreshments

(a) Refreshments will be located in the dependents' waiting room area. Released processess may avail themselves of refreshments after they meet their dependents. Station No. 8 will be divided into three parts: Dependents' waiting room, a kiddie theatre and a refreshment counter. Dependents will not be permitted in the processing section, nor will processees be permitted to see dependents until all individual processing is complete. Dependents automobile parking facilities will be located across the street from bldg. 967, in the parking lot located on "L" Avenue.

2. Materiel Processing:

a. Aircraft Down Loading:

(1) The Base Commercial Transportation will provide crews, equipment, and vehicles for down loading and delivery of all unit cargo to bldg. 998 for unit segregation.

(2) Segregation crews will be on hand at Bldg. 998 to unload vehicles and segregate materiel by unit.

(3) When all unit materiel is received, or at the discretion of the Base Commercial Transportation Officer, unit materiel will be delivered to the unit supply of each organization concerned. Affected Unit Supply Sections will have standby personnel available to off load and sign for unit materiel.

b. Classified Matter:

(1) The Wing Director of Plans will designate a qualified officer with a Top Secret Clearance to collect, sign for, and store all inbound classified matter from each inbound aircraft once said aircraft is parked. Classified matter will then be taken to the wing vault for safekeeping until it can be returned to the responsible agency.

c. Ammunition:

(1) The Base Commercial Transportation Officer will collect all incoming ammunition as each aircraft arrives and deliver same to Bldg. 998 for segregation. Segregated ammunition will be delivered to responsible organization at the same time unit impedimenta is delivered.

3. Requirements:

a. It is requested that the following vehicles, with drivers, be available for the support of activities indicated:

2 Busses	Shuttle run from Bldg. 967 to barracks area
4 Busses	Shuttle run from Flight Line to Bldg. 967.

2 1-1/2 ton trucks	Flight Line to Bldg. 967
2 High Lift Trucks)
2 Fork Lifts (15,000 lb)	} Cargo Shuttle Run, cargo off-loading, and unit supply delivery.
4 1-1/2 ton trucks	
2 Flat Beds	
1 Refuse Truck	Refuse Collection
2 Flat Beds	Personal Equipment Off-Loading the following morning after arrival.

b. Recommend that sufficient Materiel and Personnel Processing crews be available for a twenty-four hour operation. Processing will continue until all aircraft arrive at this station.

c. Suitable signs and barricades will be posted in Bldg 967 to insure full understanding by all personnel concerned.

(1) The Commander, 307th ARS (RE) will prepare facilities for the dependent waiting room and insure that restrictive devices are established to preclude dependents and sponsor meeting prior to completion of sponsor processing.

(2) The Wing Director of Personnel will insure that adequate facilities are available for the rapid processing of personnel in the designated personnel processing area.

(3) The Wing Logistics Officer will insure that personal baggage is rapidly segregated, identified, and issued to all incoming processees in the area designated.

PART IV
OPERATIONS AND MAINTENANCE

1. Aircraft will be parked by 307th ARS RE personnel in 307th ARS parking area, with the first aircraft parking at the west end of the ramp. On parking, the aircraft will be checked out and the tail jack installed. 307th ARS RE personnel will assist in this operation.
2. A refuse truck will report to each parked aircraft to collect garbage which will have been collected and stacked in the aircraft by crews prior to landing.
3. 307th ARS Supply personnel will report to arriving aircraft and collect crew weapons only. Passenger weapons will be turned in at processing line at Bldg. 967.
4. A Wing Plans representative will meet each aircraft to receive classified material which is to be turned in by the classified courier.
5. At the processing station, in addition to regular processing, crews will turn in DD Form 175 and customs declaration which will be completed prior to landing. Supply of custom declaration forms will be shipped to APO 23 prior to redeployment by 307th ARS RE Commander.
6. Maintenance debriefing will be conducted at Station No. 3. At this time SAC Forms 190 and Forms 1 will be turned in. It is imperative that the crew chief accompany each crew through processing and that Forms 1 be taken to processing by each crew concerned. Debriefing will be conducted by 307th Bomb Wing's Chief of Maintenance personnel.
7. Training accomplishment forms, logs, and other forms will be

completed prior to landing and turned-in at processing line. A 307th ARS RE representative will be at processing for this purpose.

8. The following crews will supervise unloading of aircraft by Commercial Transportation: T-36, T-37, and T-08.

9. Aircraft will be refueled to 6,000 gallons Avgas, by the above crews after each aircraft is unloaded.

10. Aircraft will be completely moored at the assigned parking location upon completion of refueling. Dustcovers, pitot covers, boom covers, and ground wires will be connected. Chocks will be in place and tied. Aircraft will be tied down. 307th ARS Rear Echelon will be responsible for aircraft mooring. The area will be policed on completion of the mooring operation.

11. 307th ARS Rear Echelon will unload all personal equipment on the day following aircraft arrival. Said personal equipment will be returned to the personal equipment storage room. All personal equipment should be stacked neatly by the aircrews prior to disembarking aircraft.

PART V

PRE RE-DEPLOYMENT REQUIREMENTS

1. The Commander, 307th Air Refueling Squadron will provide the 307th Bomb Wing Logistics Section with the complete re-deployment load plan, indicating proposed passenger and materiel loads for both unit and MATS aircraft. Said plan must be forwarded to reach Lincoln AFB not later than 23 September 1957.

2. The Commander, 307th Air Refueling Squadron will provide the Wing Director of Personnel a roster of passengers by aircraft load

indicating passenger name, rank, serial number, organization, and telephone number and address of dependent desired notified of arrival.

3. Changes to initial aircraft load roster will be sent to Lincoln AFB, Attention: Commander, 307th ARS Rear Echelon, immediately upon departure of aircraft, by TWX. Following is a sample of TWX Format:

/PRIORITY/

COMDR 307AREFS APO 23 NY NY

COMDR ADIV, 818 LINCOLN AFB NEBR, ATT

COMDR 307AREFS RE

~~/CONFIDENTIAL/~~ZIPPO _____

UNIT AIRCRAFT TRIP NO _____, TAIL

NO _____ PAX 30, DEPARTED

THIS STATION 0942 Z 1 OCT 1957.

ROUTE: DIRECT ETA _____.

DELETE:

A/IC ROSSI, ALFREDO V. AF 11261286 8180PS

ADD

A/IC SMITH, FRANKLIN D. AF 17374853 8180PS

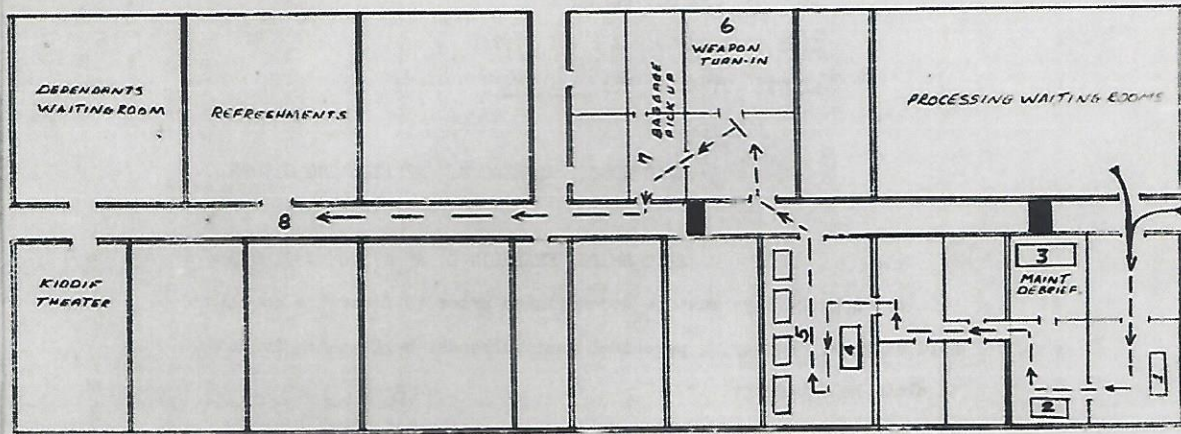
4. Baggage tags must be accomplished prior to departure on all hold baggage. Deploying personnel must surrender baggage tag in order to claim hold baggage.

5. Ammunition should be shipped in unbroken lots aboard each passenger and cargo aircraft.

6. All cargo must be properly manifested and manifests supported by required AF Forms 104C covering each box shipped.

7. Re-deployment load lists should indicate aircraft loads carrying classified matter.

PROCESSING FLOOR & FLOW PLAN
BLDG 967



0 2 4

UNCLASSIFIED

PRIORITY

COMAIRDIV 818 LINCOLN AFB NEBR

COMAF 8 WESTOVER AFB MASS

UNCLASSIFIED/307DM 9-020 . SUBJECT: MONTHLY MAINTENANCE AND FLYING
ACTIVITY REPORT, RCS: 2-8AF-A6 FOR 307BWM FOR PERIOD 1 - 31 AUGUST 1957.
PART I. 307BWM B-47E TYPE ACFT.

A. ONE (1) B-47E/53-4208/15 AUG 57/4 SEP 57/ACFT CANCELLED 21 AUG DUE TO
ALERT. DEVELOPED FUEL LEAK ON 23 AUG AND RE-LEAKED TWICE. ACFT ON SOAK
CHECK 31 AUG 57. ESTIMATED TO FLY 4 SEP 57.

B-1. 2/9.0

B-2. B-47E/53-4208/NEGATIVE. B-47E/53-1917/NEGATIVE

B-3. NEGATIVE

C. 273/1750 TWO SEVEN THREE/ONE SEVEN FIVE ZERO

D. 244/1604:55 TWO FOUR FOUR/ONE SIX ZERO FOUR: FIVE FIVE (INCLUDES 11
ONE ONE TEST FLTS FOR 33 THREE THREE HOURS AND 13 ONE THREE INBOUND FERRY
FLIGHTS FOR 19 ONE NINE HOURS.

E. 67 SIX SEVEN PER CENT.

F. 91 NINE ONE LOST. TWENTY (20) DUE TO HIGHER HQ ALERT, TWO (2) OPS CANX,
SEVEN (7) WX CANX, FOUR (4) DUE TO HIGHER HQ (PACESSETER), TWENTY ONE (21)
MAINT CANX (NINE (9) FUEL SYSTEM MALF, TWO (2) RETRACTION MALF, FIVE (5)
MA7A SYSTEMS MALF, FOUR (4) ENGINE MALF, AND ONE (1) PERIODIC) AND THIRTY-
SEVEN (37) NOT SCHEDULED (THREE (3) ACFT AT SES, FIFTEEN (15) HIGHER HQ ALERT,
THREE (3) OPS, ELEVEN (11) HIGHER HQ PACESSETER, AND FIVE (5) MAINT MALF.

G. 89 EIGHT NINE PER CENT

H. 27 TWO SEVEN LOST REASONS REPORTED IN ITEM "F".

This is a true certified copy:

Fred D. Wood
FRED D WOOD
2/Lt, USAF
RAA Officer

UNCLASSIFIED

COMAIRDIV 818 LINC IN AFB NEBR

2-8AF-A6 FOR PERIOD 1 - 31 AUG 57 CONT'D

Y. 5167 FIVE ONE SIX SEVEN

L-1. 7/6.7 SEVEN/SIX POINT SEVEN.

L-2. 3.7 THREE POINT SEVEN.

L-3. 3.0 THREE POINT ZERO

L-4. NEGATIVE

M. 260/1600 TWO SIX ZERO/ONE SIX ZERO ZERO.

N. MOST IMPORTANT CONTRIBUTION OF MDCAU FOR AUGUST 1957, EXCELLENT MANNER AT WHICH THEY KEPT THE COMMANDER POSTED. POSTED FOR THE EVENTS IN BOTH ~~PAGE 56K~~ ^{PAGE 56K} VIII AND USCM EXERCISE. THIS CONSISTED OF INFORMATION REGARDING REASONS FOR LATE TAKE-OFFS, DEFICIENCIES ENCOUNTERED, CORRECTIVE ACTION TAKEN, AS WELL AS CURRENT INFORMATION REGARDING WEAPONS AND GUNNERY AND TIME ACFT WERE IN COMMISSION.

O. 35/MD-3/802/782/35/29/227L/7L 12/C-21/6/6/0/0/15/100
 8/A-1/24/24/0/0/226/100 9/B-12/27/27/3/4/13/80
 13/A-3 COOLER/23/23/0/3/36/60 29/BT-400/0/0/0/0/0/33
 27/F-4/0/0/0/0/0/7L 1/SPRAY CLEANER/23/23/0/0/50/100
 19/LOW AIR COMPRESSOR/87/87/0/2/218/70
 7/HIGH AIR COMPRESSOR/70/70/0/4/735/45
 3/MA-1 BOLDNER/31/31/0/0/93/100
 5/HYD TEST STAND/31/31/0/0/326/100

PART II 307 AREFS

TO BE DISPATCHED DIRECT YOUR H FROM TBY LOCATION

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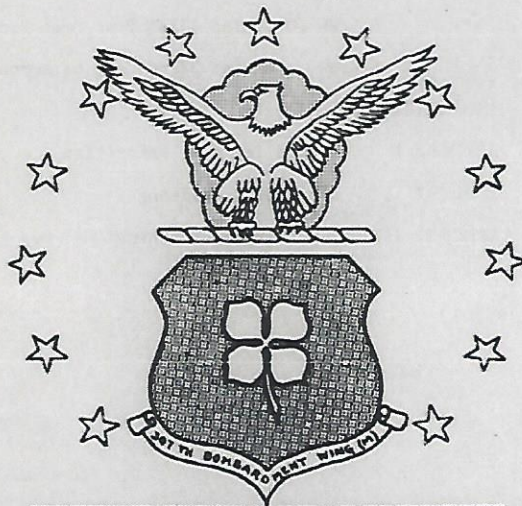
Fred D. Wood
 FRED D WOOD
 2/Lt, USAF
 R&A Officer

PAGE 2 OF 2 PAGES

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307th
Bombardment
Wing



OPERATIONS PLAN
AUGUST 1957

INDEX

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OPERATION PLAN NO. 202-57, DATED 1 AUGUST 1957

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ANNEX B FLYING TRAINING

ATTACHMENT 1 307th Bomb Wing Standardization Schedule

2 307th Bomb Wing Tanker Schedule

3 Crew Schedules 370th Bomb Squadron

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ANNEX C GROUND TRAINING

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OPERATION PLAN

Serial No. 202-57

CHART AND MAP REFERENCES: As required.TASK ORGANIZATION:

(1) 370th Bombardment Squadron	Lt Col Raleigh D. Smith
(2) 371st Bombardment Squadron	Lt Col Jesse E. Stay
(3) 372nd Bombardment Squadron	Lt Col William E. Miller
(4) 307th Air Refueling Squadron	Lt Col Oliver E. Fowler
(5) 307th Headquarters Squadron	Captain Robert W. Gottlieb
(6) 307th Armament & Electronics	Lt Col Ralph L. Smith
(7) 307th Field Maintenance Sqdn	Lt Col Herbert J. Tillapaugh Jr
(8) 307th Periodic Maintenance	Lt Col Howard G. Johns
(9) 307th TAC Hospital Squadron	Captain Kent K. Scholl

HEADQUARTERS

307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 August 19571. GENERAL SITUATION:

August will be a special training month as prescribed by SAC Reg 50-8. The general pattern of flying will be approximately 12 B-47 aircraft per day. Flying will be conducted Monday through Friday with special missions as indicated in paragraph c below. The training criteria established by 8AF for combat crews are as follows:

a. Each combat ready crew which has not met the following standards will be required to accomplish flying training in the substandard categories indicated by the number in parenthesis.

<u>ITEMS</u>	<u>STANDARD</u>
(1) Radar RBS Direct	(6) 85%
(2) Grid Celestial Navigation	(2) 85%
(3) Nite Celestial Navigation	(2) 85%
(4) Gunnery Missions	(1) 75%
(5) Big Photo Record Runs (V Crews Only)	(2) 85%
(6) Big Snow Runs (Not required by V Crews)	(2) 85%

b. Each available integral non-ready crew, and each non-ready crew member will be programmed to fly a minimum of 35 hours.

c. Each available crew member will accomplish Ground Training as follows:

- (1) SAC Reg 50-2h Training - 3 ready crews per squadron
- (2) T-1A Trainer - One hour per ready co-pilot
- (3) A four hour special survival lecture - All ready crews

Opn Plan No. 202-57

(4) TDY Training (See Annex C)

(5) Other Training prescribed by the Wing (See Annexes C and D)

2. MISSION: Each Tactical Squadron will provide the necessary aircraft and aircrew to accomplish the following:

a. 370 Bomb Squadron

(1) Accomplish the objectives of paragraph 1 above.

(2) Upgrade non-ready crews and individuals at the maximum rate. Crews N-19, 20, 21, 23 and 24 and co-pilots Brunelle and Holst should be upgraded by 31 August. N-27 will fly twice per week upon return from Stead AFB.

(3) Complete SAC Reg 51-19 Check-outs on Col Read, Lt Col Smith, Capt Messer, Lt Col Thompson and Capt Scott.

(4) Accomplish the requirements prescribed in Annexes A through D.

b. 371 Bomb Squadron

(1) Accomplish the objectives of paragraph 1 above.

(2) Upgrade non-ready crews and individuals at the maximum rate. Crews N-48, 50, 53, 56, and co-pilots Kovacich and Sawyers should be upgraded by 31 August.

(3) Complete SAC Reg 51-19 Check-outs on Col Nowell, Col Hardison, Lt Col Stay and Maj Dorothy.

(4) Accomplish the requirements prescribed in Annexes A through D.

c. 372 Bomb Squadron

(1) Accomplish the objectives of paragraph 1 above.

(2) Upgrade non-ready crews and individuals at the maximum rate. Crews N-76, 81, 82, 83, 84, 85, 86 and co-pilots Forgas and Drum should be upgraded by 31 August.

(3) Complete SAC Reg 51-19 Check-outs or recheck on Maj Griffin, Maj Farley, and Lt Col Rotter.

(4) Accomplish the requirements prescribed in Annexes A through D.

d. All Units

(1) All units will monitor scheduling progress and training accomplishments of assigned personnel.

(2) Tactical Squadrons will prepare weekly crew schedules which will include Target Study (if applicable) and critique for each mission.

(3) APS 54 Equipment will be operated on each integral crew training mission except pilot proficiency and 51-19 sorties. This time will be listed in the remarks section of the mission accomplishment report.

(4) Each Squadron will accomplish a minimum of 4 ROMEO runs prior to 9 August. Details of run procedures will be obtained from the ECM Section.

3. TASKS FOR SUBORDINATE UNITS:

a. All units will provide personnel and aircraft to accomplish the training required in the schedules contained in Annexes A through E.

4. LOGISTICAL MATTERS: See Annex E.

5. COMMAND AND SIGNAL MATTERS:

a. Communications: Communications will be in accordance with current established procedures and command CEI's.

- (1) The Operations Communication Center will be the Wing Control Room
- (2) The Logistics Communications Center will be the Wing Maintenance Control.
- (3) Central Standard Time will be used.

b. Command:

- (1) 307th Bombardment Wing CP - Headquarters, 307th Bombardment Wing.
- (2) Commander, 307th Bombardment Wing; Colonel Elkins Read Jr, Deputy Commander, 307th Bombardment Wing; Colonel Robert B. Nowell.

ELKINS READ JR
Colonel, USAF
Commander

ANNEXES:

- A - Intelligence - Omitted
- B - Flying Training
- C - Ground Training
- D - Rosters and Meetings
- E - Maintenance

DISTRIBUTION:

307BWG HQS	30 cys (25 copies less Annex E)
370BSC	25 cys (22 copies less Annex E)
371BSC	25 cys (22 copies less Annex E)
372BSC	25 cys (22 copies less Annex E)
307AREFSC	28 cys (28 copies less Annex E)
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307FMSC	2 cys
307PMSC	2 cys
307HQ SBC Comdr	2 cys
307TAC Hospital	1 cy

Opn Plan No. 202-57

3

INFORMATION COPIES:

Eighth Air Force	5 cys
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98BWG	2 cys
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ANNEX E:

As indicated above plus	
307BWG Chief of Maintenance	20 cys
8AF Director of Materiel	3 cys

OFFICIAL:

A. E. Aenchracher
Major USAF 70
 A. E. AENCHRACHER
 Lt Colonel, USAF
 Director of Operations

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 August 1957

ANNEX "B" (FLYING TRAINING) TO OPERATION PLAN NO. 202-57

1. GENERAL: During August this Wing will fly 1700 hours in 265 sorties scheduled in Annex E.
2. PRIORITIES & TIME ALLOCATIONS: The priorities of flying training and the hours allocated to each are as follows:

1. Requirements of AFR 60-2	Concurrent with other flying
2. Higher Headquarters Directed	
a. SES (CR Crews)	(56)
b. "BEN DAVIS" (CR Crews)	(32)
c. Pace Setter VIII	(195)
d. B-36 Crew Indoctrination	42
3. Integral MCR Crew Training	702
4. Individual NR Training	140
5. Ready Crew Training	750
X. Ferry, Test, Deversion, Etc	<u>66</u>
	TOTAL 1700

3. SPECIAL PROJECTS:

a. 7 August - Practice Pace Setter - All participating crews which have not completed the mission will be scheduled. Remaining crews will be selected from other participating crews. All aircraft this day will be used for the mission. General Briefing 6 August at 0900 at the Wing Briefing Room.

b. 1-31 August - General Preparation for "Cobra Killer". All participating crews will accomplish complete mission planning, two hours of target study on each target complex, and one ultra-sonic run on each target. This is to assure any crew's capability to fly any position in either cell. ECM crews flying Pod Equipped Aircraft need study only the target assigned to the number 2 aircraft in both Alpha and Bravo cell.

c. 20 August - SAF Ops Plan 239-57 (Ben Davis). Four ready crews, one each from 370 and 371, and two from the 372nd, will participate in a special training mission. Crews designated will report to the Bomb Navigation Section at 0800, 16 August for Special Instructions and mission planning. A general briefing will be held 19 August 1957. Each crew will accomplish 6 hours of Target Study on these targets.

ANNEX B to Opn No. 202-57

d. 26-30 August - Pace Setter VIII. Designated crews will fly a bomber stream mission launching in two waves on 28 and 29 Aug. General and Specialized Briefing will be held in the Wing Briefing Room on 26 August, at 0900.

27 August - Mission Planning

28 August - Launch first wave

29 August - Recover first wave & Launch second wave

30 August - Recover second wave

Each crew will accomplish 3 hours of Target Study on each Pace Setter VIII Target.

e. 25-31 August - B-36 Indoctrination for three crews (2-307th, 1-98th) Project Officer is Major Farley (Ext 8006-8014). Squadrons will provide Ground School and Flight Instructors as follows:

(1) 370 Bomb Squadron

1 Personal Equipment issue (3 crews) and instruction on use and care.

2 Flight Instructor (IP) who will ~~also~~ conduct training in mission planning and aircrew preflight procedures.

(2) 371 Bomb Squadron

1 B-47 Performance

2 Air Refueling System B-47 and KC-97

3 Tactical Doctrine

(3) 372 Bomb Squadron

1 Flight Instructors - who will also give mission supervision.

2 Navigation and Bombing Coordination, and Radar Navigation procedures.

(4) 307 A&E

1 Gunnery System Familiarization

(5) Base Training Flight

1 Simulator

2 C-11

f. ECM Modification: The following aircraft are scheduled for flights from Marietta, Ga., as indicated below. Squadron designated will furnish the ferry crew and request orders. Dates are tentative.

<u>DATE</u>	<u>ACFT</u>	<u>SQDN</u>	<u>DESTINATION</u>
5 Aug	217	372nd	Lincoln AFB
6 Aug	227	371st	Lincoln AFB
12 Aug	917	372nd	Lincoln AFB
14 Aug	222	370th	Lincoln AFB

g. Aircraft for a special Ground Training project will be furnished the 818AD (Ref 8AF/SECRET/INT3C 25726 dated 18 July 57) as follows:

<u>DATE</u>	<u>E BOMB BAY</u>	<u>F BOMB BAY</u>	<u>G BOMB BAY</u>
13	0	1	1
14	1	0	1
15	0	1	1
16	1	1	0

Aircraft to be ready at 0800 on the dates shown, with a loading monitor present at that time.

4. COMBAT READY CREW TRAINING: Each ready or above crew will be programmed to attain the proficiency levels shown in paragraph 1 of the basic Operations Order.

5. NON-READY TRAINING: Each non-ready crew or individual will be scheduled for a minimum of 35 hours during August to insure completion of the goals set above.

. BOMBING COMPETITION CREWS: Bombing Competition crews will fly on 5, 9, 14, 22 and 28 August, under the previously established competitive missions. Project officer is Major Simpkins (Ext 617).

7. STANDARDIZATION: The following crews will be standardized during August in accordance with the schedule attached (See Attachment I to Appendix A): 16, 20, 23, 24, 21, 48, 50, 53, 56, 76, 81, 83, 85, 86, 19.

8. SES PREPARATION: These crews will report to Strategic Evaluation Squadron on 19 August. These crews will fly on 1, 8, and 15 August, Special Training schedules have been published separately.

L-08 Brooks

L-61 Holden

L-71 Kohlscheen

9. TEST FLIGHT CREWS: Two primary test flight crews will be designated these crews will be on duty from 15 August to 15 September. They will report for duty to the Quality Control Officer and will not be available for any other duty. One crew each will be designated by the 370th and 371 Bomb Squadrons. 307EWG Sup 1 to 8AF Reg 66-1 is being revised to reflect the above policy. Crews concerned must be on orders as test flight crews. These crews are:

370 Bomb Squadron	R-19 Pauza
371 Bomb Squadron	R-31 Ames

STANDARDIZATION		SCHEDULE FOR MONTH OF AUGUST																												SQUADRON	
AIRCRAFT AND/OR CREW	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	31								
09											AR			O																	
16						E		IP		O																					
19		O		AR																											
20	E		P					AR			O																				
21						E		AR			O																				
23	E		O					P			AR																				
24								E			P		O													AR					
26						E					P																				
48	E			P				O				AR																			
50											E			O		AR										P					
53						E					P		O													AR					
56				E				P																							
76						E			P																						
81											E				O	AR											P				
82				AR																											
83						E			P						O	AR															
84													SPO																		
85						E						O																			
66																											AR				

STANDARDIZATION SCHEDULE FOR MONTH OF AUGUST
 ATTACHMENT #1 To Opn Plan 202-57

TANKER SCHEDULE FOR MONTH OF <u>AUGUST</u>																				SQUADRON									
AIRCRAFT AND/OR CREW	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	TOTAL						
370th for 4060			1	1	2	2	1	2	2	1	2	1	2	2	2	1	1	2											
370 for 321			1			1				1	1				1	1	1												
371 for 4060			1	2	2	3	1	2	2	2	2	1	2	2	1	2	1	1											
371 for 321						1		1		1		1			1	1		1											
372 for 4060			2	1	1	2	1	2	2	2	1	1	2		2	2	1	2											
372 for 321						1		1			1				1		1												
TOTAL 321			1			3		2		2	2	2			3	2	2	1					20						
TOTAL 4060	7	1	4	4	5	7	3	6	6	5	5	3	6	6	5	5	3	5					86						
WING TOTAL	7	1	5	4	5	10	3	8	6	7	7	5	6	6	8	7	5	6					106						
	4060 - DOW AFB																												
	321ST - LOCKBOURNE AFB																												

SI-MDC FORM 341 PREVIOUS EDITION IS OBSOLETE FEB 1970

ATTACHMENT II TO ANNEX B OPERATION P NO. 202-57

SCHEDULE FOR MONTH OF <u>AUGUST</u>														<u>370th Bomb</u> SQUADRON																
AIRCRAFT AND/OR CREW	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	31							
27 Myers																														
03 Koudsi					F																									
10 Shaver	F			F				F				F						F					F							
15 Trudeau	-	-	-	-	LEAVE					F						F						F								
22 Smith	F			F			F		F	SW	SW	SW	F		F			F												
06 Crook	Alt Indoc						F			F			IP SB										F							
11 Biggs		F SB																					F							
19 Pauza		O		SB AR			F																- TEST FLIGHT - 30 DAYS							

AIRCRAFT CREW	SCHEDULE FOR MONTH OF AUGUST																	370th Bomb Squadron														
	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	
16 Ecelbarger																																
13 Clark																																
12 Dance																																
23 Hepler																																
20 Knight																																
24 Burkett																																
02 Sullivan																																
02																																
25 Crooks																																
14 Mills																																
18 Howard																																
08 Brooks																																
26 Klinek																																
09 Chappelle																																
21 Christians																																

ATTACHMENT #111 To Opn Plan 282-57

0612

SCHEDULE FOR MONTH OF AUGUST													371st Bomb SQUADRON																		
AIRCRAFT AND/OR CREW	1	2	5	6	7	8	9	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	31								
31 Ames						CP	MP																								
33 Minnick																															
36 Darden																															
37 Bifford																															
39 Hoffman																															
40 Guy																															
41 Peterson																															
43 Williams																															
45 Behan																															
48 Ferrara																															
49 Bath																															
50 Coley																															
51 Poughtby																															
52 Pearce																															
53 Masserini																															
54 Howell																															
55 Mitchell																															
56 Domino																															

ATTACHMENT # IV To Opn Plan 208-57

0013

SCHEDULE FOR MONTH OF <u>AUGUST</u>		<u>371st Bomb Squadron 4000000</u>																																			
AIRCRAFT TYPE MODEL		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					
N-57	Doerflack	F																																			
N-58	Marvel	MP																																			

SCHEDULE FOR MONTH OF APRIL		372 Bomb SQUADRON																																	
WINGMAN	AND/OR	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			
61	Holden	F							F																										
62	Hill																																		
63	Stier																																		
64	Mann																																		
65	Phillips																																		
66	Wheeler	TEST																																	
67	Morrison																																		
68	Kohlscheer																																		
69	Terry																																		
70	McCally																																		
71	Dodge																																		
72	Hornet																																		
73	Heller																																		
74	Myers																																		
75	McKenzie																																		
76	Berrandson																																		
77	Purford																																		
78	Bertin																																		

ATTACHMENT # V To Ops Plan 200-57

0615

SCHEDULE FOR MONTH OF AIRMILE

AIRCRAFT AND/OR CREW	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
84 Meeks	P					F			F						SB						F						-	-	-	-	
85 Parks		F												F								F									
86 Parker					F	F			SB	E						SB						SB	AR			F					
87 Miller																															

- 372-Bomb -

APPENDIX I
TO
ANNEX C
TO
OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 August 1957

GROUND TRAINING PRIORITIES

1. GROUND TRAINING PRIORITIES:

Ground Training will be given equal priority with flying training. (Reference SAC Reg 50-8) specific ground training priorities for August are listed by priority as follows:

a. B-47 Aircrews:

- (1) TN Delivery course, McConnell AFB
- (2) Advanced Survival, Basic
- (3) Advanced Survival, Refresher
- (4) SAC Regulation 50-24, Phase II, Annex I & II
- (5) OQ Gunnery Training, Schilling AFB
- (6) Physiological Training, Schilling AFB

b. KC-97 Aircrews:

- (1) KC-97 Simulator Training, Schilling AFB
- (2) KC-97 MTD, Schilling AFB
- (3) SAC Reg 50-24, Phase II, Annex I & II

c. Non Crew Training:

- (1) SAC Reg 50-24 Annex I
- (2) Physiological Training, Schilling AFB

2. August is the second month of Phase II Ground Training period. Positive emphasis will be placed on the requirements of SAC Regulation 50-24.

APPENDIX I
ANNEX C To Opn Plan No. 202-57

APPENDIX II
TO

ANNEX C
TO

OPERATIONS PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 August 1957

ASSOCIATED TRAINING

1. INSTRUMENT GROUND SCHOOL: The Base Instrument Ground School will be conducted in Rm 26, Bldg 1230, (Base Ground Training Bldg) on the 1st and 3rd Mondays and Tuesdays during August. Classes will commence at 0800 hours on the 5th and 6th of August and at 0800 hours on the 19th and 20th of August. All pilots in need of Instrument Card renewals must complete six hours of Link Trainer (C-11 or P-3) within the previous six months, a class III Physical Examination, review individual Forms 5's, attend the Instrument Ground School Course prior to the flight check and complete 3 non radar approaches (hood or weather) and 3 radar approaches (hood or weather) within the last 6 months prior to Instrument Flight Check. (AFR 60-4 dated 24 Jun 57)

All pilots listed below will be scheduled to attend one of the Ground School classes.

<u>370</u>		<u>371</u>	
<u>NAME</u>	<u>DATE OF EXPIRATION</u>	<u>NAME</u>	<u>DATE OF EXPIRATION</u>
Biggs	8 Aug	Behan	29 Sep
Knight	27 Aug	Hofman	6 Sep
Crook R. D.	10 Oct	Masserini	30 Oct
Morrison H. C.	25 Oct	Freeman I. D.	Oct
Book	12 Nov*	Titzer	18 Sep
Arnold	4 Aug	Marvel	1 Oct
		Meeks G. E.	10 Oct
		Daniels	8 Sep
		Coffin	23 Aug
		Howell	29 Oct
		Darden	14 Nov*
		STAFF	
		Col Read	9 Sep
		Col Aenhbacher	2 Sep
		Col Nowell	3 Sep
		Maj Kutscher	28 Aug

* Indicates that these officers not eligible to attend Instrument School on 5 and 6 Aug as this class does not fall within the required 90 days.

2. INSTRUMENT SCHOOL INSTRUCTORS: The 307th Bomb Wing will provide the instrument school unit instructors on the 19th and 20th of August 1957 for subjects listed below:

MONDAY 19 AUGUST 1957

Primary	Capt Ferrara	371BS	Radio Aids to Nav	0830-1130
Primary	Capt Hodres	371BS	Instruments	1230-1330
Primary	Capt Koulsi	370BS	Publications & Computers	1330-1630

TUESDAY 20 AUGUST 1957

Primary	Capt Heller	372BS	Rules & Regulations	1000-1200
---------	-------------	-------	---------------------	-----------

3. INSTRUMENT TRAINER (PILOTS): Link Trainer time is allocated to squadrons as follows:

a. C-11 Link Trainer (B-47):

Aug	1	2	5-8	9	12-16	19-23	26-30
0800	371	371	372	372	370	371	372
1000	372	372	370	370	371	372	370
1300	370	SES	371	SB	372	370	371
1500	SB	371	372	SB	370	371	372

a. P-3 Link Trainer (KC-97): This trainer will be available to the 307th Air Refueling Squadron rear echelon personnel by direct request to the 98th Air Refueling Squadron, Ext 419.

h. PHYSIOLOGICAL TRAINING: Quotas for Physiological Training are allocated as follows:

Refresher Course

		370	371	372
1 Aug		Crook Koulsi Flynn	Masserini Webber	Meeks Punford
5 Aug		None	McFarling	Kohlscheen
14 Aug	(2)	_____	(2) _____	Myers Welch

Basic Course

PMS	371	FMS
A/3C Fowler	A/1C Paulian	A/1C Blasingame
A/3C Spencer	A/1C Perez	A/2C Villain

NOTE: All personnel attending this training will have accomplished a current flight physical examination within the previous (12) twelve months. Air Force Form 702, "Physiological Training Record" and a certificate of the flight physical examination will be in the possession of each individual. Personnel will report to Lt Gleason, OIC, 9th Altitude Chamber Indoctrination Flight, Schilling AFB, Kansas, NLT 0730 hours on training day indicated. Individual oxygen equipment may accompany individual, if possessed.

5. MONTHLY MEETINGS:

a. Wing Commanders Call: Will be held at the Base Theater on Monday, Aug 57. The following schedule is established.

0730-0830 - Officers and First Three Graders
0840-0940 - Airmen below the grade of Staff Sergeant

b. Character Guidance: Will be held at the Base Theater on Monday, 12 Aug 57. The following schedule is established.

0800 - Officers
0830 - NCO's
0900 - Airmen

c. Flying Safety: Tactical Squadrons will accomplish flying safety requirements within their organizations.

6. NON-CREW TRAINING:

a. Annual SAC Reg 50-24 Associated Training Requirements: The annual requirements for all non-combat crew personnel, both officers and airmen, may be accomplished by attending classes conducted at the Base Theater on 14 Aug commencing at 0730 hours and continuing through 1700 hours. All organizations of this Wing will send 10% of their "present for duty" strength to this training. The Squadron Commanders will appoint an officer, non-commissioned officer or responsible airman for the training day for the purpose of taking attendance. The individual appointed will be responsible that his organization's personnel are in their seats on time and that they attend each period of training scheduled. The 818th Air Base Group Form 1T(99) will be utilized for taking attendance. The Form will be prepared in advance by the orderly room and given to the individual designated for taking attendance prior to first scheduled class. The bottom portion of the form will be detached at the end of the day's training and turned into the Base Training Representative during the last scheduled hour of training. The individual taking attendance will return the top portion of the form to the orderly room for recording the information on SAC Forms 293. The following schedule will be followed on the training day of 14 August:

APPENDIX II
ANNEX B To Opn Plan No. 202-57

0730 to 0800 Introduction
0810 to 0900 Supply Discipline
0910 to 1200 Chemical, Biological and Radiological
1200 to 1300 Lunch
1310 to 1400 Medical Training
1410 to 1500 Air Base Defense
1510 to 1600 SAC Mobility
1610 to 1700 Fire Protection

b. Arms Qualification: The small arms range will be closed until further notice.

APPENDIX IIITOANNEX CTOOPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 August 1957

B-47 AIRCREW TRAINING

1. B-47 PHASE II BLOCK TRAINING: The maximum number of B-47 Ready or Lead Crews will be scheduled from the three (3) squadrons weekly to accomplish Phase II of Block Training during the month of August. Crews designated for this training will be placed on Wing Special Orders TDY to the Base Training Flight for the period of training. Squadrons will be responsible for submission of orders request for this training. Crews or crew members will not be withdrawn from training without the approval of the Wing Director of Operations. This training will commence 0830 hours on the dates indicated and continue for five (5) training days.

29 July through 2 August
5 August through 9 August
12 August through 16 August
19 August through 23 August
26 August through 30 August

2. INFLIGHT MAINTENANCE TRAINING: Each B-47 Observer must accomplish two (2) hours of this training during each month as specified by SAC Reg 50-24. Classes will be conducted from 1400 hours to 1600 hours daily at the A&E Building. A maximum of three (3) observers per day will be scheduled from each squadron for this training.

3. SPECIAL WEAPONS:

a. Special Weapons Academic: Phase II Special Weapons Academic Training will be conducted from 1 April through 30 August 1957. Training will consist of twenty (20) hours of instruction, normally taught on three consecutive days, Wednesday through Friday, of each week. Classes will start at 0830 hours each day. Squadrons will program sufficient crews weekly to enter this training on their squadrons projections to insure completion of all combat ready crews by 30 August 1957. The following periods are available:

August 7, 8, 9
August 14, 15, 16
August 21, 22, 23
August 28, 29, 30

b. Flight Line Exercise: All ready and lead crews are required ~~one~~ (1) exercise per training Phase. A minimum of one (1) crew per squadron per day will be scheduled for this training. Arrangements for this training exercise must be made by coordinating with the Special Weapons Officer at the weekly 60-9 meeting.

c. Simulator Training: (UDT) Each combat ready crew will be required to receive three (3) hours of simulator training each phase. Squadrons will schedule one (1) crew each day. Crews will report to Bldg 1472 at 0830 hours or 1300 hours, daily.

4. SYNTHETIC TRAINERS:

a. T-2A Ultrasonic Trainer: This trainer will be available to the Squadrons at times and dates indicated below. Crews with EWP assignments will utilize these periods to accomplish the minimum requirements of five (5) runs per month for both primary and alternate target assignments (re: paragraph rc(2), 8AF Reg 50-2.) EWP target plates will be available at the Target Intelligence Section, located in Building 968. EWP ultrasonic training will be supervised by the Target Intelligence personnel. It is desired that complete crews participate in EWP ultrasonic training.

T-2A Trainer

August	1 - 2	5 - 9	12 - 16	19 - 23	26 - 30
1230	371	372	370	371	372
1330	372	370	371	372	370
1430	370	371	372	370	371
1530	371	372	370	371	372

T-3 Trainer

Same as above.

NOTE: If additional Ultrasonic Trainer time is required, late evening periods may be arranged by contacting Wing Ground Training, Extension 8036.

b. T-1A Gunnery Trainer:

August	1	2	5	6	7	8	9	12	13	14	15	16	19
1230	370	370	SB	SES	371	SB	371	SB	372	372	SB	SB	370
1330	371	371	SB	SES	372	SB	372	SB	370	370	SB	SB	371
1430	372	372	98*	SES	370	SB	98	SB	371	371	SB	371	372
1530	370	370	98*	SES	371	SB	98	372	372	372	SB	372	370
August	20	21	22	23	26	27	28	29	30				
1230	370	370	370	370	371	371	371	371	371				
1330	371	371	371	371	372	372	372	372	372				
1430	372	372	372	372	370	370	370	370	370				
1540	370	370	370	370	371	371	371	371	371				

* Periods for this day have been exchanged with the 98th Bomb Wing and are allocated as follows: 0830 370, 0930 371.

c. B-47 Flight Simulator: Each combat ready aircraft commander and pilot will be required to fly two (2) three (3) hour simulator flights and two (2) three (3) hour emergency procedures ground school periods each training phase. The Ground School portion will be included in Block Training and it will not require additional scheduling. The flight simulator is located in Bldg 1230, Room 25. Crews will be required to bring helmet, oxygen mask, dash-one tech order, checklists and other equipment as specified in Inclosure 1 to SAC Reg 50-46, with the exception of parachute and life vests. On each Tuesday all periods will be allocated to the 98th Bomb Wing, and on each Friday all periods will be allocated to the 307th Bomb Wing.

August	1	2	5	7	8	9	12	14	15
0530	370	SB	372	SES	371	SB	370	SES	SES
0830	371	SB	370	SES	372	SB	371	SB	SES
1130	98	SB	98	98	98	SB	98	98	98
1430	98	SES	98	98	98	SB	98	98	98
August	16	19	21	22	23	26	28	29	30
0530	SES	372	371	370	SB	370	372	371	SB
0830	SES	370	372	371	SB	371	370	372	SB
1130	SES	98	98	98	SB	98	98	98	SB
1430	SES	98	98	98	SB	98	98	98	SB

5. CAMP PHILLIPS OQ:

	370	371	372
Aug 8	Baker	Struempler	Freeman I. D.
Aug 27	Thompson		

NOTE: The OQ Exercise is now 2 days in duration. Until further notice all instructions will be academic. All personnel scheduled to attend subject training for initial checkout in accordance with Annex V, Sub 3: SAC Reg 51-19, will accomplish pre-requisite requirements as outlined in SAC Reg 51-19. All personnel scheduled to attend subject training as annual refresher training in accordance with Annex II, SAC Reg 50-24 will accomplish a minimum of 2 hours of AN/PG T-1A Gunnery Training time prior to reporting. Personnel will report to OIC, Camp Phillips OQ Range, Base Training Flight not later than 1730 hours one day prior to class starting date. Students are advised to bring fatigues, jackets, gloves and/or other warm clothing if weather requires.

6. EWP STUDY: Except as noted below, each combat ready crew will require one (1) day EWP Study during the month of August.

R-42 Hibdon - Require 2 days.

APPENDIX III
ANNEX C To Opn Plan No. 202-57

Non-Ready crews will require EWP as follows:

- 1 Day - N-19, N-20, N-55, N-76, N-80
- 3 Days - (2 consecutive) N-24, N-26, N-48, N-50, N-53, N-84, N-86
- 3 Days - (consecutive) N-23, N-54, N-57, N-81, N, 82, N-83, N-85

Unless otherwise specified EWP Study will be conducted in the Plans Section, Room 115, Wing Headquarters Building. Crews will report for study at 0830 hours with complete mission planning equipment.

7. TN TRAINING (120007): Quotas for August are allocated to squadrons as follows:

August	370	371	372
9 (6)	None	Vartan Fisher	Lt Martin
23	(1) Open	Clark	(1) Open

NOTE: Training will be two weeks duration.

8. AQUATIC SURVIVAL TRAINING:

a. The Base Training Flight will conduct SAC Reg 50-24 Aquatic Survival classes during the month of August. Class will be conducted in Building 1480 and at the Ashland National Guard Camp, Ashland, Nebraska on Mondays, Wednesdays and Fridays from 0830 hours to 1630 hours.

b. Crew members will report for this training with flying suit or fatigues and have with them an extra flying suit or suitable substitute and a bath towel. Experience with the Nebraska grass burrs indicates that a pair of tennis shoes for use in the lake area will add much toward the health and well being of the individual students.

c. Squadrons will schedule the maximum number of crews for this training each Monday, Wednesday and Friday. All ready crews must complete this training prior to 15 Sept 57.

9. SPECIAL SURVIVAL TRAINING: There will be a special survival training class conducted for all combat ready crews during the month of August. The following schedule is established:

0800 - 1200 Thursday 1 August Base Theater
0800 - 1200 Friday 2 August Base Theater

NOTE: Anticipated make-up period for this month will be Saturday 24 Aug 57.

a. All Combat Ready Crew Members will attend one of these classes. Combat Crew Members not present for duty will be scheduled in September. This training will be given priority over all other Ground Training as attendance is mandatory.

APPENDIX III
ANNEX C To Opn Plan No. 202-57

10. SURVIVAL TRAINING: Advanced Survival (Basic and Refresher) quotas for August are filled as follows:

- a. 14003 Refresher Course 10 days
8 August - 371 Dostalek, Freeman, Richert
- b. 140000 Basic Course 19 days
6 August - 372 Meyers, Matyas, Kovacich
27 August - 372 Sullivan, Drum, Putnam

11. 2 DAY SURVIVAL TRAINING COURSE:

a. Effective Wednesday, 7 August 1957, the 307th Bomb Wing will schedule at least two B-47 Crews each week for a three day survival training course. Classes will be conducted from Wednesday through Friday each week.

b. Class room instruction will be conducted in Room #6, Bldg #962, beginning 0830 each Wednesday. Students will depart LAFB at 1400 each Wednesday for the Ashland National Guard Camp to accomplish the field exercise. Training will be completed by 1700 hours each Friday. Each student must have the following items in his possession prior to departure for Ashland:

- (1) Fatigues or suitable substitute.
- (2) Boots.
- (3) Jacket.
- (4) Extra pair of socks.
- (5) Gloves or mittens.
- (6) Canteen with cup and cover.
- (7) Sheath Knife and reliable pocket knife.

c. Rations and transportation will be furnished by the Base Survival Section. Separate ration personnel will be required to pay for rations.

APPENDIX IVTOANNEX CTOOPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 August 1957

KC-97 AIRCREW TRAINING

Rear Echelon Personnel will engage in SAC Reg 50-24 Associated Training and other training as required. Details will be disseminated by the rear echelon administrative section in coordination with the Wing Ground Training Office, Ext 8036, 8006.

All requests for training devices and off base training will be made through the Wing Ground Training Office.

APPENDIX IV
ANNEX C To Opn Plan No. 202-57

ANNEX D
TO
OPERATION PLAN

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln AFB, Nebraska
1 August 1957

DUTY ROSTERS AND PERIODS

1. DUTY ROSTERS:

a. Airdrome Officer: Not required for August 1957.

b. Flight Planning & Briefing Officer: Not required for August 1957.

c. Jet Tower Officer: Tactical Tower Officer will be selected from Aircraft Commanders qualified in B-47 aircraft. The tour of duty for each officer will not exceed 12 hours. Shifts will change at 0830 and 2030 each day. Assignment dates to individual squadrons are for 12 hour periods effective at 0830 hours or 2030 hours on dates indicated below:

<u>DATE</u>	<u>0830</u>	<u>2030</u>	<u>DATE</u>	<u>0830</u>	<u>2030</u>
1	0830 2030	370 371	17	0830 2030	371 372
3	0830 2030	372 370	19	0830 2030	370 371
5	0830 2030	371 372	21	0830 2030	372 370
7	0830 2030	370 371	23	0830 2030	371 372
9	0830 2030	372 370	25	0830 2030	370 371
11	0830 2030	371 372	27	0830 2030	372 370
13	0830 2030	370 371	29	0830 2030	371 372
15	0830 2030	372 370	31	0830 2030	370 371

APPENDIX I
ANNEX D To Opn Plan No. 202-57

d. Senior Flying Supervisor:

	August	September
LtCol Miller	15, 30	14, 29
LtCol R. D. Smith	1, 16, 31	15, 30
LtCol Stay	2, 17	1, 16
Maj Burford	3, 18	2, 17
Maj Dorothy	4, 19	3, 18
Maj Ecelbarger	5, 20	4, 19
Maj Farley	6, 21	5, 20
Maj Griffin	7, 22	6, 21
Maj Kohlscheen	8, 23	7, 22
Maj Minnick	9, 24	8, 23
Maj Minor	10, 25	9, 24
Maj Ouderkirk	11, 26	10, 25
Maj Reilly	12, 27	11, 26
Maj Tisdale	13, 28	12, 27
Maj Webber	14, 29	13, 28

NOTE: Tour of duty 1645 date shown until last tactical aircraft lands and 2 hours before first take-off until 0745 in case of take-off scheduled prior to 0800 on the morning following date shown.

e. Senior Area Inspection Officer: The following Officers will inspect the 307th Bomb Wing Flight and Maintenance area during normal duty hours and again at the end of the day. They will assure that all equipment is secure and that the area is clean and orderly.

	August	September
Col Read	1, 16	2, 16
Col Nowell	2, 19	3, 17
LtCol Aenkbacher	5, 20	4, 18
LtCol Richards	6, 21	5, 19
LtCol R. D. Smith	7, 22	6, 20

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LtCol Stay	8, 23	9, 23
LtCol Miller	9, 26	10, 24
LtCol Johns	12, 27	11, 25
LtCol Tillapaugh	13, 28	12, 26
LtCol R. L. Smith	14, 29	13, 27

f. Officer of the Day:

		August
Capt Charles S. Ness	371BS	11
Capt William T. Kimberlin	307HQ SQ	12
Capt Milton Bell	307HQ SQ	13
Capt Earl Atkinson	307A&E	14
Capt Allie McDonald	307HQ SQ	15
Capt Ward Beightol	307HQ SQ	16
1/Lt Arnold Nollenberg	307HQ SQ	17
Capt James E. Harvey	307FM	18
Capt Joseph M. Abshire	307HQ SQ	19
1/Lt Jackie L. Day	307FM	20
Capt Alan Goldstone	307FM	1st Alt
Capt William Meharg	307A&E	2nd Alt
W/O Stanley Johnson	307HQ SQ	3rd Alt
Capt Clayton Scott	307HQ SQ	4th Alt
W/O Henry Olson	307FM	5th Alt
Capt Bill F. Francis	307HQ SQ	6th Alt

2. Planning Meeting: The following meetings are scheduled for the month of August.

a. Monthly 60-9:

Time and Place: 1400, 15 August - Current Operations Briefing Room

To be Present: Aircraft Scheduling Committee (Ref SAC Reg 60-9), Chief of Standboard, Chief of Special Weapons, and Operations Officer of each Tactical Squadron.

Purpose: Plan the Sept Flying Schedule.

b. Weekly Operations Officers:

Time and Place: 1530 - 7, 14, 21, 28 Aug - Director of Operations

To be Present: Director of Operations, Chief, Training Division Air Training Officer, Special Weapons Officer, Squadron Operations Officer, Standboard Representative

Purpose: To discuss latest Operational Information and pass on scheduling data.

c. Weekly Preliminary 60-9:

Time and Place: 1400 - 7, 14, 21, 28 Aug - Current Ops Briefing Room.

To be Present: Chief, Flying Training Branch, Tactical Squadron Operations Officer, Aircraft Scheduling Officer, Range Scheduling Officer, Special Weapons Representative.

d. Weekly 60-9:

Time and Place: 1000 - 1, 8, 15, 22, 29 Aug

To be Present: Commander, Director of Operations, Director of Material, Base Munitions Representative, Chief of Maintenance, A&E Maintenance Supervisor, and others as required or directed to attend by any of the above.

e. Weekly Ground Training Meeting:

Time and Place: 1400 - 1, 8, 15, 22, 29 Aug Wing Ground Training Office

To be Present: Chief, Ground Training Branch, Tactical Squadrons Ground Training Officer, Plans Division Representative, Target Study Officer, RBS Site Scheduling Officer.

Purpose: To develop and confirm detailed weekly crew schedules, Squadron Representative will bring draft copies of SAC Form 537 for following weeks activities.

NOTE: Following the weekly Ground Training meeting and not later than 1600 hours, Thursday, one (1) copy of the next week's schedules (SAC Form 534) will be delivered to the Training Division, typed for reproduction and distribution

ANNEX E

ANNEX E
TO
OPS PLAN 202-57

ANNEX "E" TO OPS PLAN 202-57

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ANNEX E

TO

OPERATION PLAN 202-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 August 1957

ANNEX "E" (MAINTENANCE TO OPERATION PLAN NO. 202-57)

1. GENERAL:

- a. This Maintenance Plan presents the flying schedule for August 1957 and reflects all known requirements.
- b. The sortie schedule contained in Appendixs I, II, III, and IV, implement the flying requirements approved at the monthly scheduling meeting as directed by SAC Manual 66-3 and SAC Regulation 60-9. The total B-47 sorties will be two hundred and sixty-six (266) for a total of seventeen hundred hours.
- c. All sorties are scheduled on a two (2) day turn-around time.
- d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday. Work accomplished on weekends and during periods other than normal duty hours will be on an overtime basis and on individual aircraft.
- e. Sorties programmed for Mondays or a day following a holiday will not be scheduled for take-off prior to 1200 hours. Sorties programmed for Friday or the day preceding a holiday will not be scheduled for take-off after 1000 hours.
- f. Daily meeting of all Line Chiefs will be held at 0930 hours, Monday through Friday, to confirm aircraft tail numbers and requirements. Meetings of Maintenance Officers will be at the discretion of the Job Control Officer.
- g. Flight Line security measures will be in effect and personnel will exercise vigilance to insure that only those personnel having a "right and need" will be allowed access to aircraft, offices and/or shops.
- h. Air crew preflight of B-47s and KC-97s will be accomplished the day prior to the scheduled flight.

ANNEX E TO OPS PLAN NO. 202-57

APPENDIX ITOANNEX ETOOPERATIONS PLAN 202-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 August 1957

370TH BOMBARDMENT SQUADRON1. GENERAL:

a. This unit will provide eighty-nine (89) sorties for a total of five hundred and seventy-two (572) hours. (See inclosure to this appendix).

b. The flying schedule (see inclosure) produces eighty-nine (89) preflight and twenty-four (24) postflight inspections.

c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form(s) 190, as needed, submitted and the pre-scheduled maintenance Form 526 accomplished. This Form 526, with appropriate work orders, will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. All aircraft upon completion of a mission will be refueled to the next flight's requirements, unless a malfunction exists that precludes refueling.

f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publications.

g. The following aircraft will undergo periodic inspection during the month of August.

<u>TAIL NO.</u>	<u>PREDOCK</u>	<u>DOCK NO.</u>	<u>DATES</u>	<u>POST DOCK</u>	<u>FLT TEST</u>
224	8 Aug		9/14 Aug	15/16 Aug	19 Aug

h. Crew Chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Section for a complete records check seven (7) days prior to the pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew Chiefs will assure that the aircraft commanders are presented an operational check list. (secured from Maintenance Quality Control), for accomplishment on the last flight prior to periodic inspection.

APPENDIX I
ANNEX E TO OPS PLAN NO. 202-57

i. The following listed aircraft are scheduled for compass swings on dates indicated:

210	1 Aug 57
224	5 Aug 57
139	7 Aug 57
916	13 Aug 57
236	15 Aug 57
208	19 Aug 57
232	21 Aug 57
222	23 Aug 57

j. The detailed technical order program for the month is reflected by Squadron, Tail Number and Dates, in Appendix IX, this Annex.

k. The following listed aircraft will be prepared by 0800 hours on the date indicated for Weight and Balance. Job Control will schedule hangar space one (1) day prior to the scheduled date. The Squadron Weight and Balance Officer will certify that the aircraft is ready for Weight and Balance prior to jacking the aircraft. The aircraft will be defueled and a 780 check accomplished.

210	6 Aug 57
139	16 Aug 57

l. Air Crew preflight will be accomplished the day prior to flying.

APPENDIX IITOANNEX "E"TOOPERATIONS PLAN 202-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 August 1957

371ST BOMBARDMENT SQUADRON

1. GENERAL:

- a. This unit will provide eighty-eight (88) sorties for a total of five hundred and sixty-four (564) hours. (See inclosure to this appendix).
- b. The flying schedule (see inclosure) produces eighty-eight (88) pre-flight and twenty-three (23) post-flight inspections.
- c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form(s) 190, as needed, submitted and the pre-scheduled maintenance form 526 accomplished. This Form 526, with appropriate work orders, will be submitted to Wing Job Control.
- d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.
- e. All aircraft upon completion of a mission will be refueled to the next flights requirements, unless a malfunction exists that precludes refueling.
- f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publications.
- g. The following aircraft will undergo periodic inspection during the month of August.

<u>TAIL NO.</u>	<u>PREDOCK</u>	<u>DOCK NO.</u>	<u>DATES</u>	<u>POST DOCK</u>	<u>FLT TEST</u>
220	2 August		5/8 Aug	9/12 Aug	13 Aug
138	16 August		19/22 Aug	23/26 Aug	27 Aug
915	26 August		26/30 Aug	3/4 Sep	5 Sep

- h. Crew chiefs whose aircraft are scheduled for periodic inspection will report to the Aircraft Records Unit for a complete records check seven (7) days prior to the pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that aircraft commanders are presented an operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

APPENDIX II
ANNEX "E" TO OPN PLAN NO. 202-57

i. The following listed aircraft are scheduled for compass swings on dates as indicated:

227	7 August 1957
915	19 August 1957
912	5 August 1957
218	9 August 1957
902	1 August 1957
243	19 August 1957
918	15 August 1957
226	27 August 1957

j. The detailed technical order program for the month is reflected by Squadron, Tail Numbers and dates in Appendix IX, this annex.

k. The following listed aircraft will be prepared by 0800 hours on the date indicated for Weight and Balance. Job Control will schedule hangar space one (1) day prior to the scheduled date. The Squadron Weight and Balance Officer will certify that the aircraft is ready for Weight and Balance prior to jacking the aircraft. The aircraft will be defueled and a 780 check accomplished.

902	12 August 1957
915	2 August 1957

l. Air Crew pre-flights will be accomplished the day prior to flying.

APPENDIX IIITOANNEX "B"TOOPERATIONS PLAN 202-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 August 1957

372ND BOMBARDMENT SQUADRON1. GENERAL:

a. This unit will provide eighty-nine (89) sorties for a total of five hundred and sixty-four (564) flying hours, (see inclosure this appendix).

b. The flying schedule (see inclosure) produces eighty-nine (89) pre-flight and twenty-one (21) post-flight inspections.

c. Aircraft landing after duty hours will be met by night crews and refueled, parked and the flight crew accompanied by the crew chief debriefed. SAC Form(s) 190, as needed, submitted and the pre-scheduled maintenance form 526 accomplished. This Form 526, with appropriate work orders, will be submitted to Wing Job Control.

d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

e. All aircraft upon completion of a mission will be refueled to the next flight's requirements, unless a malfunction exists that precludes refueling.

f. Aircraft take-off times and duration of flights will be reflected in the weekly 60-9 publication.

g. The following aircraft will undergo periodic inspection during the month of August.

<u>TAIL NO.</u>	<u>PREDOCK</u>	<u>DOCK NO.</u>	<u>DATES</u>	<u>POST DOCK</u>	<u>FLT TEST</u>
128	31 Jul		1/6 Aug	7/8 Aug	9 Aug
413	12 Aug		13/16 Aug	19/20 Aug	21 Aug
417	20 Aug		21/26 Aug	27/28 Aug	29 Aug
416	28 Aug		29 Aug/1 Sep	5/6 Sep	9 Sep

h. Crew chiefs whose aircraft are scheduled for periodic inspections will report to the Aircraft Records Unit for a complete records check seven (7) days prior to pre-dock meeting. Pre-dock meetings will be held after the last flight of the aircraft. Crew chiefs will assure that aircraft commanders are presented and operational check list (secured from Maintenance Quality Control) for accomplishment on the last flight prior to periodic inspection.

APPENDIX III
ANNEX "B" TO OPN PLAN NO. 202-57

i. The following listed aircraft are scheduled for compass swings on the dates indicated:

h13	23 August 1957
134	9 August 1957
223	27 August 1957
h16	21 August 1957
128	13 August 1957

j. The detailed technical order program for the month is reflected by Squadron, Tail Number and dates in Appendix IX, this annex.

k. The following listed aircraft will be prepared by 0800 hours on the date indicated for Weight and Balance. Job Control will schedule hangar space one (1) day prior to scheduled date. The Squadron Weight and Balance Officer will certify that the aircraft is ready for Weight and Balance prior to jacking the aircraft. The aircraft will be defueled and a 780 check accomplished.

910	15 August 1957
128	16 August 1957

1. Air Crew pre-flight will be accomplished the day prior to flying.

APPENDIX VTOANNEX "E"TOOPERATIONS PLAN 202-57

Headquarters
 307th Bombardment Wing, Medium
 United States Air Force
 Lincoln Air Force Base, Nebraska
 1 August 1957

307TH PERIODIC MAINTENANCE SQUADRON1. GENERAL:

a. Provide personnel, tools, and equipment to process the following B-47 and KC-97 aircraft through periodic inspection.

B-47

<u>TAIL NO.</u>	<u>PREDOCK</u>	<u>DOCK NO.</u>	<u>DATES</u>	<u>POST DOCK</u>	<u>FLT TEST</u>
128	31 Jul	21	1/6 Aug	7/8 Aug	9 Aug
220	2 Aug	22	5/8 Aug	9/12 Aug	13 Aug
224	8 Aug	21	9/14 Aug	15/16 Aug	19 Aug
413	12 Aug	22	13/16 Aug	19/20 Aug	21 Aug
138	16 Aug	21	19/22 Aug	23/26 Aug	27 Aug
417	20 Aug	22	21/26 Aug	27/28 Aug	29 Aug
915	26 Aug	21	27/30 Aug	3/1 Sep	5 Sep
416	28 Aug	22	29 Aug/h Sep	5/6 Sep	9 Sep

b. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.

APPENDIX V
 ANNEX "E" TO OPN PLAN NO. 202-57

APPENDIX VITOANNEX "E"TOOPERATIONS PLAN 202-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 August 1957

307TH FIELD MAINTENANCE SQUADRON1. GENERAL:

- a. This unit will provide tools, equipment and personnel to support two hundred and sixty-six (266) pre-flight and sixty-eight (68) post-flight inspections for B-47 aircraft.
- b. Provide personnel, tools and equipment to process the B-47 aircraft through periodic inspection as outlined in Appendix V, paragraphs 3 and 4, this annex.
- c. Specialists to accomplish technical orders will be furnished in accordance with the schedule as established by the night planners.
- d. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.
- e. Ground power will be provided to support the maintenance schedule as reflected in inclosure to Appendix I, II, III and IV.

APPENDIX VI
ANNEX "E" TO OPN PLAN NO. 202-57

APPENDIX VII
TO
ANNEX "E"
TO
OPERATIONS PLAN 202-57

Headquarters
307th Bombardment Wing, Medium
United States Air Force
Lincoln Air Force Base, Nebraska
1 August 1957

307TH ARMAMENT & ELECTRONICS SQUADRON

1. GENERAL:

- a. Provide necessary personnel, tools and equipment to accomplish two hundred and sixty-six (266) pre-flight and sixty-eight (68) post-flight inspections for B-47 aircraft.
- b. Provide personnel, tools and equipment to process the B-47 aircraft through periodic inspection as outlined in Appendix V, paragraph 3 and 4, this annex.
- c. Normal duty hours will be from 0745 to 1645 hours Monday through Friday.
- d. Special Weapons Loading requirements will be reflected in the Weekly 60-9 publication.

APPENDIX VIIITOANNEX "E"TOOPERATIONS PLAN 202-57

Headquarters
 307th Bombardment Wing, Medium
 United States Air Force
 Lincoln Air Force Base, Nebraska
 1 August 1957

MAINTENANCE QUALITY CONTROL1. GENERAL:

a. This inspection plan will include all aircraft undergoing periodic inspection which will be inspected upon completion of the inspection and prior to flight test.

b. A minimum of twelve (12) flight line inspections will be accomplished averaging four (4) per Squadron.

c. The following activity inspections will be accomplished:

ORGANIZATIONDATE

Maintenance Control Activities

20 August 1957

d. A list of all discrepancies will be left at each section at the time of inspection. A formal report will be forwarded to the respective Squadron Commander at the end of the month in a statement of the corrective action by indorsement thereto.

e. Special inspections will be accomplished as required.

307th Bombardment Wing, (M)
Quality Control Branch
Lincoln Air Force Base, Nebraska

307DM10

3 September 1957

SUBJECT: Inspection Analysis Report

THRU: Chief of Maintenance
307th Bombardment Wing, Medium
Lincoln Air Force Base, Nebraska

TO: Director of Material
307th Bombardment Wing, Medium
Lincoln Air Force Base, Nebraska

1. An analysis of Quality Control Inspections for the month of August is submitted for your information.

a. Four (4) B-47 engine changes were inspected with an average of 1.0 discrepancies per jet engine as compared to 4.75 discrepancies for July. There has been a great improvement in the engine changes. One (1) KC-97 engine change was inspected with only one (1) discrepancy noted.

b. Ten (10) special inspections and/or investigations as requested by the DM & DMW were conducted during the month of August.

c. Weapons Release Inspections:

(1) Alert Aircraft Inspections	167
(2) A&E Ring Out teams monitored	5
(3) Aircraft Configuration Inspections	46
(4) Inspection of A&E Ring Out Records	3
(5) The most common discrepancy noted was low air pressure, which is a recurring item.	

d. Flight Test.

(1) This section coordinated and monitored thirteen (13) test flights as indicated below. All Test Flight were released.

(a) B-47 Aircraft.

1. Seven (7) Periodic Inspections.

307DMMQ, Subject: Inspection Analysis Report (Cont'd)

- 2. Two (2) "K" Tests.
- 3. Two (2) fifteen (15) day aircraft.
- 4. One (1) operational check.

(b) KC-97 Aircraft.

- 1. One (1) engine change.

e. Product Improvement Program.

- (1) A total of 1144 failure reports and one (1) UR were submitted. There was a vast increase in failure reports compared to the 639 failure reports submitted in July.
- (2) The UR program is still on the decrease which indicates various supervisors are not stressing the importance of Technical Order OO-35D-54.
- (3) Submission of UR's and failure reports by Squadrons are as follows:

SQDN	AUGUST		JAN THRU AUGUST	
	UR'S	FR'S	UR'S	FR'S
370		30	1	261
371		32	2	435
372		43	1	440
PM		25	2	885
A&E	1	947	19	4987
PM		67	7	675
ARS			2	537
HQ			14	
TOTALS	1	1144	48	8230

f. Periodic Maintenance:

- (1) An analysis of aircraft inspections (see inclosures) shows an increase in the number of discrepancies found on aircraft undergoing periodic maintenance.
- (2) Periodic inspections of six (6) B-47 aircraft shows an average of 33.0 discrepancies per aircraft as compared to 23.5 per aircraft during the month of July.

307DMMO, Subject: Inspection Analysis Report (Cont'd)

- (3) The greatest number of discrepancies were found on engines which is a recurring item.

g. Flight Line Aircraft Inspections:

- (1) An analysis of B-47 aircraft inspections (see inclosures) reveals an average of 8.7 per aircraft in the 370th Bomb Squadron.
- (2) In the 371st Bomb Squadron there was an average of 7.3 discrepancies per aircraft.
- (3) In the 372nd Bomb Squadron there was an average of 9.0 discrepancies per aircraft.

3 Incls

1. Flight line discrep
2. A&E Flight Line Insp
3. Periodic Insp

WILLIAM R. SULLIVAN
Major, USAF
Quality Control Officer

This is a certified true copy

*Fred D. Wood, Jr.
2/Lt USAF
R4A Officer*

FLIGHT LINE DISCREPANCY

SQ#	ACFT#	TYPE	INSPECTION	NUMBER		TOTAL		SAFETY OF		M/C TOTAL	
				ENG	INSP	ENG DISCREP	AVG DISCREP	FLIGHT DISCREP	AFT DISCREP	FLIGHT DISCREP	AFT DISCREP
370BS	53-2143		In Commission	2	2	2	5	0	0	7	
"	53-4241		In Commission	2	2	2	5	1	1	8	
"	53-2140		In Commission	2	4	4	7	0	0	11	
	TOTAL			6	8	8	17	1	1	26	(Ave - 8.7)
371RS	53-4234		In Commission	3	8	8	1	1	1	10	
"	53-4228		In Commission	2	1	1	5	0	0	6	
"	53-4240		In Commission	2	1	1	5	0	0	6	
	TOTAL			7	10	10	11	1	1	22	(Ave - 7.3)
372BS	51-2087		In Commission	3	2	2	5	0	0	7	
"	53-2141		In Commission	2	1	1	2	0	0	3	
"	53-1910		In Commission	4	14	14	3	0	0	17	
	TOTAL			9	17	17	10	0	0	27	(Ave - 9.0)

M/C B-47 Average for the Month of July - 11.3

ARMAMENT ELECTRONIC FLIGHT LINES OPERATIONS

SADM	ACFT #	BOMB INV	MD-A	M/R	RADIO	RADAR	AUTO-P	ECM	CAMERA	AUG	TOTAL
370BS	53-1901	1	3	0	2	0	1	2	0	1	10
	TOTAL	1	3	0	2	0	1	2	0	1	10
371BS	53-4218	1	0	0	1	0	0	2	1	0	3
"	53-4228	0	1	0	4	0	0	0	0	0	5
"	53-1911	0	0	0	3	0	0	0	0	0	3
"	53-1902	2	1	0	5	0	1	2	0	0	11
"	53-1912	1	1	0	0	0	0	3	1	0	6
"	53-1940	1	1	0	1	0	1	4	0	0	8
	TOTAL	5	4	0	14	0	2	9	2	0	36
372BS	53-2141	3	1	0	0	0	0	0	0	0	4
"	51-2087	0	0	0	1	0	0	0	0	0	1
"	53-1906	3	2	0	1	0	0	0	0	1	7
"	53-1917	1	2	0	0	0	0	1	0	1	5
"	53-2134	0	0	0	1	0	0	1	0	2	4
	TOTAL	7	5	0	3	0	0	2	0	4	21

MC B-47 Average for the Month of July 5.1

PERIODIC INSPECTIONS

B-47 Per Maint Dock #21	SAFETY OF FLT	ENG	APG	S/M	ELEC	HYD	INST	LD-4	OAM	B/M	RADIO	A/P	DO.	M/R	M/C	DOCK
															TOTAL	DISREP.*
53-2128	1	16	6	0	0	1	3	1	0	2	1	0	0	0	30	115
53-2138	0	24	5	2	0	2	0	1	1	1	2	0	0	0	38	97
53-2416	0	15	9	2	0	2	2	1	1	2	2	2	6	0	44	76
TOTAL	1	55	20	4	0	5	5	3	2	5	5	2	6	0	112	288 (Ave - 37.33)

B-47 Per Maint Dock #22	SAFETY OF FLT	ENG	APG	S/M	ELEC	HYD	INST	LD-4	OAM	B/M	RADIO	A/P	DO.	M/R	M/C	DOCK
															TOTAL	DISREP.*
53-4220	1	8	4	1	1	2	0	0	0	0	4	0	1	1	22	46
53-2413	0	11	10	0	0	0	2	0	0	3	0	1	1	1	29	85
53-2417	0	19	6	0	1	1	0	1	0	2	1	0	2	2	35	59
TOTAL	1	38	20	1	2	3	2	1	0	5	5	1	4	3	86	230 (Ave - 28.66)

M/C B-47 Average Per Aircraft for the Month of July - 23.5

* Figures in this column indicate the number of discrepancies found by the Per Maint Dock during the Per Maint Inspection.

Suggested by 307th Directorate of Materiel

1. Reference D.F. Commander 310th Air Division, dated 13 August 1957, same subject, the following economy suggestions are submitted:

a. DD Form 96 "Disposition Form" usage.

(1) Eliminate signature block and substitute the format depicted in Item 1, Inclosure #1. Use of this format will eliminate eight (8) spaces required for the signature block. Under the present composition, an average of three spaces (3) comments fill the face of the DF. Utilization of the suggested format will permit compression of comments to allow insertion of possibly six (6) comments within the borders of the DF.

(2) In some instances comments are written on the DF without regard to utilization of all space between the left and right margins. Recommend entire space between both margins be used to further compress comments. (See Item 1, Inclosure #1).

(3) Under present usage, only the front side of the DF is being utilized. Recommend both sides be used. It is then possible to place as many as twelve or thirteen comments on one Disposition Form.

(4) Coordination DF's; See item #2, Inclosure 1. Addresses listed could indicate concurrence, as in the case of proposed Regs, etc., by merely initialing opposite their office symbols.

b. Use of paper clips: Recommend more extensive use of wire staples in lieu of paper clips. In many instances paper is thrown in trash barrels with paper clips attached. Had staples been used the cost of clips would have been minimized. Prior to disposal of paper all reusable clips and fasteners should be reclaimed for future use.

c. Internal Correspondence: Recommend both sides of paper be used for all internal correspondence.

d. Ink: In many instances ink is being purchased in 2 ounce bottles to supply individual needs. These bottles can normally be found in various desk drawers, their existence often forgotten. Recommend ink be procured in bulk quantities and stored in central location for inter-office dispensation, i.e., One pint bottle could serve the needs of the entire Chief of Maintenance Section for a considerable length of time.

e. Scratch Paper: Great quantities of correspondence is being thrown out as trash daily. Recommend each office save all trash-bound correspondence the reverse side of which is blank. This paper could be stacked and stapled for use as scratch paper. A good deal of paper is destined for waste in reproduction sections. Recommend all such paper be saved and made up into scratch pads for agencies which normally requisition writing tablets from Base Supply. These scratch pads could be assembled in 8 X 11 1/2 and 5 X 8 sizes. Additionally DD Form 95 could be saved by each office removing them from correspondence and assembled into scratch pads.

f. Officers and Airmens Rosters. Reduce subject rosters to quarterly instead of monthly publications.

g. Incoming T-X's. Insure accuracy in receipt and reproduction of incoming T-X's to minimize errors which require additional messages to clarify originals.

h. Aircraft cloth nose plates. Eliminate the requirement for airmen to wear nose plates, which must be furnished out of squadron funds.

i. Time Cards. Eliminate.

j. Dust Excluders. Eliminate use of present type J-47 Engine Dust Excluders and substitute 3/8" I.D. tire tube. Present dust excluder is hazardous in that rivets are apt to break off and enter the engine inlet area. Repairs to excluders are constantly necessary. Use of the tire tube would be less expensive and actually will perform a better job in that the tube will make a better contour fit against the engine nose cone and inner surfaces of the nose ring cowl.

k. J-47 fuselage nose covers. Eliminate the requirement for nose covers. These covers are intended to keep water from entering the nose compartment through the navigator's window. The window closure can be effectively sealed to prevent the entry of water. Use of the cover causes corrosive action on the skin of the nose section. Corrosion must be removed by the use of polish and wax which is expensive. Additionally, the covers themselves are subject to wear and tear.

 Suggestions by 307th Squadron

1. Repair engine (J47) insulation blankets in the EM lock and reinstall. Leaving these blankets through the repairable channels will cause more damage than can be repaired. Estimate \$200.00 per periodic inspection will be saved, or \$1000.00 per month.

2. Require AIC to fully secure all tool room areas upon a work order request.

3. Channel all material to the salvage yard through the 90th and 307th Reclamation Sections. Recently, 3 serviceable work benches were found in salvage. New benches of same type would cost approximately \$150.00 each.

Certified EXACT COPY

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